SOCIETY BELLES TURN TO LABOR

Roll Up Their Sleeves and Place Themselves in Class of Economically Independent

SOME ACHIEVEMENTS

That hardy and perennial plant, the Clinging Vine, is at last showing signs of an early demise.

It underwent a noticeable deterioration during the war, and recent developments in this city point to its total extinction as a species in the near future.

A condition now exists in Philadelphia which, in the days of Queen Victoria, would have shaken the social system of the city to its very foundation.

Girls of ample means and impeccable position are not only insisting upon a first-class education, but they are actually going to work.

Consider, as an example, the case of Miss Mary Ernestine Coleman, daughter of Mr. and Mrs. Robert J. Coleman, of 7316 Bryan street, Chestnut Hill. She works every day in a banking house as a stenographer. She doesn't have to do it; no one suggested it to her, she was free if she chose, to spend the entire day in doing whatever she wished.

But it seemed to her, as it has seemed to many other girls, that a life without labor is a poor life indeed. So she went to a business school, fitted herself for a position, and is now busy from 9 to 5 o'clock every day with the important details of her job" business.

This Girl a Producer

In like manner, Miss Gertrude Pancoast, rebelled at the restricting influences of life, as custom dictated she should lead it, and she determined to become a producer. She, too, studied business methods and qualified for a responsible position with a large security house. These two are not by any means the only ones who have subscribed to the doctrine of economic independence for women, but they typify the spirit which led them to choose their course.

"I do think," said Miss Pancoast, "that every girl should be able to earn money and to support herself. She should try at least."

Miss Pancoast is the daughter of Mr. and Mrs. W. Howard Pancoast, of 2021 Delancey Place.

Although they have not yet attained to the position of actual producers, Miss Mary Howland, daughter of Mrs. Frederick Howland, 411 South Carlisle street, and Miss Polly Bayard, daughter of S. McKean Bayard, 105 East Johnson street, Germantown, are now hard at work in a business school acquiring the knowledge which will enable them to secure it. From 9 until 5 every day they sit in class, and when they go home at night they have good old-fashioned home work to do which claims the major portion of their evenings. It would be difficult to define this sort of thing as anything but work, and hard work at that.

One of the notable records of achievement is that of Miss Barbara Boyd and Mrs. Gordon Reteau. After completing their courses at the Academy of the Fine Arts they engaged in a tiny studio on the top floor of an old building on Sydenham street, and started in to make hand-painted lamp shades. Mrs. Reteau sallied forth into the marts of trade and sold some of them to a dealer. Within an hour they had all been sold and the dealer was clamoring for more.

Both of the fair proprietors are on the job all day long, and both are as busy and as happy at their work as the proverbial bee.

It is interesting in this connection to observe the number of girls who are entering college instead of making the time-honored debut. The time is past when it was considered vulgar for a young woman to know anything. Miss Mary Thayer and Miss Elizabeth Evans at Vassar, Miss Mazie Frazier and Miss Margah Toogood at the University of Pennsylvania, Miss Marion Watts at Wellesley and Miss Elizabeth Pearson at Bryn Mawr are all girls who have placed a well-trained mind and spirit first in the scale of desirable things.

Many girls who have artistic talent are developing their gift at art schools in this city, where several of them have done noteworthy work. Miss Mary Primrose Reeves and Miss Jean Knox, at the Academy of the Fine Arts; Miss Mary Ernestine Appleton, Miss Peggy Ferguson, Miss Charlotte Starr, at the School of Design for Women, and many others are devoting their time to their studies, and they have definite ideas, moreover, as to what they intend to do when they have completed them.

La Follette Asks That Mellon Quit

Continued from Page One

rose said all prominent economists agreed with Mellon "when indicated by hysteria or swayed by demagoguery."

"It is not necessary for the chairman of the committee (Mr. Penrose) to spice his comments about demagoguery," La Follette retorted sharply, suggesting that Penrose "keep his seat."

The declaration regarding Mellon was made by La Follette during the discussion of his amendment to the tax bill providing that all tax returns be made matters of record for public inspection. He asserted that if what Mellon had said were true, the amendment he proposed would make "all of the big ones come through, for they wouldn't dare take a chance of having their neighbors come in and show up their tax evasion."

Would Reveal Self Assessments

"The security of property," he continued, "rests on each parcel bearing its just share of the tax burden, the upkeep of the Government. The time has come, it seems to me, when all should know how or for privileged to know how each taxpayer assesses himself."

The Senate adopted the first of La Follette's amendments to the tax bill, that requiring taxpayers to list their tax-free securities with their income returns, the vote being 38 to 11. La Follette said it was designed to tabulate those who paid and those who shirked taxes.

When the Senate resumed the tax revision fight today, it had but nine hours' rest, having adjourned at 1 A. M., when an unanimous consent agreement had been made limiting debate. The agreement provides for the disposal of all the La Follette amendments by 3 P. M., following which the soldier bonus amendments will be taken up, to be disposed of by midnight. Recessing then, the Senate will meet at 10 A. M. Monday, under a ten-minute debate limitation. Republican leaders hope the bill will be passed by Monday night.

The soldiers' bonus amendment offered by Senator Reed will be taken up as soon as the La Follette amendments are disposed of. After that the amendment offered by Senators Simmons, of North Carolina, and Walsh, of Massachusetts, will be considered.

OPPOSE NEW CURB ON DELAWARE AVE.

Business Men Say It Will Tie Up Riverfront Traffic Worse Than Ever

SAFETY NEED, MILLS AVERS

Business men on Delaware avenue between Chestnut and Walnut streets have protested to the city against the placing of a sidewalk and four-inch curbing in the center of the thoroughfare, which they say will cause a tie-up in traffic even worse than at present.

George M. Richardson, treasurer of the Merchants' Warehouse, believes the new curbing to be a waste of money as well as a hindrance to trucks and drays which unload between Chestnut and Walnut streets.

"It seems rather peculiar in view of the fact that all these years people have been able to attend business on Delaware avenue without the aid of a sidewalk," Mr. Richardson said.

Traffic May Be Delayed

"If a train comes into one of the spurs that lead to the various business houses and stops, traffic will be unable to proceed along the new course because of the curbing, and will have to either wait until the train pulls out or turn about and follow the railroad tracks in the center of the street. Before they were able to drive around the cars.

"I have written Superintendent of Police Mills, stating what I believe to be the opinion of all the merchants and warehouse men along the waterfront in this location, in that the new pavement and curbing will not only hinder traffic but deter business.

Barney J. Devine, president of the Team Owners' Association, sums up his views in a few words:

"It's going to kill business on Delaware avenue, and I intend complaining to Director of Public Works Caven to see if there is not some alternative to both protect the pedestrian and business man of Delaware avenue."

"The curbing to act as a guard to pedestrians has been in the minds of the engineers for some time," Superintendent of Police Mills said when questioned regarding the complaints.

Needed for Last Two Years

"There has been a need of this sort of thing for the last two years, and with traffic growing more and more every day the pedestrian must be protected from the heavy trucks and drays. The installation of this curbing seems the only logical means, and I cannot see how it will in any way hinder traffic or prevent trucks from unloading at business houses."

Delaware avenue today appears more like the port of La Havre, France, during the winter months with all its muck and mire and rampant traffic, than one of the busiest streets in the third largest city in the United States.

Cobble stones heaped in disorderly piles line both sides of the street, temporary bridges of cast-off railroad ties form spans over which pedestrians may escape the film of muddy water and rotted vegetation flowing into the open sewers now under construction.

The strained faces of truck drivers eagerly awaiting their turn to board the ferries or unload their cargoes at the destinations along Delaware avenue, and many other incidents are only a few of the sights which greet the business man or casual stroller who happens along the water front amid the turmoil of roaring trucks and stumbling horses.

Both Sides of Street Under Repair

Delaware avenue, almost in its entirety, is under repair. Not one side but both sides of the avenue are mottled by beans of black upturned earth where engineers found it necessary to make immediate repairs before going into the general laying of concrete and cobble stones.

Patrolmen, their horses' flanks steaming in the damp air, dash back and forth in an endeavor to untie the Gordian knots of the congested traffic. And to add to it all—the new curbing.

Beatty Cheered by Crowds Here

Continued from Page One

ings in this regard. For the present, Admiral, the Mayor on behalf of the city offers you the hand of hospitality and the shield of our friendship and good will."

Admiral Beatty, smiling, replied:

"I am proud to receive this token of the appreciation of your historic city, not for myself so much as for the great force which I have the honor to command. The close association of the people of England and America is bound to result to the benefit of the world in general."

More Cheers From Crowd

The greetings between the Mayor and the Admiral were conducted in a low voice, so that only those near them heard what was said. The crowd, however, remained quietly attentive until they knew that the interchange of greetings was over, then broke out into a wild cheer.

Robert E. Strawbridge, Earl Beatty's host here, took a place on the platform with the Mayor and his party, as did Admiral Hugh Rodman, U. S. N.; Commander G. W. Simpson, of the Philadelphia Navy Yard; Captain F. T. Spickernell, R. N., Earl Beatty's aide; Captain Bailey, R. N., British Naval Attache at Washington; Francis A. Lewis, 3d, representing the American Legion, and Gerald Campbell, British Consul General here.

Earl Beatty then turned to the ranks of British war veterans. Every arm of the service was represented there. Men from the British Isles stood shoulder to shoulder with colonials from New Zealand and Australia.

The British veterans stood in two lines, at attention. British and American flags waved over them side by side. Most of the men wore medals on their breasts, some of them the bars and clasps of many campaigns.

Admiral Inspects Veterans

The Admiral's eye kindled as he looked at them, and then with a word to the Mayor, he stepped out to inspect the ranks of the veterans. He stopped to talk with several of the men who wore medals, asking them in what units they had served and how they had won their citations.

To Harold Howard, one of the veterans, he said, after noting the ribbons and medals on his breast: "Why, you were in the 'Old Contemptibles,' weren't you?" Howard modestly admitted that he had served with the stubborn little British force which took the German Kaiser's contemptuous expression for them as their boast and watchword.

Another veteran with whom the Admiral stopped to chat was Sergeant Major Wilfred Jefferies, R. F. C., who carries a cane because of a troublesome old wound, and who wore two of the King's rosettes and also was a veteran of the "doors of the war," as the British called those first opening weeks when they fought their way back from the defeat at Mons.

What seemed to please the Admiral best of all, however, was the sight of a naval uniform among the ranks of khaki. He shook Norman Whitley warmly by the hand and asked on what ships he had served and who was his old commander.

"I was on a mine layer in the North Sea, your Lordship," answered the former sailor, "and I served under Captain Lochhart Leith."

"He was one of my best friends," said Earl Beatty, warming up. He has a fine humorous twinkle when he smiles.

Alfred Campbell, a Negro, who served with the British troops in France, also was shaken by the hand and congratulated by the Admiral. Campbell wore a medal which he explained had been handed down from his grandfather.

Leaving City Hall the party went directly to the navy yard, then to the Bellevue Stratford for luncheon.

Mayor Speaks at Luncheon

In an address of tribute to Admiral Beatty at the luncheon Mayor Moore referred to the achievements of the distinguished Admiral of the Fleet, calling attention to his work with Kitchener on the Nile, his victory at Heligoland and his final triumph off Jutland. He likened the latter as a world achievement, to the destruction by Sir Francis Drake, of the Spanish Armada, in the days of Queen Elizabeth.

The Mayor took occasion to refer to America's part in the naval processes of the war and told of the great activity in shipping and ship construction along the Delaware River. He said the shipyards here grew apace, culminating in the erection of Hog Island, which sent its note of confidence to the Allies and its message of despair to the enemy forces.

The Delaware River, he said, with its splendid naval station at League Island and its many shipyards and industries, was an inspiration which had its effect in bringing the great war to a close.

"Indeed," said the Mayor, "we may say to our distinguished friend, who knows so much about shipbuilding upon the other side, that we have come to regard the River Clyde as the Delaware of Great Britain."

The Mayor also referred to the happy combination presented to America in the life of Admiral Beatty. The son of a Wexford County Irishman, the better half of him American, and the rest of him English, makes a combination hard to beat, said Mr. Moore with a smile.

Guests at Luncheon

Guests at the luncheon included Mayor Moore, Admiral Rodman, Captain Bailey, Captain Spickernell, Major Warburton, Mr. Strawbridge, Francis A. Lewis, 3d, Mr. Weglein, Mr. Shoster, Commander Simpson.

Directors Cortelyou, Caven, Furlough, Sproule and Tustin, Mr. Smyth, Director Twining, A. Lincoln Acker, Gerald Campell, Admiral Nulton, Captain O. G. Murfin, Major George F. Tyler.

Edwin S. Stuart, James D. Bonner, James J. Gordon, H. Paul Barnes, J. S. W. Orion, Cyrus H. K. Curtis, Howard B. French, William B. Mills, Colonel James Elverson, Jr., E. A. Van Valkenburg, John P. Dwyer, General W. W. Atterbury, Guy H. Naylor, Dr. H. Brooker Mills, Charles J. Maxwell, Dr. Hobart A. Hare, Alba B. Johnson, John Gribbel, John Frederick Lewis, George Wharton Pepper, Samuel M. Vauclain, E. T. Stotesbury, Morris L. Clothier, Dr. George Johnson, Colonel John S. Mucklé, John Wanamaker and Emil P. Albrecht.

Eats Breakfast at Bryn Mawr

Earl Beatty popped off the train at Bryn Mawr at 7:00 o'clock this morning to eat breakfast with his old friend, Mr. Strawbridge, who had met the British hero many times on polo trips to England.

The long trip from Kansas City, where Lord Beatty attended the American Legion convention, began at 10:30 o'clock Tuesday night. The Admiral's party left Chicago at 10:30 o'clock last night.

The train on which the Admiral rode does not stop at Bryn Mawr except to discharge passengers. The engineer so applied his brakes that the last sleeping coach, which Earl Beatty and his party had to themselves, stopped directly in the station platform.

Few persons were waiting on the platform. The Admiral, clad in "civies," with a walking stick and a derby hat worn at a rakish angle, bounced down the steps of the train as fresh and smiling as the crisp autumn day.

With him was Admiral Rodman, in full uniform, the only uniformed member of the party. The American contingent, the British admiral he inches. His uniform caught the eyes of the few persons on the platform, and for a moment evidently he was mistaken for the distinguished visitor.

Beatty Accompanied by Aides

With Earl Beatty were his aides, Captain Spickernell and Captain Bailey, in civilian clothes, and Captain Houghton, the Secret Service man, who is accompanying Earl Beatty on his journey through the United States.

Mr. Strawbridge, the Earl's host, with whom he will get in a little golf, was a few moments late. Mr. Strawbridge dashed up in a cabriolet just after Earl Beatty and his party had alighted from the train.

Mr. Strawbridge, smiling broadly, dashed forward and the Earl did the same. They clasped hands with a warm grip and exchanged a brisk "Hello, Dave"—the Earl's given name is David—and "Hello, Bob."

"Feeling spick and span," said the Earl in reply to his host's question, "How are you yourself?"

"How do you like getting up so early?" some one asked Earl Beatty.

"Oh, we get used to it in the navy," he answered with a laugh, as he went off with his host, who remarked "they'd just be in time for breakfast."

Lady Beatty has been visiting at the Strawbridge farm for several days. Her distinguished husband had breakfast, rested a while, then donned his uniform, with the broad ribbons of his many medals across the breast, for the formal entry into Philadelphia.

Begins Auto Ride to City

Earl Beatty and his party left the Strawbridge farm at 10:40 o'clock. The distinguished visitor rode in a cabriolet with Mr. Strawbridge and Captain Houghton. In a car behind them were the admiral's aides. They sped to Green Hill Valley Farm, at Overbrook, where they crossed the City Line and entered Philadelphia.

The admiral had his first taste of Philadelphia's welcome at City Line. A large crowd awaited him. Women and children looked out of windows at the brief but colorful episode in the bright sunshine as the admiral was greeted by Major Warburton, who went out as the Mayor's emissary to greet him and escort him to City Hall.

Just before the admiral's car arrived, three machines with the official party and their escort dashedup, preceded by a squad of motorcycle patrolmen. One car was filled with marines, in their light blue trousers and dark blue jackets—their uniforms of peace. They carried their rifles and bayonets, however, and they wore on their breasts decorations for valor. Every marine was a picked man, veterans all of them of the World War, most of them bearing the scars of Belleau Wood. Riding with the marines was Superintendent Mills.

U. S. Sailors in Another Auto

Another automobile was loaded with sailors from the Philadelphia Navy Yard, big, stalwart fellows, the pick of the fleet lying there, and most of them veterans of the long patrols of the North Sea and the ocean lanes during the war.

A third car bore Major Warburton. As Earl Beatty's car came up Major Warburton sprang out and shook his hand. Mr. Campbell, the British Consul General, rode with Major Warburton.

"I welcome you to Philadelphia on behalf of the Mayor and Council," said Major Warburton. Then, with the motorcycle men leading the van, the run was begun to City Hall.

Superintendent Mills and the Marine guard preceded the admiral's car. With the admiral rode Major Warburton and the aides. A third car bore Francis A. Lewis, 3d, of the American Legion, and Alexander Peters, who won four-teen war medals, and who carried the American Legion standard. In the fourth car were Commander Simpson and Mr. Campbell.

The run to town was made through Fairmount Park, passing the Civil War, Lincoln and Washington monuments, Major Warburton explaining as the cars whirled through the sun-bathed park. Park guards stood at attention as they passed.

HIGH SCHOOL GIVES PLAY

Haddon Heights Boys and Girls Act in "A Case of Suspension"

Haddon Heights, N. J., Nov. 5.—Pretty girls and daring boys of the high school presented to hundreds of spectators in the high school auditorium the sketch "A Case of Suspension," with a musical program, Thursday night.

The cast comprised Miss Ruth Forrester, Miss Elsie Shirey and Miss Mae Clemmens as seminary girls; Harry Heller, John Sheppard and Arthur Seibert as undergraduates of a nearby college; Miss Mildred Harvester and Henry Klek as members of the faculty; Miss Pauline Semple as a maid, and Charles Charman, a seminary man. Miss Helen Schakk directed the sketch, which was given for the benefit of the senior class.

Dr. Cattell to Speak at Temple

Tonight at the College Hall of Temple University, Dr. E. J. Cattell will speak on "Playing the Game Straight as Well as Strong." There will be also a musical program. The meeting is under the auspices of the School of Commerce of Temple University.

RESINOL
Soothing and Healing
Aids Poor Complexions

MAYOR GREETS ADMIRAL BEATTY

When Britain's naval hero of the Great War arrived at City Hall Plaza today, among those to greet him were Mayor Moore, right, and Rear Admiral Rodman, U. S. N., center

Beatty Souvenirs Sell Briskly at City Hall

British flags and buttons bearing the photograph of Admiral Beatty, and offered by venders, had a tremendously brisk sale around City Hall today.

Hundreds of English people resident in this city were in the crowd that greeted the Earl, and some of them bought two or three of each souvenir.

CRAIG CONSULTS LLOYD GEORGE

Arranges for Invitation of Ulster to Enter Irish Conference

PREMIER WILL TAKE REST

By the Associated Press

London, Nov. 5.—Sir James Craig, the Ulster Premier, not long after his arrival in London today had a long interview with Prime Minister Lloyd George at the latter's official residence in Downing street. Austen Chamberlain, Government leader in the House of Commons, also was present at the interview.

Not long after Sir James had left the Prime Minister's residence he was quoted by a representative of the Belfast Telegraph as stating that he had called on Lloyd George and Sir Robert Horne, Chancellor of the Exchequer, as the result of an invitation received today. Sir James, according to the newspaper representative's version, added:

"I have arranged that if, and when, Ulster's interests are reached in the Irish conference all the Ulster representatives will be asked to attend. In the meantime nothing will be settled behind our backs."

It was announced today that the week-end party at Chequers Court, Lloyd George's country home, would consist only of the immediate members of his family, since he was extremely tired after a very busy week.

The Ulster Premier said that his visit to London was not the result of a summons, or an invitation from any one. He said he had come with his wife, to meet their sons, students at Eton, who would spend the week-end in this city.

Colonel Spender, secretary of the Ulster Cabinet, accompanied Sir James to London, while the Lord Mayor of Belfast, an influential member of the Ulster Unionist party, was a passenger on the same train.

Belfast, Nov. 5.—(By A. P.)—Sixteen Sinn Feiners raided the police barracks at Kesh, County Fermanagh, last night, overpowered the four constables in charge, seized all the rifles and ammunition and escaped. They took advantage of the absence of most of the garrison, who had gone to Enniskillen to attend a boxing tournament. General Tudor, Irish police chief; Colonel Wickam, Ulster divisional commissioner, and other high police officials were at the tournament. Police were rushed to the scene of the raid, but the Sinn Feiners had escaped.

Foil Auto License Trick

Harrisburg, Nov. 5.—(By A. P.)—John Shelnick, of McDonaldton, and J. O. Davis, Pottsville, who lost automobile licenses early in the year for violations of the automobile code, had been found by State automobile division inspectors to have secured licenses under other names, and Registrar Ben G. Eynon has subjected them to a second revocation. These are the first instances of the kind to come to light. The State has revoked these licenses: Boyd H. Gower and T. H. Prevost, Harrisburg; Charles Notyl, Clifton Heights; James Kuter, Philadelphia; Harry Whitten, Phillipsburg.

ANGLESEA FISHERMEN LIKE THOSE KIPLING WROTE ABOUT

Bishop's Hotel, Where Gang Hangs Out, Resembles Fultah Fisher's Boarding House—Tragedy Casts Shadow of Gloom

"'Twas Fultah Fisher's boarding-house
Where sailor men reside
And there were men from all the ports—"

Only in this case it is "Bishop's," in Anglesea, N. J., but the men are the same type that Kipling wrote about.

As strange and weird are their adventure, as rough the sea, and as hard the life they live in sight of the carrousels and band-stands of a summer resort, as in any epic written of the fisherman's life on the Grand Banks, or off the freezing fiords of Norway.

Most of the men are as familiar, in fact, with the mist-hidden liners that bring a crashing death on the Grand Banks and the licking combers of the Irish Coast, as they are with the treacherous Hereford bar, which brought death to eleven of their number last Monday.

Scandinavians for the most part, their calm blue eyes have scanned weary horizons since they were born, the lure of the sea is in their blood, and they can no more leave their hard lives than their Viking ancestors could help sailing ever onward toward the receding skyline.

And they travel the world to fish. The first of this month the Hegira started to the South and within a few weeks the same men who have dragged the flopping bass and fighting blue fish from the lashing green opaqueness of the Northern Atlantic all summer will be watching their lines and nets through the blue transparency that is the ocean off the Florida coast.

Spring Plans

When the season changes again in the spring the same men will start to the northward, perhaps to Boston or Quebec for the Grand Banks fishing, or perhaps the call of the homeland will sound and they will hunt their finny livelihood off the shores of Norway or Sweden.

Some, too, will return to Anglesea and Bishop's. Some will not even leave there. If the summer has been a good one they will stay quietly in port for the winter. If the summer has been a very bad one, they may not have the carfare for the trip South and be forced to ply their trade off the treacherous Jersey coast all winter.

The interesting part of it is the little realization that the summer visitors have of the romance that is going on under their eyes. It is not until some tragedy like last Monday's brings home the fact, that the more sheltered of us realize the savage remorseless strength of the breakers, the bathers dance in during the summer.

Not until one of the strong craft is tossed, shattered and stripped of its human freight on the hard beach, do we know that the bobbing pound boats that dot the summer horizon are manned by crews that daily face death—and like it.

The reward is small and uncertain, the work is unbelievably hard and the life a constant risk, but these men will never give it up. Perhaps they can't give it up. The lure of the sea has them just as strong as it has the hands on the seagoing ships and if you have a chance to talk with some of them in Bishop's you will realize it.

When the statement is made that the reward is small, perhaps it should be qualified to read "the financial reward."

These hardy Norsemen get a bigger reward than any but they can know. There is a satisfaction back of the big soft eyes, a peace in the movement of the big bodies, an assuredness in their whole being that indicates with certainty that they love their work and their lives—that they are paid better than a landsman can appreciate.

It might be that these men live daily just a little closer to the omnipotence than the folks ashore. Perhaps they know just a little better than sheltered folk just what it is all about—this life business.

Hotel Is Headquarters

"Bishop's" is a hotel. The bar is the headquarters for the fishermen, and it has every bit of color that Kipling has crammed into his "Fultah Fisher's Boarding House." The smoke is there—and the oaths, and the "fist-banged board." Volstead has removed one of the ingredients that would make the picture complete, but in tobacco and one-half of 1 per cent the fishermen find inspiration for talk and many are there to "tell their tales of wreck and wrong and shame and lust and fraud."

Perhaps the most astounding thing to the layman is just what a big gamble this fishing business is, and just how many different kinds of fishing there are. At Anglesea, besides the better known pound fishermen, there are trawlers and "hook and liners." "Hook and lining" might not sound like much of a way to gather a stake, but Captain Louis says:

"Don' tink dat. Biggest money made here this year by a hook and liner. He don't have big expenses like pound men or trawlers. It cost like h——l to go fishing like me in a smack. Hook and liners don' need any crew an' their boats is small."

The pound men work on a flat salary, just as do the crews of the big smacks, but the "hook and liner" is usually in business for himself and he shares in the gamble that is a part of the business of the companies that operate the pound fisheries and the men who own the smacks and trawlers.

Ship Fish Here and to New York

Aside from the risk there is in the life and the possibility of a poor catch, the fishermen in business for themselves never know how much money they have made until two or three days after they land their fish. They ship immediately to Philadelphia or New York, to whatever commission merchant in those cities they do business with.

Whatever price he can get is what their day's work pays them. They are at the mercy of fluctuating markets, without being able even to share in the excitement of knowing what is going on along the streets where their wares are sold.

Just now it is hard to get details of the fisherman's life, even in Bishop's. The talk all turns to last Monday's tragedy and to reminiscences of similar cases on the Jersey Shore and in many out-of-the-way corners of the world.

The death of Captain Johnson and his crew has cast a heavy damper over the end of the season. Men do not talk of their season's earnings, nor do they plan quite so enthusiastically for their Southern trips.

There are no tears, no sobbings. Everyone is dry-eyed, but they seem a little dazed. Every once in a while, one of them will get up and walk to the door to gaze dully out at the heaving sea. The look in the eye is that of a man who has suddenly been deeply hurt by an old friend. Familiar with death, expecting it daily, yet it is just as unexpected when it does come. After perhaps fifteen minutes the bulky shoulders will give a little shrug, the burly form will turn and clumping sea boots will take their owner back to "Bishop's"—rather puzzled at it all.

SEES $500,000 FOR SHEEHAN

John W. Graham Says Register Will Get That Out of His Office

John W. Graham, Democratic candidate for Register of Wills, issued a statement yesterday in which he predicted that by the time James B. Sheehan, the present Register, leaves office, he will have collected in his two terms of service more than $500,000 in fees and salary.

Mr. Graham has pledged himself to accept only a salary of $10,000 a year if he is elected over Magistrate William F. Campbell, the Republican nominee, who has made no pledge respecting the fees.

Mr. Graham said: "Mr. Sheehan received in fees and commissions from January 5, 1920, to January 3, 1921, $39,836.93, and a salary of $5000, making $44,836.93. The commission on collateral inheritance tax in 1920 amounted to $22,286.22. The Legislature of 1921 increased the collateral inheritance tax from 5 per cent to 10 per cent and by reason of that fact the Register of Wills, elect, will in all probability receive the sum of $65,000 or $70,000 in 1922 in commissions and salary."

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Brown Hair
Golden Hair
Auburn Hair
Gray Hair

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If you are a girl looking for a career—

Be sure to read the Magazine Section of next Sunday's Public Ledger, November 6. A very able young woman will tell you what South America has to offer.

How Mrs. Gouverneur Morris
wife of the author and one of New York's energetic society women, has gone into the world of successful business, will be read with deep interest by every woman.

What Is Your Mental Age?
That is a question you will find fairly well answered in a full page which is devoted to what science tells us by René Bache. It tells you of Dr. Alexander Graham Bell's latest invention, about the biggest snakes in the world and how you can color your diamonds to almost any shade you wish with radium.

Ring W. Lardner
who ranks second only to Irvin Cobb as America's greatest humorist, tells you "Why I'm Not Writing Football," and you will agree his reasons are as amusing as they are sufficient.

"Follies of the Passing Show"
are, if possible, more truthfully and inimitably depicted by Louis Hanlon's crayon than ever before.

Reginald Wright Kaufman
the former Philadelphia journalist who has won world-wide fame as a writer, writes a short story under the title "Scots Wha Ha' Wi' Wallace Bled," and you'll like it.

"The Land of the Grape"
by Samuel Dashiell, will take the thirsty reader through the rich wine countries of La Belle France with men who have made an art of "tasting" nectars, not only when they are red, but amber, too. You will want to read this, even if only to make yourself envious.

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