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The World's Parliament
Washington sees to-day more than a meeting of the most august assembly ever held in America; it beholds a parliament of mankind of a kind such as is new in human history.

The Hague conferences considered juridical questions or special agreements concerning the conduct of war. The delegates possessed only limited powers. The authority of the delegates to Washington is plenary and political and general questions are within the scope of their jurisdiction.

The conference is to strengthen the present foundations of peace and to lay new ones. The functions relate to the whole international problem. Nothing human is alien to it. Within its purview are world politics, economics, moralities and legalities.

How may it best proceed? Probably by going part way along many roads. An alliance among the nations wishing peace and possessed of power to enforce it is one way. World trade on the basis of equality of opportunity is another. The settlement of specific questions making for disharmony is still another. Direct limitation of armaments is a fourth. The doctors are many. Each differing prescription has merit.

The world will look on with anxiety illumined by hope. Free from the disturbing factors present at Paris, the work left incomplete can be finished and the ends of the World War really won.

America's Present Armament
It is important to bring out the truth concerning our actual armament as it exists to-day and as provided for in the recent appropriations by Congress.

The world has been widely misinformed as to our armament, present and prospective. The Wilson Administration sought to influence voters by asserting that we must join the League of Nations or spend billions in armament. Accordingly, Mr. Baker asked for an army of 500,000 men, and Mr. Daniels submitted a bill for \$700,000,000 for the "greatest navy in the world."

It is not surprising that many deemed our attitude to be aggressive. And it is only fair to say that the leaders of the present Administration also assumed a belligerent pose in the beginning, when the naval bill was discussed by the naval committee last March. The 1916 program was again indorsed, despite strong evidence that submarines and air forces had seriously menaced the supremacy of \$45,000,000 dreadnoughts.

But the public began to protest and the Republican House cut the bill from \$700,000,000 to \$400,000,000. The Senate attempted to add \$100,000,000, but the House held firm. Only \$300,000,000 was made available for new construction, and the navy personnel was cut from 170,000 to 106,000 men.

It is not generally known—certainly not by the world at large—that for lack of funds voted by Congress work has now completely stopped on six dreadnoughts—the South Dakota, Indiana, Montana, North Carolina, Iowa and Massachusetts—and on three battle cruisers, the Ranger, Constitution and United States. Moreover, work is proceeding at only 50 per cent speed on the remaining three battleships and on the remaining three battle cruisers.

From this it will be seen that the 1916 building program is already cut in half. It is more than probable that as a result of the Washington conference and from a consideration of the recent bombing tests not another rivet may be driven to complete the 1916 battleships and battle cruisers upon which work has been stopped.

Furthermore, the army has been reduced from 300,000 to about 138,000 during the last six months. It is now barely sufficient to garrison our foreign possessions and provide a small nucleus for a field force.

To return to the navy. Its helplessness for aggressive overseas war must be noted. The battle fleet is divided. The fighting ships, destroyers and submarines are only partially manned. We have no cruising

submarines for distant offensive war. We have no air force worthy of the name, without which our fleet must remain on the home coast. In short, our navy as well as our army has already been cut to the bone. Our armament is already limited.

It is time that the facts concerning our armament should be known to our people, to the world and to the conference. The United States has been placed in a false position by the combined utterances of pacifists, jingoes and politicians who sought to win an election.

Lord Lee, First Lord of the British Admiralty, on the eve of departure for the conference declared that the government and people of Great Britain have given ample proof of their willingness to disarm. He said: "By their bold and so far lonely lead in reduction of naval armaments . . . they have made it clear to the world that they not only seek peace but pursue it." It cannot be denied that Great Britain has made great cuts in the ships and personnel of her fleet, but it is scarcely true that she solely is entitled to credit. The present Administration has also acted. The United States is not behind Great Britain in example. We have, in truth, already scrapped the policy that had started the world during the last three years.

The evidence is therefore seemingly conclusive. Great Britain and the United States have already begun to limit armament. The world should take note of these facts. No doubt the conference will do so. What now will be the attitude of Japan? Will she meet the hopes raised by the recent utterance of Baron Kato?

The Unknown Soldier
We know not who he was, but we know what he was. The statue-like definiteness of his personality shines through the veil of his namelessness. His age was four and twenty years, his height four inches less than six feet, his weight 140 pounds, his figure lithe, his movements quick and graceful.

His face was smooth, his clean featured chiseled, his brows level and his clear eyes wide apart. His countenance irradiated alertness and quizzical intelligence and a subtle ethereal quality. No brother to the ox was he, sodden and brutalized, but a free man, erect and self-confident.

The exterior was a fit envelope of that within. This young man was the cheerful friend of children, chivalrous to women and to the foe he opposed but never hated. His hand was heavy, but was never raised against helplessness.

He did not preach, and his only hypocrisy was the pretense that he did not take himself or his cause with great seriousness. He shrank when told he was a patriot and the word crusader was his pet aversion. So firmly were his principles fixed in habit that to do the brave and right thing was nothing to brag over—any fellow in his shoes would of course do the same.

It is not the day of troubadours. Our Rolands do not smite and divide rocky walls. The age of myth-making and imputed miracles is over. But behold even greater heroes! Once mankind was wont to reverse the exceptional man; now it finds enough in the average man for unstinted admiration. Individual lives have been so enhanced that mediocrity has become glorious. By a mysterious multiplication all of us have become greater than any one of us.

Foch, the great strategist and handler of military masses, is right; victory in war depends on spiritual qualities—on the soul of the Unknown Soldier.

Churchman, Scholar, Citizen
It is an unusual thing for a man to succeed his father and his grandfather in the pastorate of the same church, with these successive pastorates extending over only a fraction less than a hundred years.

Interesting as those circumstances are, however, they are not the chief claim to distinction possessed by the late John Punnett Peters, formerly rector of St. Michael's Church in this city and canon residentiary of the Cathedral of St. John the Divine. Upon his merits and services as minister of a large parish there is no need to dwell. In capacity, discretion and devotion they presented an example to all clergymen.

To multitudes outside of his parish and his Church Dr. Peters was known as a scholar of commanding ability and exceptional achievements. He had served as a member of the faculties of three great universities. He had been the leader in some of the most important research work of the age, his discovery and exploration of Nippur marking an epoch in archaeology, while his lucidity and charm as a writer made the results of his labors on the Euphrates and elsewhere more than ordinarily accessible to the general understanding.

Beyond the limits of the Church, and outside the domain of scholarship, Dr. Peters will be gratefully remembered for his conspicuous and aggressive civic virtues. He was actively interested in the secular as well as the spiritual welfare of the community. He waged a warfare against commercialized vice that was all the more effective because of its

avoidance of mere sensationalism. He was for many years at the head of a civic organization for the abatement of danger and death on the city highways and for the improvement of the passenger transportation system. In many other ways he worked earnestly and effectively to make New York a safer, cleaner and altogether better city.

As churchman, scholar and citizen he nobly served his day and generation, and he left a record and a legacy of achievement to be cherished with gratitude. His life seems a sufficient answer to those who hold that the Christian ministry is decadent.

The Railroad Adjustment
The Eastern railroads, following the lead of the Western lines, have decided to ask for further reductions in wages, to be accompanied with reductions in freight rates. This policy was determined upon before the calling of the abortive railroad strike. Its purpose is to restore normal conditions in the industry.

At present rates are too high to develop a maximum of traffic. The gross receipts of the roads have been falling for a year past. Net receipts have been increased by drastic economies in maintenance, supplemented by the 12 per cent cut in wages ordered last summer by the Railroad Labor Board. But the carriers, still burdened by excess labor charges, are not getting the fullest economic use of their rolling stock and equipment, because the volume of shipments is less. Shippers are complaining bitterly of the abnormal costs of transportation.

It is a case of economic maladjustment both for the roads and the public. The Federal taxes on passenger tickets, express packages and freight will probably be abolished after January 1. That will help those who use the roads. But it will be of no service to the companies except in the indirect way of removing one extra barrier to travel and freight movement. The roads need further relief. They are not able to earn the return on their property which the Esch-Cummins act declared to be fair and reasonable.

In the first year after the expiration of the government's guaranteed rental—September 1, 1920, to September 1, 1921—the net operating income of the roads was only \$530,655,000, or 2.9 per cent of their tentative valuation. The theory of the transportation act is that the return ought to be 5.50 per cent, with an extra half per cent added for a reserve fund. Total operating revenue was \$616,000,000 in September, 1920. It was \$565,000,000 in August, 1921. But it was only \$405,000,000 last February, and was below \$500,000,000 in January, February, March, April, May, June and July.

Railroading has been conducted on a false basis of cost. The industry cannot be invigorated until the cost level comes down.

The Case of Schmitz
Eugene E. Schmitz, notorious Ruff Mayor of San Francisco, with apparently no effort on his part, was triumphantly re-elected a Supervisor on Tuesday. Since his release from jail he has been steadily gaining in favor.

In 1917 he drew a strong vote for Mayor, 33,045 votes being cast for him. He was elected to the city's governing body in 1919 with a vote of 34,128, being chosen on a blank of ticket on which he was among the first eighteen. This year, with no word publicly spoken in his behalf and no campaign for reelection, he received 47,037 votes for a coming four-year term and stood third on a list of nine successful candidates.

The specialty of this "friend of the people" recently has been great zeal for economy. He has strenuously opposed every measure which implied higher taxation for any purpose and has added 12,000 to his voting retinue.

France's Peace With Turkey
The British government's protest against the French treaty with Mustapha Kemal may be nothing more than a gesture to go in the record. It hardly can be claimed that London was left in ignorance of the negotiations. M. Franklin-Bouillon, the French Deputy who was treating with Kemal, has been in Asia Minor for many months. He didn't hide his candle under a bushel. Last spring he concluded a treaty very similar to the one recently ratified. It was published at the time and failed only because the Nationalist Assembly, then puffed up over the repulse of Constantine's first offensive, suddenly assumed a high and mighty attitude toward the Allied powers and saw fit to reject it.

The Nationalist Turks, having nearly lost their capital last summer, are now in a much humbler mood. They gladly resumed negotiations with M. Franklin-Bouillon and made peace with France. By the terms of the treaty France surrendered a strip of territory on the north side of the Bagdad railroad from beyond Alexandretta east to the Tigris. In exchange the Turks gave the French economic concessions in Anatolia. France had decided long ago to withdraw from Cilicia.

The British complaint is that France, acting independently, has modified the Treaty of Sevres. But

that treaty also was modified by the London Conference, called after Constantine's restoration. Greece defied the conference and has since been acting in contravention of the treaty. Italy has come to a friendly understanding with the Anatolian Turks. In fact, if there is any Turkish state left its government is Kemal's, not the Sultan's. No peace is likely to be made in the Near East which doesn't recognize Anatolia as the real signatory to it, representing what is left of Turkey.

Technically, perhaps, France was a little in a hurry in coming to terms with Kemal. But those terms affect only her own direct contacts with Angora. They do not prejudice a settlement of other outstanding issues later.

Americanize Americans
Too Prevalent Spirit of Contempt for Foreigners

To the Editor of The Tribune.

Sir: Whenever the word Americanization is mentioned we generally visualize great congested masses of foreigners, preferably those living in the East Side of the city, and we rather assume that when we have turned these aliens into "100 per cent Americans"—to use a phrase that has become just a little bit shopworn—our task will be done and we can all sit down to enjoy a sort of ethnic millennium.

But those of us who come in actual contact with the problem of Americanization find that it doesn't figure out that way. In my work as chaplain of the Strangers' Welfare Fellowship I find that many Americans need to be Americanized.

The following incident is a very good illustration of what I mean: The other afternoon several boisterous gum-chewing young girls on an elevated train were playfully pushing each other around, and one of them happened to step on the foot of a young Japanese, whose dress and demeanor indicated that he was a gentleman. "Hey there, Mame," said one of her companions, "you're steppin' on the man's foot." "Ah, gwan," was the reply, loud enough to be heard by the victim, "I should worry; he's only a Chink."

The spirit of contempt for foreigners illustrated by that girl's reply is so generally displayed by people who regard themselves as good Americans that we may almost call it a national trait. It is daily expressed by the populace in terms of insult and obloquy applied to alien races and by equally insulting words applied to our own fellow Americans whose skins happen to be black. That we should seriously attempt to "Americanize" foreigners while thus expressing our contempt for them would be a grotesque farce if it were not a pitiful tragedy. I suggest, therefore, that we set about the task of Americanizing Americans.

JAMES B. WASSON.
New York, Nov. 10, 1921.

A Neighborhood Civic Center
To the Editor of The Tribune.

Sir: The purpose of the Civic Center Committee, with headquarters at 81 Johnson Street, Brooklyn, is to stimulate the formation of the neighborhood civic centers in every public school district, according to the standard set up by the United States Bureau of Education. No such neighborhood civic center has as yet been organized in New York City.

The neighborhood center will take practical action to reduce retail food prices as recommended by Attorney General Daugherty. It will take hold of public school questions that need solving, bring about public improvements that are needed in every neighborhood—for no neighborhood is perfect—and take up many other questions that affect the life of the residents. Any resident feeling that everything is not what it ought to be in his neighborhood may learn what can be done in the matter and how effective co-operation might be obtained by simply notifying this committee.

Public opinion will never be able to better conditions generally until a sufficient number of neighborhoods have come to realize that the individual must take the initiative.

WILLIAM KEATING.
Brooklyn, Nov. 10, 1921. Secretary.

Ships as Schools
To the Editor of The Tribune.

Sir: Recently a letter by John L. Bogart appeared in your paper urging the use of ships as schools to train cadets for sea service. It is an excellent idea, and I would say that the Shipping Board is seriously thinking of making such use of some of its idle ships most suitable for this, under proper supervision of men competent to carry on such work.

A plan has been worked out whereby the use of these ships can be had for the training of boys under governmental supervision in co-operation with the officials of the port communities in which these ships are to be used. Mr. Lasker, chairman of the Shipping Board, and Secretary of the Navy Denby are known to be favorably inclined regarding such use of ships, and it is only a matter of proper organization before the project can be passed upon and successfully launched.

FRANKLIN BROOKS.
New York, Nov. 10, 1921.

A Terrible Threat
(From the Boston Transcript)

It seems to be a fair inference that unless we declare war against France, England and Italy, at the same time discharging all our generals and insulting all our soldiers, Senator Watson, of Georgia, will secede from the Union.

A Definite Step
(From the Washington Star)

Eminent men do not hesitate to refer to the present state of civilization as so complex as to appear almost baffling. Civilization has at least made the step forward from the complexities of the battlefield to the deliberations of the council room.

The Tower
The Unknown
Here, under sacred ground,
The Unknown lies:
Dumb be the earth around
And dumb the skies
Before His laureled Fame,—
Yea, let sublime
Silence conduct His Name
Unspelled, till Time,
Bowed with eternity,
Goes back to God,
Abandoning earth to be
At Life's last exequy
Man's final cloy

Here, under sacred ground,
The Unknown lies:
Dim armies gather 'round
His sacrifice;
Kings, Princes, Presidents
Attest His worth:
The Generals bow before
His starry earth;
In the World's heart inscribed
His love, his fame—
He leads the Captains with
His Unknown Name!
HARRY KEMP.

What are the meditations of Mr. Coningsby Dawson, who thought that Mr. John Dos Passos would have got into trouble during the war for saying the things he says in "Three Soldiers," when he reads Marshal Foch's "God helping, peace will reign throughout the world," and Balfour's "This is the world's desire"? During the war would not these have been the utterings of defeatists and pacifists?

"I am glad," said Mr. Henry Ford to a Tower reporter last night, "that Anatole France got the Nobel literature prize. Although a traitor to the continental army, his statement that he had but one life to give his country was outweighed by his wonderful 'The Old Wives' Tale.'"

The Diary of Our Own Samuel Pepys
November 9—At my stint all day, and with P. Hammond and Florence and my wife to dinner, and so to see "We Girls" but I deemed it uncommittal and empty, and so home and to bed.

10—Early up, and to J. Burgess the dentist's and he kept me only ten minutes, and so at my scrivining all day, and home and wrote some letters, and A. Sullivan and Alice come to dinner, and L. Rohm, and we had clam chowder, and nought else, which seemed a scant meal to give to guests, let alone to me, and I told my wife so, but she laughed it off; and I felt no rancor.

11—To the office, where till noon, and J. Wise come to see me and so to Childs for luncheon, and I ordered clam fritters, but there were no clams to be seen or tasted, and I told the waiting woman so, and she brought me some scallops instead, very graciously, too. To the office till late, and so home and to bed.

"The heralds of Nathan's Shows back in the '80s," recalls that slippered pantaloon, G. T., "proclaimed the street parade 'a shimmering, gold-emblazoned, ornate mass of moving, glittering Oriental splendor, a great arenic and animal entrée'; and the ringmaster announced 'Immediately after the performance there will occur a grand concert to take place on an elevated stage to be erected in the center of the pass-around the large tent disposing of the tickets for the concert, the price of which has been placed at a dime, ten cents. Every man, woman and child remaining to the concert will have the privilege of seeing the wild animals fed with RAW MEAT.'"

The Metrical Rialto
F. P. A. in "The Easiest Way"
Heywood Brown in "The Blue Lagoon"
Fontaine Fox in "The Music Box"
Louis De Vos in "Let's Go"
Johnny Weavah in "Adam and Eva"
Clare Briggs and Louis Hatch in "Mrs. Wiggs," etc.

Neyna M. McMein in "Such a Little Queen"
Grantland Rice in "Take My Advice"
Rankin Towse in "Heartbreak House"

Not to mention
Louis Mann in "Peter Pan"
The Barrymores in "Varying Shores"
Doris Keane in "Seventeen"
Janet Beecher in "The Little Teacher"
Nora Bayes in "Palmy Days"
Valli-Valli in "Sally"
Margaret Mower in "The Crowded Hour" ENOEL.

"Vanderbilt Clings to Posts" is a good enough headline, but The Tribune's story disappointed us. It said that Mr. W. K. Vanderbilt had applied to the Interstate Commerce Commission for permission to hold his directorships in twenty-two railroad corporations.

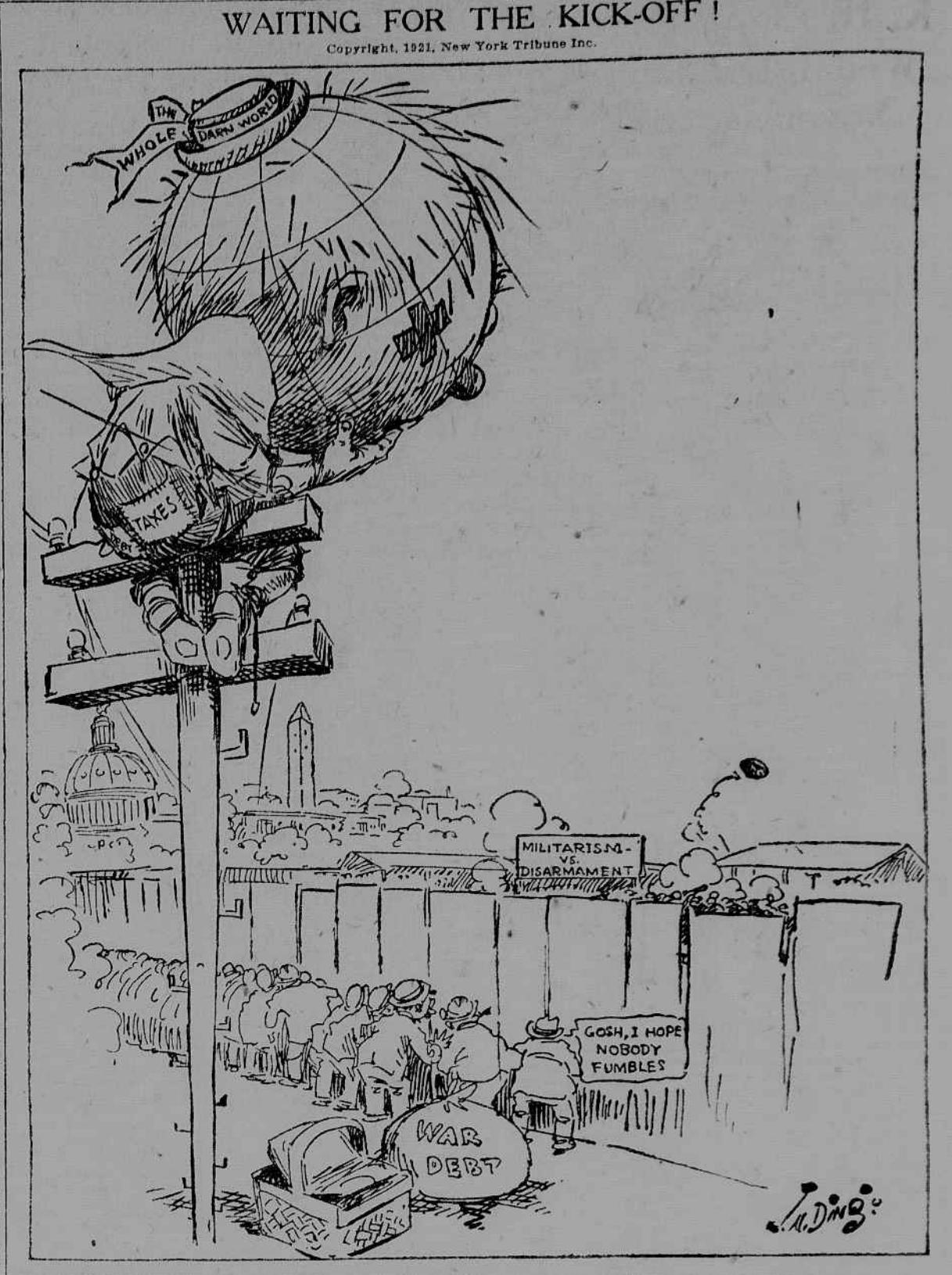
Disarmament begins at home. Yesterday the claws of Mistah Vitus Marsden, the most beautiful and pugnacious cat in North America, were filed.

Alphabetical Precedence to Rule at 108-F. Table.—Tribune headline. One way of seeing America first.

"If Prof. Brown," telephones S. R., speaking for the Princeton alumni, "wrote a piece suggesting that the intellect of the Yale team might prevail over the physical puissance of the Princeton eleven, would you, if you were a copy reader, head it 'Brown Picks Brain over Brawn'?" Yes, unless the piece appeared in, for example, The Princetonian, or the Nassau Lit. Then we should—

That paragraph was getting unwieldy and out of hand.

—head it The Influence of Mind Over Alma Mater.
F. P. A.



America's Progress in Disarmament

Work Suspended on Nine Capital Ships, the Fleet Undermanned, the Army Reduced—United States Leads in Arms Limitation

By Quarterdeck

From a recent and close examination of actual conditions in the army and navy it is revealed that the United States is virtually disarmed to-day. At the conference we will not follow other nations in limiting armament. We will lead! In fact, we are already in the lead!

From reliable sources it is announced that the much-discussed 1916 navy building program, which would have eventually provided seventeen capital ships in addition to the sixteen dreadnoughts now in our battle line on the sea, has been suspended in great measure for lack of funds. Work has been virtually stopped on six battleships—the South Dakota, Indiana, Montana, North Carolina, Iowa and Massachusetts—and three battle cruisers—the Ranger, Constitution and United States. The vernacular of the Bureau of Construction, nine of the most powerful ships in the building list are "dead" for at least a year! Officers are predicting that these ships will never be completed—certainly not as originally designed.

Nineteen Battleships
It will be remembered that only two battleships of the 1916 program have been completed thus far—the California and the Maryland. And it is also revealed that the work on the battleships Colorado, Washington and West Virginia, as well as on three battle cruisers—the Lexington, the Constellation and the Saratoga—now less than 30 per cent complete, is proceeding at only 50 per cent speed. Only one of these six vessels, the battleship Colorado, could possibly be made ready for duty with the fleet in less than two or three years. In other words, within the next three years the navy program born five years ago, and which has so alarmed the world, will have added only three big ships to our battle fleet—the California, the Colorado and the Maryland—giving us nineteen battleships ready for action in 1920, instead of thirty-three capital ships, which the world expected us to have at that time or shortly thereafter. It might be claimed, to be sure, that two more battleships—the Washington and West Virginia—and three battle cruisers might be added by special effort in an emergency, but it must be remembered that a ship when completed is not ready for battle. It requires at least six months or a year to train her crew to meet the enemy.

It is true that work is progressing at about 60 per cent speed on ten scout cruisers. But these are not capital ships, and our navy will not have one modern cruiser at sea until these ships are finished! We are greatly inferior to other navies in this respect.

The World Misinformed
This situation, so different from that which has been heralded to the world by the columns of statistics in the press and by the warlike utterances of individuals who have rattled the naval sword and talked so loudly about the "command of the sea" during the last three years, is easily explained by recalling recent events. It is of the utmost importance upon the eve of the conference that the world shall be rightly informed as to the aggressiveness of our naval power. In truth, foreign delegates cannot accuse us of menacing any nation in Europe or Asia. The story is briefly told.

When the \$700,000,000 naval bill was presented to Congress by the last administration the Naval Committee was startled by the evidence of General William Mitchell as to the vulnerability of modern ships to air attack. Moreover, Admiral Fiske and Admiral Sims testified to the vital importance of naval air forces. They both declared that command of the air was essential to victory and that the airplane carrier was virtually a capital ship superior to the battleship or battle cruiser! The House cut the bill to \$400,000,000, appropriating only \$30,000,000 for new construction, while meaninglessly giving consent to the ultimate completion of the 1916 program.

Weak in Modern Weapons
When the bill went to the Senate the 1916 program and the general provisions of the measure were attacked as being devoid of modern weapons. A comprehensive statement was presented which clearly demonstrated the navy's weakness. It was suggested that we suspend capital ship construction except on five dreadnoughts, which would give us twenty-one of that class, and that we hasten the construction of submarines and air forces to provide an up-to-date three-plane fighting fleet. These suggestions were not heeded. The Senate, to be sure, attempted, very tardily, to add a few submarines and a small air force, but at the same time it clung tenaciously to the battleship as the basis of sea power. As a result no submarines and a pitifully small air force were provided.

The bombing tests followed. It was demonstrated that bombs alone could sink any dreadnought afloat and any that could be designed. The evidence was so overwhelming that the dyed-in-the-wool conservatives were shocked

into a half-hearted advocacy of airplane carriers, submarines and modern weapons while still insisting that the terribly menaced \$400,000,000 battleship remains as the "backbone" of the fleet.

The press and the people at large have been so convinced of the awful weakness of the capital ship that they have, as a rule, sustained the officers who pleaded for a modern navy and whose predictions were completely justified by the bombing tests.

The result is logical. For lack of funds the Bureau of Construction has been forced to curtail work on the 1916 program, and owing to the failure of Congress to provide either submarines or air forces the condition of unreadiness revealed above has been forced upon us—our navy is sentenced to remain at home. For lack of modern weapons it cannot safely cross the sea in war. The world has been needlessly alarmed. The estimated paper strength of our navy in 1927 is not the strength of our navy to-day. Nor is it probable that this fictitious strength will ever become a reality.

The Army
As for the army, it is only necessary to recall that it has been cut by Congress to 150,000 men. As a matter of fact it appears that for want of recruits the United States Army is today reduced temporarily to 138,000 men. No first-class power in the world has so small a force organized and equipped for war on land. The army, as well as the navy, is reduced to the lowest terms!

There have been indications for some time past that the conservative element at the Navy Department and in Congress has been preparing for an orderly retreat on the future battleship program.

Furthermore, the evident determination of President Harding that the conference shall not meet in vain, and the manifest appropriateness of the United States taking the lead instead of following in a conference called by our President to limit armament and taxation, could not fail to impress the conservative element with the wisdom of a change of attitude on their part. It has been reported unofficially that upon the advice of the Navy Department the delegates from the United States may suggest a decided cut in the most expensive elements of naval armament, with the result of greatly reducing taxation the world over without in the least jeopardizing the purely defensive forces of any nation.

Is it true that our experts and leaders in Congress, realizing at last that adding battleships in lieu of modern weapons does not add strength to our fleet, may encourage the President to take the bull by the horns, put a stop to battleship building and thus give to the United States the lead in reducing taxation for expensive armament that does not arm? Will not the people of the United States glory in our lead, and will not foreign delegates to the conference be forced by their people to follow our example?

A Mutual Puzzle
(From The Baltimore Sun)

And yet it may be that the rest of the world puzzles China as China puzzles the rest of the world.