



Wide World

EVERYBODY'S GAME

The Navy team breaking through the Pennsylvania line. Football, with millions looking on and more millions listening in, is crowding baseball from its eminence as the great American game

covered it near the dead city of Khara-Khoto, in the Gobi Desert—or, rather, he has seen it; for the priests have known all about it for these seven hundred years, and through these centuries every seven hours seven lamas strike seven times on a huge jade bell.

The description of what met the Russian's eyes is too thrilling and gorgeous to omit: "He found the great Khan's dust in a silver coffin resting upon the crowns of seventy-eight princes and khans whom he conquered. Jewel-studded weapons of Genghis Khan and his own story of his reign, a life-size lion, tiger, and horse in pink jade and a copy of the Bible written by an English monk also were in the tomb."

A Bible and an autobiography is really too much to expect from a Mongol's tomb. One suggestion is that the Bible was dropped there by Marco Polo!

Archæologists seem a little slow to accept this tale of marvels; one of them, however, Mr. Harold Lamb, author of a biography of Genghis, vouches for Professor Kozloff as a well-known archæologist who has made excavations and has been at work in the Gobi Desert region for the Russian Geographical Society; but the Bible, the seven lamas on guard, and other picturesque features of the

tale do seem to Mr. Lamb to need a little elucidation.

If this is a hoax, it is the best one relating to China since an American ex-soldier in jail wrote the autobiography of Li Hung-chang.

Some of Our Surplus for the Mississippi

THREE hundred million dollars stare us in the face. What shall we do with these dollars that are cumbering up the United States Treasury? Some say, cut down the taxes; others say, pay off more of our National debt. There is another answer. Three hundred million dollars, and perhaps some millions more, our estimated surplus at the end of this fiscal year, will, according to Secretary Hoover, just about pay for the additional cost beyond present appropriations of making out of the Mississippi, now a flood menace, and other waterways a great transportation system.

In the November issue of the "Magazine of Business" Secretary Hoover, in an interview with Robert R. Updegraff, declares that our present transportation costs have been distorted to the great disadvantage of the Middle West. Bulk

commodities, particularly of farm products, need cheaper transportation. Ocean freight rates have changed little, while land transportation has increased seriously. Consequently Mid-West industries and farms have been practically pushed hundreds of miles farther away than ever from their own markets. "Put it in another way," says Mr. Hoover in this interview, "Chicago has moved 336 cents [on a ton of staple goods] away from San Francisco, while New York has moved 224 cents closer. Chicago has been moved 594 cents away from the markets of South America and of our own Atlantic seaboard." The effect is to drive industries nearer the seaboard and away from the heart of agriculture, to the disadvantage of both industry and agriculture. The way to relieve this situation is to develop our waterways. The old conditions that made our waterways uneconomical are passing. Old waterways did not have the deep channels to make them practicable and they had no real modern connections with the sea. Make sea connections, deepen the channels, and water transportation can exist and serve side by side with the railways.

So far from being discouraged by the great calamity in the Mississippi Valley, which he has done so much to alleviate,

Mr. Hoover sees in the Father of Waters one of the great arteries in a new waterway system that will spread from the Gulf of St. Lawrence to the Gulf of Mexico, with branches from New York and Pittsburgh in the East and from Duluth, St. Paul, Sioux City, Little Rock, and Houston in the West; with branches up into Alabama from Mobile and down into Tennessee and Kentucky and West Virginia from the Allegheny and the Ohio. This system will include the Great Lakes and the St. Lawrence, and the Barge Canal from Buffalo and down the Hudson.

The floods have awakened and re-awakened the Nation. Perhaps such a vision as Mr. Hoover proposes will keep it awake. Instead of thinking of the Mississippi as a devastated region to be repaired, Mr. Hoover is thinking of it as a great resource to be employed. For thirty or forty million dollars a year, ten per cent of our present surplus, the channels of the Mississippi can be dredged, the St. Lawrence waterway completed, the Great Lakes stabilized, and the cost of Mississippi flood control can be met.

Transmuting a flood into a fortune is nowadays the trick, not of a magician, but of an engineer with imagination—not of a genie, but of a genius.

A Hopeful Sign

THE prosperity of the Philippines is of far more immediate importance to the Filipinos than the political autonomy of the islands; but it has been very hard to make them see it. It is encouraging to notice that Mr. Quezon, who is President of the Philippine Senate and is the most prominent leader in the movement for early independence, has hardly mentioned that subject in his utterances since he arrived in the United States quite recently.

On the contrary, Mr. Quezon has repeatedly declared that he and his political friends were anxious to join with the United States Government in hastening the economic development of the islands. Of course he did not announce any intention of abandoning the campaign for independence, but his real interest now seems to be strong and genuine in the other matter.

For instance, Mr. Quezon said: "Concerning the report that we have come to induce the President to change his policy, and that therefore we are ready to

co-operate on a program of economic development, I want to say that I have not come with any purpose of making any so-called deal, much less to try to induce the President to change whatever policy he may have."

The significance of this declaration is the more apparent when we remember that it is only a little time ago when despatches from the Philippines stated that it was feared there that General Wood's policies and hopes for the islands were in danger and that Mr. Quezon was coming to this country for the express purpose of changing the President's views, which were well known to agree with those held by General Wood.

Education, civic sense, self-government in step with unselfish patriotism—there lies the road in the Philippines for peace and prosperity.

Crime and State Lines

AROUND New York Harbor has grown up a great metropolitan district. It has numerous common interests; but it is divided by a line that runs between two States. The metropolitan district that extends into New Jersey has perhaps more in common with the rest of the metropolitan district, which is in New York State, than it has with the rest of the State in which it is actually situated. At least in certain particulars the common interests of these two parts of the metropolitan district are as strong as those which bind the people of any State together.

This situation cannot be provided for, except in small measure, by the Federal Government. As a consequence, the two States of New York and New Jersey have had to come to certain agreements concerning this area. One product of agreement between these States is the creation of the so-called Port Authority. This organization has control over certain matters pertaining to the port which is inclosed by territory of both States. Similarly, the two States have created together a great park which, although all on one side of the water, serves the whole metropolitan area and comprises territory in New York as well as New Jersey.

But over the activities of criminals the two States yet exercise wholly separate sovereign powers. And yet the criminal has no more regard for State lines than he has for any other imag-

inary boundaries—except to take advantage of them. The business of criminals of a certain type has a distinct metropolitan aspect. This has roused the interest of a Democratic candidate for the Assembly of New York, William J. Rapp. Traffic in stolen goods, he says, "is an industry," and "is carried on mainly by water, rail, and automobile between New York and New Jersey." He adds, in particular, that "the activities of the receivers of stolen goods are inter-State, and the remedy must be inter-State." Mr. Rapp gives an example:

In one case in particular with which I am personally familiar the fence [which is the criminal's name for professional receiver of stolen goods] informed six underworld characters that a certain shipment of raw silk would be received in New York on a certain night. The fence agreed to pay them \$1,000 each for the delivery of this silk to a stated place in New Jersey. In conformity with this agreement the silk was stolen in New York and only delivered in New Jersey to the fence, who paid the thieves \$6,000 exactly, as had been planned and agreed on.

Mr. Rapp proposes to introduce a bill to meet this inter-State business in crime by establishing a joint crime commission between the two States. His Republican opponent approves a "fence bill," it is reported, if it is drawn up properly. So in this Assembly district the opposition to inter-State crime seems unanimous.

Partnerships between States may thus be stimulated by partnerships between criminals.

A Fighting Editor

MAXIMILIAN HARDEN, who died in Switzerland on October 30, at the age of sixty-eight, for thirty-five years edited "Die Zukunft" (the Future), which has been described as the best-known, the most admired, the most feared, and the most detested paper in Germany. He was combative, inconsistent, but always daring. Compared with the sycophantic, politically controlled German writers for the press, he stood for liberty of expression. The service he did Germany was to keep alive the flickering flame of independent political thought.

As long ago as Bismarck's fall Harden attacked Wilhelm II, and his hostility to the Kaiser was unveiledly contemptuous. In theory Harden was