

EDITORIAL

NIGHT SCHOOL STUDENTS MAY NOW OBTAIN DEGREES

A WAY FOR night school students to obtain bachelor of arts or bachelor of science degrees has been opened through a recent ruling by the Washington Square College in New York. The ruling which will take effect with the beginning of this school year incidentally opens up a broader outlook of educational advantages for those who are seeking the night schools for the education they have been unable to obtain in American day schools because of adverse financial conditions and in many instances the limited primary education in foreign countries, which has proven such a handicap to intelligent people of foreign birth. This is the first time an educational institution has made it possible for students to obtain a degree through attending night school classes only.

The college course is prepared specially for students who support themselves and are unable to attend day schools. It will be a six-year course, because of the university ruling limiting students to twelve points a semester, or twenty-four points a year. If a student can take work in the Summer school, the course may be completed in five years.

Besides the evening classes, late afternoon and Saturday morning classes will be held for those who can attend them. Besides the bachelor of arts and bachelor of science degrees there also will be courses in journalism and law, with premedical and pre dental studies.

THE HENRY FORD "BUSINESS"

IS THERE anything so nauseous, next to salacious criminal news, on the front pages of the daily papers now-a-days, as the gossip of Henry Ford's "business?" Ford is a cheap multimillionaire who likes publicity as well as he likes money. As far as we know, he has spent nothing for the advancement of science or for the endowment of institutions and laboratories promoting the cause of health and human happiness, the prolongation of physical life and the destruction of the death-dealing germs which are yet undisturbed by the skill of the medical profession. But he has spent barrels of money for propaganda in America, creating a race and creed consciousness that is threatening the very foundation of American institutions and principles in government. Not satisfied with the damage done in America, Ford has invaded Europe with his propaganda against the Jew. Creating hysteria against the Jew is evidently Ford's favorite pastime and avocation. Ford has had his anti-semitic propaganda translated into many foreign languages and sent into the countries where pogroms (Jew massacres) have been at least as common as lynchings in America. In these countries the reaction has been quick and sure. Ford is undisputably able already to claim his share of the gory glory won by the mobs that have attacked defenseless Jews during recent years, because he has contributed most liberally the fuel that

has fed and rekindled the embers of race hatred that had been burning low for a time.

Yet, we rave over Ford. His every utterance, silly though it may be, is given wide attention, and it is safe to say that a goodly proportion of Americans regard him in the light of some omnipotent deity.

Is it presumptuous to predict that some day we will pick up the morning paper and find that Henry Ford is considering buying the United States and that the deal is about to be closed. At the time of the armament conference he offered to buy the United States navy, and now he is in the market for a goodly portion of the American merchant marine, keeping the Shipping Board guessing. After a small beginning in railroading, he is now credited with having plans to enlarge his transportation operations until there will be but one directing railway head in the country—himself. His ascent into the air has already given rise to publicity which is indicative of his ambition to control aerial navigation in our country. Rumors have it that he is seriously planning to absorb several competitive automobile factories.

If the American sea and air lanes, the transportation arteries, the coal and iron mines and the water-power become a part of the Henry Ford system, it is not beyond belief that our politicians may become sufficiently subservient to the will of this money king to turn the country over to him in barter for lucrative life positions.

We might be thankful, again, that the God who regulates all nature has limited the span of human life to some extent, making it impossible for those who thirst for power to perpetuate themselves indefinitely.

In as much as few survive beyond the allotted "three score years and ten," we need have no fear that Henry Ford will reach the summit of his dreams of material power where he reaches the borderline of his life's span where he, too, will be told to "leave it all behind."

THE SERVICE THAT IS BACKED BY LOYALTY

IF YOU want to judge a person's character, suppose you give some thought to the measure of loyalty he exercises toward the individual firm or institution that provides him with employment.

It may not be an unerring gauge, but it will furnish you something to measure by. Only an ingrate is disloyal to the one to whom he unquestionably owes the obligation of service. This test applied to the individual may be equally well applied to a group of persons organized to act as a unit. An act of unfairness is no less culpable because it is committed by a group rather than by an individual.

Some people seem to feel a certain sense of obligation to be loyal to an individual who is their employer, though they have no such feeling when their employer is a corporation. It is the same idea that governs the man who believes himself to be honest though he would ride free on a public conveyance if he could.

Everywhere manufacturers and employers complain that they are paying the highest wages in the history of their business, yet they claim that production has not increased and that the quality of