EVEN CONSERVATIVE ENGLAND HAS ITS GRAFTERS

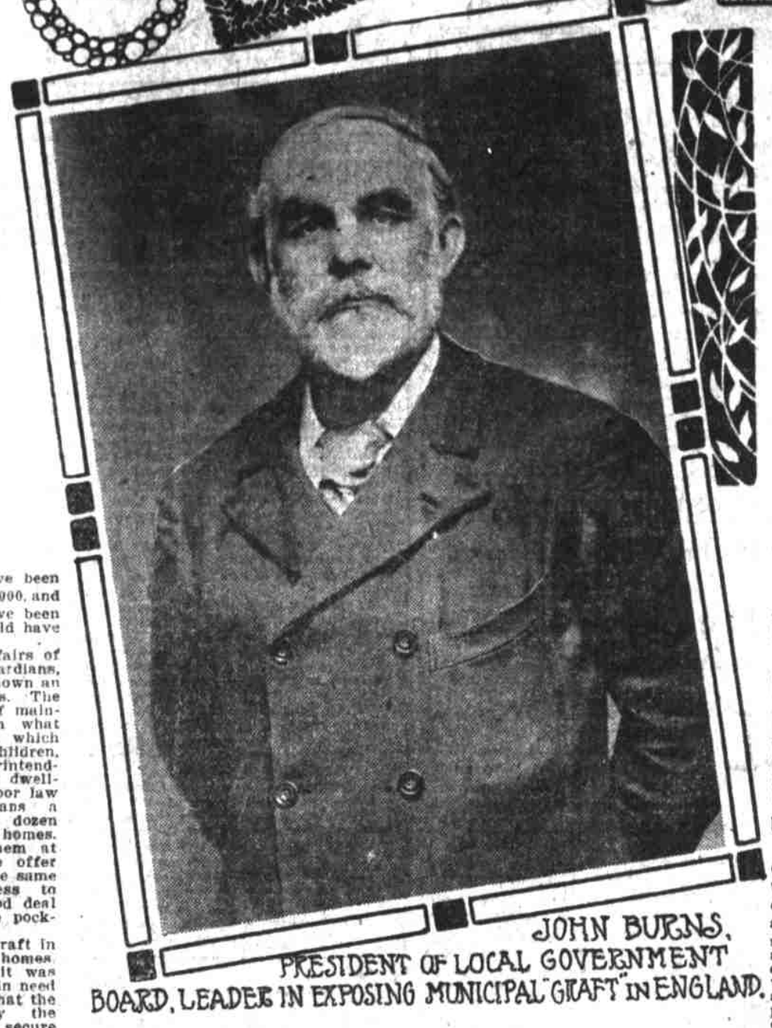
John Bull Can Point No Longer the Finger of Scorn at the Corruption in American Municipal Life, for Recent Investigations Have Disclosed a Rotten State of Affairs in That Country

LONDON, Jan. 9.—Englishmen who enjoyed talking about the corruption and dishonesty in American municipal life are singing very small just now. Even the most patriotic Briton is apt to feel that for him to abuse America on this score is dangerously like the pot calling the kettle black.

It has always been the boast of Englishmen that all departments of their government were free from corruption and to a great extent this has been the case. Lately, however, there has been a rude awakening. Investigation after investigation into the workings of various boards of guardians and other local government authorities have disclosed a state of affairs which would put to shame the greatest grafters that Tammany hall or the Philadelphia ring ever produced. It is true that the amounts of money involved in the English disclosures were smaller than those that we are accustomed to hear about from America, but the only reason that this was so was that the amounts that could be stolen were smaller. Working on the percentage basis the British grafter has far eclipsed his American cousin.

London has been going through a series of investigations of boards of guardians for the last year or more. So far half a dozen of the 40 or more boards in the London district have been investigated by local government board officials and a startling state of corruption has been disclosed in each. At least half a dozen more boards have been designated for investigation and it is said that practically every board of guardians in the United Kingdom is in need of investigation, and will come in for it before long. Already one contractor and five guardians have been sent to jail and there will be many other prosecutions.

The one man to whom the credit for all this house-cleaning is due is John Burns, the ex-Labor leader and Socialist who is now a member of the cabinet as president of the local government board. This board has jurisdiction over the work of all the local elected bodies and is expected to watch them and exercise a check on their expenditure. Until the advent of John Burns, however, it was chiefly conspicuous for its somnolence. Mr. Burns has had a long experience in local government and the first thing he did was to attack the system that has grown up. He declares that he does not intend to stop until he has eliminated the last vestige of graft from English public life.



JOHN BURNS,
PRESIDENT OF LOCAL GOVERNMENT BOARD, LEADER IN EXPOSING MUNICIPAL "GRAFT" IN ENGLAND.

Work of Board.

The board of guardians is an institution peculiarly English. It is a purely local elected body and has jurisdiction solely over the administration of the poor law. It is independent of every other local authority and until recently was in practice entirely independent even of the local government board. It has the spending of a great deal of money for the building and maintaining of workhouses, pauper schools, asylums and such institutions, and it is in connection with this expenditure that the waste and the dishonesty have occurred.

Mr. Burns' first investigation after he took office was in connection with the administration of the poor law by the West Ham board of guardians. West Ham is one of the poorest and most thickly populated districts of London and its legitimate expenditure for the relief of the poor must always be very large. The local taxation, however, rose at an alarming rate and the rate-payers complained so loudly that it was evident that something was wrong.

The investigation disclosed the state of affairs that is so familiar to Americans who have followed the course of municipal government investigations in their own country. There was no appointment in the gift of the guardians that was not put up for sale to the highest bidder. The master of the workhouse paid $500 for his job, the medical officer paid $5,000, and relieving officers who earn about $12 a week paid $100 each for their appointments. The contractor who supplied coal to the workhouse was allowed to supply a quality inferior to that he contracted for, and to charge for twice the quantity he actually supplied. Other contractors were treated in the same way and every contractor paid money regularly to members of the board of guardians and officials. The favored contractors were allowed to examine their rival's bids before they were formally opened, and adjust their own bids so as to make the granting of the contract to them a certainty. The result of this investigation was that five guardians and the coal contractor went to jail.

Passing of Bribes.

At Greenwich an investigation showed that checks for $125 had passed between contractors and guardians and that there was irregularity of much the same sort as that proved at West Ham. At Hammersmith where a palatial workhouse, superior in many respects to the king's palace, has been built, the grossest extravagance was shown, and officials whose duty it was to watch the work of contractors admitted that they had received presents from them. It was shown that the building and equipment of this workhouse cost $1,675 for each of the paupers it was designed to house. Baths which cost $75 each were fitted, and a system of electric lighting and wiring was installed, which had actually been rejected by the king when it was proposed for Buckingham palace because he considered it altogether too expensive. Experts swore that $8,000 had been wasted on this lighting system alone. The total cost of this paupers' palace was nearly $1,500,000, and it was stated that it could have been built for little more than $1,000,000, and that a building which would have been in every way as serviceable could have been secured for $500,000.

The investigation into the affairs of the Mile End board of guardians, which is now in progress, has shown an equally amazing state of affairs. The guardians there had a system of maintaining the pauper children in what are known as scattered homes, which means that a dozen or more children, in charge of a matron and superintendent are installed in an ordinary dwelling-house and form a sort of poor law family. The Mile End guardians a few years ago wanted half a dozen more houses for their scattered homes. Six houses were offered to them at $1,500 each. They refused the offer and a few weeks later bought the same houses for $2,000 each. Needless to say it was testified that a good deal of the difference went into the pockets of certain guardians.

This was not the end of the graft in connection with the scattered homes. When the houses were bought it was discovered that they were badly in need of repairs and experts testified that the repair work was done by the only contractor who could secure work from the board and was charged for at just twice the market price. Some of it was charged for and was not done at all. In three years the guardians spent more than the original value of these houses on them in repairs, and one member of the board who was asked why this was so, gravely explained that pauper children were very hard on houses.

Expensive Meals.

The investigation of the Camberwell board of guardians has just begun. So far it has been brought out that the officials at the workhouses were accustomed to feast daily on salmon and pineapples. That would be equivalent, as far as cost is concerned, to terrapin and canvas back duck in America.

The Poplar investigation occupied a place of its own. There is no doubt that great extravagance and lack of discipline was shown there, but no charge of dishonesty was fixed on any of the guardians. It is worth mentioning that the majority of the board were Socialists who deliberately pursued the policy of treating the paupers well and were not greatly concerned with saving the pockets of the middle class ratepayers. At any rate, the Hotel de Poplar, as the workhouse was called, became exceedingly popular with tramps and workshys all over the country. It was largely patronized by people who had never lived in Poplar and who had no claim whatever for relief from it, but who were welcomed by the sympathetic guardians on the ground of the universal brotherhood of man.

A most delightful instance of municipal corruption was disclosed in an investigation at Monmouth in Wales, where a new electric light plant was laid down by the city council. About $50,000 was thrown away, and in several streets mains were laid, and when it was found that there were no possible consumers of the light they were torn up again. Tammany never did anything better than that.

Reason for Grafts.

What is the reason of this sudden outbreak of corruption in England? For there is no doubt that the widespread dishonesty just disclosed is of comparatively recent origin. A leading conservative politician told me a few days ago that it was due to the growth of democracy. "But poor men in office which involves the handling of large sums of money," he said, "and you expose them to temptations which they cannot resist. We had nothing like this when the poor law was administered by the squire, and the parson and the colonel and the other local magnates. They were men who were above all that sort of thing, and who gave their time to the public service from a sense of their duty to the public. Now we are breeding a class of professional politicians who are in the public service for what they can make out of it, and who are not too scrupulous about how they make it. They have neither honor nor the financial independence which often keeps a man honest."

A very similar view, with some important modifications, was taken by J. Ramsay McDonald, M. P., the secretary of the Independent Labor party.

"I agree that we are breeding a class of professional politicians," he said "but so far they have only been able to get into the boards of guardians and other little hole in the corner bodies. The big men, with statesmanlike outlook are in the town and county councils and in parliament. This leaves a free field for the little jobbers and politicians in the minor bodies which nevertheless have the handing of large sums of money.

"We usually find three parties in every board of guardians. On one hand there are the Socialists and Labor men, whose chief concern is comfort and sympathetic administration for the poor, without much regard to what it costs. On the other hand are the representatives of the ratepayers' associations who desire only economy at whatever cost, and are not concerned with the sufferings of the poor. Both these parties are honest, but between them there is too often a majority of men of the small tradesmen class, who are in the work only for what there is in it for them. They are after contracts and appointments, and they are ready to do anything to get them. Often when they are not in an actual majority they manage to attract some of the honest men to their side by clever manipulation. These are the men who are responsible for the scandals. Either you must have men with ideals, or men of financial independence in public life. The professional politician who is in it for what he can make must go.

"The remedy for the present state of affairs is the abolition of the boards of guardians, and the devolution of their duties to the larger bodies—the town and county councils. We get big men and honest men on these bodies, and they work sufficiently in the open to prevent any flagrant abuse taking place.

"I should not say that the corruption we have found is an evil of democracy. It would be bad for the country if it were for democracy is bound to grow and increase. It is simply the result of trying to meet new conditions with the old forms of organization, which must be swept away or modernized.

"The best proof of what I say is Poplar. There was gross and inexcusable extravagance shown there, but no dishonesty, and I happen to know that Mr. Burns was very anxious to find something wrong there which could be fastened on Will Crooks, M. P., who was one of the Poplar guardians, and who is a personal enemy of Mr. Burns. He declared months before the investigation that he was going to smash Crooks, and he tried hard enough to do it, but he failed."

MAYNARD EVANS.

Fairbanks' Orderly Desk.

From the Washington Herald.

The vice-president's desk in the senate chamber is always as neatly arranged as the top bureau drawer of a fastidious young woman. A dozen times a day, while he listens to the oratorical efflorescence of various senators or the monotonous reading of bill titles, he abstractedly yet methodically rearranges that desk.

Each pad of memoranda slips has its appointed place and each pen and blotter is laid in geometrical relation to the other things on the desk. His gavel always lies at his left hand, in proper position for immediate use when the degree of "audible conversation in the chamber" becomes too large.

And no matter how often any particular object on that desk may come into requisition, it always finds its way back to precisely the same position which it formerly occupied, and everything else has to be rearranged to conform with the vice-president's ideas of neatness, which are exact, to say the least.

Puzzle for the Patient.

From Harper's Weekly.

Stranger—My friend, why are you swearing so?

Cussity—Why? Because of a blank fool of a doctor. I got some pills for a pain in my back, and the directions read, "Take one a half hour before you feel the pain coming on."

AMERICAN HEALTH STANDARDS IMPROVED

Man's Working Efficiency May Be Doubled by Simple Rules

By Irving Fisher, Professor of Political Economy, Yale University.

(Copyright, 1907, "Charities and The Commons, New York.)

(Professor Fisher and Director Chittenden of Yale, are authorities of world eminence on diet and physiological chemistry. The assertion of both that a man's working efficiency can be doubled and his food bills cut in half by the faithful following of Horace Fletcher's simple rules of diet brings indisputable authority to a mooted question. Once generally appreciated and applied "Fletcherism" is well calculated to rank as one of the most tremendously significant of modern economic facts.)

THE METHODS by which American health standards may be improved are various. They include the increased federal regulation of public health, especially as related to the pollution of interstate rivers and the regulation of pure food, as well as improvement in state and local administration. It is a great mistake, however, to suppose that the primary method of elevating health conditions is by enacting new laws, or enforcing old legislation. The motive power must come from public opinion, and in order that such a power should exist it is necessary that the ordinary individual should improve his personal health ideals. This would come about quickly if each individual appreciated how much he might improve his efficiency.

Experts who have given attention to the subject believe that most men cut their lives in two by unhygienic, irrational methods of living, and that during the half of their natural life which they actually live they are sick unnecessarily often and long. Pasteur said: "It is within the power of man to rid himself of every parasitic disease." If then it is possible for man to win the fight against disease, to double the length of his working days, to vastly increase his energy and enjoyment of life, there is surely no more crying need for applying modern science than to this subject.

Rational diet is of course not the only method of improving health. Pure air, exercise, sleep, freedom from worry and proper surroundings, sanitary, social and moral are equally necessary. But diet is a sufficiently large theme, and it is probably true that it is more neglected and less appreciated than any of the other subjects mentioned.

So far as diet has received attention from scientific men, it has been chiefly concerned with the explanation of the process of nutrition. For practical purposes, however, the important study of food is not so much the way in which it is utilized inside the body, but the question of the quantities of it which we should consume and the method by which we should eat it. The only control we practically have over food is limited to the teeth and the mouth. After it is swallowed, it is relegated to processes over which we have almost no control. The practical problem for man is how to select his food, how much of it to eat and how to masticate it.

Mr. Horace Fletcher.

The man who more than any one else has insisted on the value of thorough mastication is Horace Fletcher. At Yale two years ago, a band of nine students, volunteers, undertook an experiment to test the virtues of Mr. Fletcher's rules of thorough mastication. The rules which the men followed were two: First, to thoroughly masticate every morsel of food with the attention, however, not on the mastication itself but upon the taste and enjoyment of the food. The direction of the attention on enjoyment, rather than on the mechanical act of mastication is more important than might appear at first. For it has been shown by actual experiment made by Pawlow with dogs in St. Petersburg that appetite is the principal means of exciting gastric juice. Consequently those who make a bore of eating by counting the "chews," or timing themselves, or artificially holding the food in the mouth beyond the time it would naturally be swallowed, gain not benefit but injury from the practice. The nine men were warned to make no effort to prevent swallowing quite as much as they were warned not to bolt their food. Thus swallowing became, like breathing, purely an involuntary act. The second rule was to follow absolutely and implicitly the leadings of appetite, both as to the amount of food eaten and the kinds of food chosen.

The experiment lasted five months, and during this period the men almost doubled their physical endurance as shown by tests made by Dr. Anderson in the Yale gymnasium. As the men regarded themselves as perfectly well and healthy specimens to start with, such an unsuspected increase in efficiency was as startling to them as it was to me and others who watched the experiment. But that the improvement was real is, I think, not questioned by anyone who observed the experiments.

Adopt Simple Diet.

As to the reason for the improvement in endurance, there are many possible explanations. It was probably largely connected with the change in the character of the food eaten. The practice of thorough mastication led the men unconsciously to adopt a simpler diet and one with a less amount of meat and eggs. This result has been usually found to follow by those who have adopted thorough mastication. Those who bolt their food, however, and under the stress of modern civilization and the influence of the quick lunch counters, there are few today who do not, instinctively choose meat and eggs for these can be bolted with more impunity than other foods, such as cereals.

While there is a serious question whether man was originally or ought now to be absolutely vegetarian, modern science has made it clear he eats far too much nitrogenous food such as meat and eggs. This is particularly true in America. That a reduction in the use of meat and eggs is physiologically right and beneficial has been thoroughly shown by Professor Chittenden in his famous experiment with United States soldiers and Yale students.

Professor Chittenden's work has put the science of dietetics on an entirely new basis. It has, however, nothing in common with the vegetarian cult except that it advocates a reduction in the use of flesh foods. This result, however, is directly at variance with the common practice in America. We have all been taught that meat gives strength, and trainers for athletic events have always given a great deal of beef to their men. In order to test the correctness of this opinion, and to test the comparative endurance of those who used meat and eggs in abundance and those who used them sparingly or not at all, an experiment was made with 49 subjects, about half of whom were Yale students and half other persons in various parts of the country.

These tests were gymnastic tests of various kinds, the most striking being perhaps what is called knee bending, which consists in stooping and raising one's self again without stopping as often as possible. It was found that those who used meat and eggs freely could in few cases do the deep knee bending more than 500 times. In fact some of them fainted before this figure could be reached, and others found themselves physically unable to rise to the standing posture after reaching a much smaller figure. So fatigued were they that they had to be aided in descending the gymnasium stairs after the test, for on the first step when their knees bent, the strength left was insufficient to prevent their falling.

Question of Eating.

Though the heavy meat and egg eaters, except in two or three cases, were usually unable to do the deep-knee bending more than 500 times, the case was altogether different with the other group who ate these foods sparingly. None of the latter believed themselves injured by the test, and not only were most of them able to exceed the 500 mark but a large number exceeded 1,000. One Yale student who had eaten no meat at all for two years did the deep-knee bending 1,800 times, after which instead of having to be assisted down stairs as did his meat-eating competitors, he ran several times around the gymnasium track and walked up East Rock and back. Another subject then living at Battle Creek did the deep-knee bending 2,400 times without injury. This was until recently the record, but a few weeks ago another nurse at the Battle Creek sanitarium who had practiced thorough mastication and had abstained from meat and the excessive use of eggs accomplished the almost incredible record of 5,000 times.

Few persons realize whether their endurance is great or small until it is actually tested. We are far more conscious of our strength than of our endurance, and strength and endurance must not be confounded. The subjects in the experiments which have been mentioned were not in general any stronger by reason of the thorough mastication and the lowering of the consumption of meat and eggs, but their endurance was conspicuously greater. To distinguish strength and endurance, we may say that the strength of a muscle is measured by the utmost force it can exert once. Its endurance is measured by the number of times it can repeat a given exertion involving a certain fraction of its strength.

Most of us are far more interested in improving our endurance than in improving our strength. We do not care to be Sandows, but we do wish to be workers. A working man in a factory in New Jersey who had taken up the practice of thorough mastication, wrote to me that instead of suffering the fatigue at the end of the day which his fellow workmen felt, he left the factory practically as fresh as when he went to it.

The benefits which working men might obtain from the practice of rational dietetics, as well as of other hygiene, in ridding themselves of fatigue and sickness, is incalculable.

Incalculable, too, would be the total saving to the working people resulting from a general adoption of diet principles which tend to the diminished use of the more expensive foods, and to the reduction in quality of all foods.

The working man, therefore, more perhaps than any other person in the community, should take an active interest and active part in the modern great movement to improve the national health. President Roosevelt has said, "Our national health is physically our greatest national asset. To preserve the national vigor should be a matter of patriotism."

WARSHIP BUILDING.

An All-Japanese Cruiser Launched Six Months After Keel Was Laid.

From the New York Sun.

The Japanese naval office is congratulating itself, and the vernacular press of the empire is filled with praise, over the feat recently accomplished of launching the first-class armored cruiser Ibuki from the government shipbuilding yards at Kure within six months after the laying down of the keel. Not only do the Japanese believe that they have beaten all previous records for speed in the construction of war vessels of this class, but the Ibuki also is unique because of the fact that from keel to fighting top she was built entirely of materials forged and put together in Japanese government yards.

The cruiser Ibuki, which was launched by Prince Higashi Fushimi on November 21, is a sister ship to the Kurama, recently launched at the Yokoshuka yards. Her length is 450 feet, beam 75.6 feet, and displacement 14,600 tons. Fitted with the Miyabara boiler, the invention of a Japanese naval officer, and the Curtis turbine, the Ibuki is expected to develop 22,500 horsepower.

Both the Ibuki and her sister ship, the Kurama, were designed by Japanese engineers, as all of the battleships recently built in Japan have been. The keel was laid at Kure in May, 1907, and immediately a double force of men was put at work. The naval office denies that any special effort was made to rush the cruiser through to completion, but the Japanese papers say that the bureau was not averse to a demonstration of just how quickly a fighting machine could be turned out by its artisans.

Every ounce of steel used in the construction of the new cruiser came from either the Kure steel foundry, which is a part of the great naval plant at that port, or the Wakamatsu iron works, an independent concern subsidized by the government. Heretofore Japan had been dependent in a greater or less measure upon England and America for armor plate, and until very recent years for the heavy guns and turret parts, but in the case of the Ibuki even the armor plate ingots were stamped into shape and the turret plates forged at the Kure and Wakamatsu foundries. Nobody but Japanese was admitted to the yard where the Ibuki was built during the course of her construction.

The speed in building the Ibuki was almost equalled in the case of the first-class battleship Aki, which was launched from the yards at the Kure plant some months ago just eight months after her keel was laid. The Aki is of 19,000 tons displacement. In her case night and day forces of men were employed and the naval office strained every nerve to get the big boat into the water as soon as possible.

The ability of the Japanese shipbuilders is remarkable when the fact is taken into consideration that prior to the summer of 1904 nothing bigger than a gunboat had been built at any of the government yards. Under the spur of war the naval office began to build its own ships and to equip its plants as rapidly as possible for perfect independence of American and English manufactories.

Kure on the Inland sea and Yokosuka in Tokio bay are both in inaccessible pockets, because of the narrowness of the entrances to the Inland sea and the channel leading into Tokio bay and the tremendous fortification works that have been put at each avenue. Were the existing Japanese fleet to be swept from the sea another could be built at these two plants secure from the guns of an enemy, unless the island itself was successfully invaded.

Priest a Famous Mountain Climber.

From the London Express.

The Abbe Gorret, who climbed every important peak in the Swiss and Italian Alps and who was the first to ascend the Matterhorn from the Italian side, has died at Aosta, aged 73.

He taught Alpinism to the present king of Italy and was well acquainted with the late King Humbert, who called him "the mountain bear."

Abbe Gorret, who was born of humble parents, began life as a guide. He was a man of superb physique and was noted in his younger days for his feats of strength.

By studying at night he passed his examination as a clerical student and became a priest. He soon relinquished parochial duties, however, and retired to a cottage in the mountains, where he spent his time writing books on the Alps and climbing.

He was an intimate friend of Tyndall and many other well known English Alpinists of the old school.

FORTY KNOTS OVER OCEAN

Evolution of Marine Architecture Has Been Phenomenal During Past 20 Years

THERE is a curious contrast between the way in which developments in fighting and merchant shipping are received by the average man. Every new battleship or cruiser design is regularly heralded as the "last word," beyond which the wit of man can no further go. Even eminent naval officers and architects declared that the Nile, built in 1888, marked the climax of battleship development, while the advent of the Drake in 1901 was very widely held to write "finis" to the armored cruiser. Yet we have advanced from the 12,000 tons of the Nile to 18,000 in the Dreadnaught, and from the 14,100 of the Drake to 17,250 in the Inflexible; and, considering the energy with which improvements are being sought both at home and abroad, he would be a rash man who would say that the highest possible point in size and power has been reached even in these leviathans.

With merchant ships and passenger liners the case is different, though why it should be no one can tell. Successive Atlantic record-breakers have never inspired this belief. They are recognized, as all creations of science should be, merely as steps in a progress of which no man can see the end—to which, may be, there is no end—and the 25 knots of the Mauretania and Lusitania is no more regarded as the ne plus ultra of Transatlantic speed than is the Nulli Secundus of aerial navigation.

Twenty Years Ago.

What for many years must remain the goal of marine architects was laid down more than 20 years ago by one of the most prominent ship designers of the day. Sir William Pearce had just designed the Umbria and Etruria, which shattered all previous records by crossing the Atlantic at an average speed of 19 knots, and in an address delivered shortly after to one of the learned societies of Glasgow he declared that he was ready, then and there, to produce a vessel which should accomplish the voyage at a speed of 40 knots. If this could be done, it would reduce the Lusitania's time by 50 per cent.

It is not surprising that Sir William Pearce's statement was received with a good deal of scepticism. Even in these days the realization of such a feat seems sufficiently far off, and in 1885 twin-screws were only just coming into prominence, while the turbine, for marine purposes, at all events, was unknown. The difficulties to be overcome were, therefore, tremendous, and in order to combine the requisite horsepower with a capacity for paying its way as an ordinary cargo and passenger ship, it would, said Sir William, be necessary to give the vessel a length of 1,500 feet and a beam of 150 feet—just about twice the dimensions of the Lusitania. The cost of such a ship would have been fabulous.

The Turbine.

The progress of the last 20 years, and most of all the adoption of the turbine as a marine engine, enables us to look upon Sir William Pearce's boast with more credulity than was possible when he made it. If for the next 30 years we advance at the same proportionate rate as we have done for the last 20, a 40-knot liner should be crossing the Atlantic in three days by 1940.

The evolution of marine architecture has been phenomenal. The last wooden liner was built in 1850, and the last iron liner in 1883. The last paddle-ship was the Scotia of 1864; and the Etruria, of 1885, was the last single-screw ship. Now that the turbine has so completely vindicated itself, it cannot be many years before we come to the last of the reciprocating-engined ships, and with the unhampered development of the turbine, 40 knots will be comparatively easily realizable.

There is at present no sea-going ship afloat which can do more than 24 knots an hour. The torpedo-boat destroyers Viper and Cobra, the first turbine-engined warships ever built, each did well over 36 knots, but were both lost at sea, and since those disasters the admiralty has been content with comparatively moderate speeds. There is now building, however, a destroyer which bids fair to break all records. The Swift, a vessel of 1,800 tons—four times the size of the average destroyer—now completing at the works of Messrs. Cammell, Laird & Co. at Birkenhead, has a contract speed of 36 knots. This alone is sufficiently remarkable for a vessel of her size, but it is an open secret that the builders and designers hope to get 42 or 44 knots out of her.

The Cost.

The displacement of the Swift is little more than a twentieth of the Lusitania's, but her engines will develop 30,000 horsepower as compared with the liner's 72,000, and she will cost as much as four or five ordinary destroyers.

Of course, the Swift could not cross the Atlantic at 36 knots, or anything like it, since her oil carrying capacity is limited to 130 tons, but the naval architect, if left to himself, would have no difficulty whatever in producing a ship capable of doing it.

The trouble with such a ship would not lie with the naval architect, but with the civil engineer. Waters now traversed in perfect safety by the Lusitania and her sister would become perilous, all existing wharves and docks would be useless, and frequent docking is vital to a ship which is to maintain her speed.

Lack Staying Qualities.

From the Washington Post.

The main trouble with the Democrats seems to be that they wear out all their enthusiasm before the voting begins.