

From Our Readers to Our Readers

Dr. Poling Really Twenty Years Younger

To the Editor of The Literary Digest—Sir:— Now you have done it! Mrs. Poling has believed for a good many years that I am more than twenty years younger than asserted on page 9 in your issue of August 5. Her admiration for THE LITERARY DIGEST is such that I now face the embarrassment of an explanation—and I have lost my birth certificate.

My father's younger brother, Congregational minister in East Orange, New Jersey, whose name follows mine in "Who's Who," is the writer of hymns and songs to whom you refer. He not only looks younger than his years; he is. He was the uncle of my boyhood who taught me the love of good horses, how to throw a curve ball and how to run a straight race. A building on the campus of Oregon State College, as well as the writer, bears his name.

You have made a great improvement in a great publication. Congratulations and best wishes.

DANIEL A. POLING.

New York City.

Stock Exchange Gambling

To the Editor of The Literary Digest—Sir:— The Stock Exchange as at present operated is the appendix of American business, but its absolute removal is not necessary in order to produce a cure. Would not a simple operation of freezing the gambling feature do the trick and result in a wholesome stabilization of Stock Exchange transactions? A return of prosperous conditions should not be allowed to lull the public to sleep until another attack of appendicitis occurs, and occur it will sooner or later unless the cause is removed.

GEORGE M. MONTROSS.

Port Huron, Mich.

A National Identification System

To the Editor of The Literary Digest—Sir:— I think that a system of personal identification by registry and card for every United States citizen would be of benefit to the country as a whole.

A good citizen would be proud of his card, and it would identify a person of character and loyalty to the nation. In this manner the law-breakers could be the more easily identified and segregated.

H. M. MALLINSON.

Arroyo Grande, Calif.

Criticisms of The Digest Poll

To the Editor of The Literary Digest—Sir:— I think that, while your poll may have been technically fair, it was psychologically unfair. I believe THE DIGEST deliberately works as a mold rather than an interpreter of political opinion.

Newspapers have always done that, and it has been considered fair, but THE DIGEST pretends to be only an interpreter, doesn't it?

I never expect to subscribe again. The magazine has too much the tone of a bragging bully.

JEANNETTE A. REED.

Columbus, Ohio.

To the Editor of The Literary Digest—Sir:— I have been a subscriber and booster of your publication for over twenty-five years.

I am wondering whether you realize how tiresome your frequent reference to your last poll on the prohibition issue has become.

I am a dry and have felt that your publication has done more to encourage lawlessness and nullification of our laws than any other agency.

KARL A. FLICKINGER.

Toledo, Ohio.

The Navy and World Peace

To the Editor of The Literary Digest—Sir:— No greater contribution to the maintenance of World Peace has been made than the naval building program inaugurated by President Roosevelt, followed by the naval policy recently enunciated by Secretary Swanson.

Our voice in the stabilization of world affairs has recently been weakened by lack of force in expressing our national will and thus contributing power as well as advice to that end.

The building program announced is a long stride toward rounding out our fleet to London Treaty strength, restoring our capital ships to efficient fighting units and providing necessary additional air craft. The announced naval policy gives gratifying promise of continuity in the necessary extension of this program and the subsequent maintenance of the fleet at treaty levels.

N. M. HUBBARD, JR.,
President, Navy League
of the United States.

Washington, D. C.

"Is This Civilization?"

To the Editor of The Literary Digest—Sir:— In a newspaper to-day I see a picture of a cotton grower plowing under a portion of his crop at the request of the government: too much cotton. On another page of the same paper I see the head-line, "Naked Forest Camp Workers Given Refuge in Hospitals": no clothing. Is this civilization?

R. E. EILAR.

Albuquerque, N. M.

For "a Radical Shake-up" in Schools

To the Editor of The Literary Digest—Sir:— Will our public school system be included in the "New Deal"? We spend millions of dollars on our high school pupils, and most of their subject matter is only preparatory work for a college course and only about 10 per cent. get to go to college. Why not more vocational training and less literary work?

We are following the same old rut that had its beginning a century ago.

We are turning out every year thousands of teachers who should never teach and I for one would welcome a radical shake-up in our schools.

J. E. BRADLEY.

Justin, Texas.

"Time for a Blue Deck"

To the Editor of The Literary Digest—Sir:— Now that we are having a "New Deal," is it not about time for a blue deck?

We have been in the red long enough.

JOHN SCULLY.

Ione, Calif.

Pipe Smokers and Shooting

To the Editor of The Literary Digest—Sir:— Some time ago one of the weekly magazines published a column, "What is wrong with the picture?"

The attached is from the August 5 issue of THE DIGEST. [The picture shows a grouse hunter with gun poised and a pipe in his mouth.] Did you ever try to handle a shotgun with a pipe in your mouth? I learned years ago that it could not be done and I am more than an inveterate pipe smoker. My friend, Mishler at Penitas, with whom I hunt every year, says that the prerequisite of good bird or duck shooting is to leave your pipe at home and replace it with a piece of Burley tobacco. You just try to shoulder a shotgun with a pipe in your mouth!

I forgot to say that the "Grouse Hunter" should try his luck on White Wings, on their way back to Mexico, if he wants some fast shooting.

EDWARD F. MOREY.

Dallas, Texas.

Praise for Mr. Simonds's Article

To the Editor of The Literary Digest—Sir:— It was with a great deal of pleasure that I read the article in the August 5 issue by Mr. Frank H. Simonds, and I hope it is only the beginning of such articles.

ALFRED TREMBLAY, M.D.

Moline, Ill.

A Law to Curb Intoxication

To the Editor of The Literary Digest—Sir:— When repeal becomes a reality a law in each State to this effect might help:

"The Legislature prohibits the further sale of liquor to a man who is already visibly under its influence under pain of forfeiture of the vendor's license. An innkeeper who violates this prohibition, and so renders his customer less able to stand securely, is legally chargeable with manslaughter if the customer, by reason of his intoxication, falls, and in his fall receives injuries from which he dies."

With this law in effect, excess in the use of strong drink would largely cease.

JOSEPH S. CONWAY.

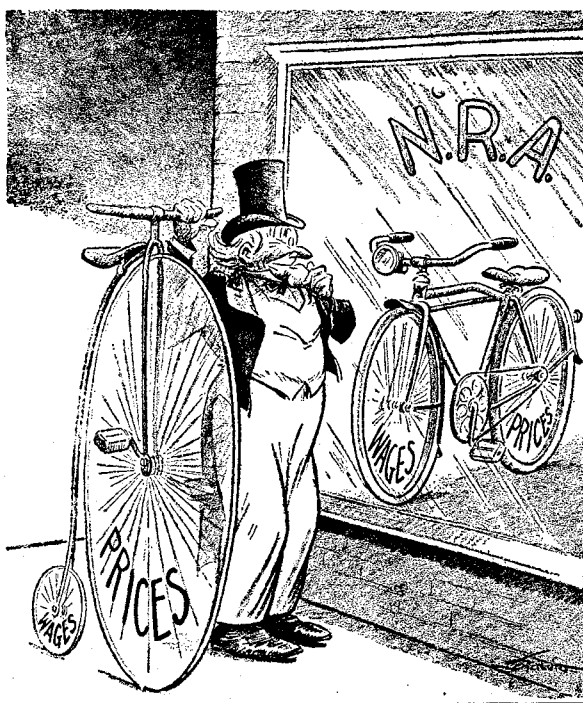
Newark, N. J.

Constitution Day

To the Editor of The Literary Digest—Sir:— I am laying before the American people through the columns of THE LITERARY DIGEST the claims of Constitution Day, the 146th anniversary of which occurs on Sunday, September 17. It will also be observed on the following day and through the week.

"Individual Responsibility to the National Government" is the slogan being used in the campaign in every State in the Union, under the direction of the National Society, Sons of the American Revolution, assisted by a large number of other organizations, chief among them being the D.A.R.

DAVID L. PIERSON,
Chairman, National Committee, S.A.R.,
on Observance of Constitution Day.
East Orange, N. J.



"THAT'S MORE LIKE IT!"

—Talburt in the New York World-Telegram

Loyal Missouri Replies To an Inadvertent Slight

The following editorial is reprinted from the *St. Louis Post Dispatch*:

"MISSOURI FOREVER!"

"We invite the attention of the good citizens of this State who reside north of the Missouri River to the cover of the *Literary Digest*. This cover presents a map showing the status of the repeal amendment. States which have voted against prohibition are indicated in dark red. Those which have yet to pass judgment are shown in pristine white.

"Now, there is only one thing wrong: The dark red that is Iowa extends south to the Missouri River. In other words, the Missouri River is made the boundary line between Missouri and Iowa, and a third to a half of our fair territory is annexed to the State where the tall corn grows. Much as we admire the new *Digest*, we cannot pass this by. Should we let it stand, it would indicate our tacit approval of an arrangement whereby Missouri would lose much of its right to fame and fortune.

"Under the *Digest* plan, we should have to part company with those good Missourians who rightfully pride themselves on living in the Kingdom of Callaway, in Linn, Platte, Shelby, Chariton, Gentry, Pike, and Nodaway counties, to mention only a few of those which would be torn from us. We could no longer claim our Athens, Columbia, or Boone County baked ham, the Bowling Green of Champ Clark or the Hannibal and Florida of Sam Clemens, Tom Sawyer and Huck Finn as among Missouri's contributions to the glamour of America. Needless to say, we will not sacrifice one of these attachments, or hundreds of others which are on the tip of our tongue. They are bound to us with hoops of steel.

"That deafening clamor, editors of the *Digest*, is the immediate pledge of mutual fealty from one corner of Upper Missouri to another."

[We regret that through a mechanical error Iowa flowed over into Missouri—Ed.]

The Versatile Canary

Red canaries, blue canaries, black canaries—no, we are not romancing,—and the first canaries were green. Ever since the trade in canaries began, breeders have been applying the Mendelian law with astonishing results. If most canaries are yellow, it is because yellow canaries sell best.

Edward J. Powell of Kansas City, described as "a gentle, elderly accountant with mild blue eyes and a King George beard," has registered something like 10,000 roller canaries, with their parents and not infrequently their grandparents listed. According to the *Kansas City Star*, this "recording angel of the canary bird realm" vouches for the red, the blue, and the black ones, tho what interests him most is the canary's musical gift.

The First Noiseless Subway Car

At 10:45 in the morning, on Tuesday, August 15, a score or more of metropolitan journalists and as many photographers left the office of Thomas E. Murray, Jr., receiver of the Interborough Rapid Transit Company, walked with him a few streets north to the Brooklyn Bridge station of the I.R.T., where all started on a trip in the first noiseless subway car. The trip was to 86th Street and back; so the Gothamites who lunch while reading their evening newspaper

arched their eyebrows on this particular Tuesday as they read accounts, couched in superlatives, of an experience which the average person would have listed along the things impossible.

More than ninety-nine per cent. of the noise heard in the average subway car is kept out of this latest engineering triumph. This is not a guess, but the computation made by acoustic engineers under the direction of Dr. E. E. Free and checked by experts from the acoustic laboratories of the General Electric Company.

Other engineering tests showed that the air in the noiseless car is 155 per cent. purer than that of the ordinary subway car which, in turn, boasts air purer than that of the street.

The simplicity of the device which makes all this possible astonished the newspapermen more than the fact that they could converse across the aisles in a voice slightly above a whisper. All windows are closed; air is pumped into the car by seven exhaust fans set equidistant in the roof, five in the car proper, and one in either vestibule. Four fans operate always, the rest being controlled by a load switch operating automatically with the increase in passengers. Each exhaust fan moves 714 cubic feet a minute. The fresh air is forced down by the customary four evaporation fans. When the power is shut off, the windows open automatically.

In a short time a train of ten noiseless cars will be in daily operation. If the public reacts favorably to the new car—the qualification is Mr. Murray's—all the cars in the I. R. T. subway will be noiseless.



Wide World

TESTING NEW SUBWAY DEVICES

Health Commissioner Shirley W. Wynne, Frank Hedley, head of the Interborough System, Thomas Murray Jr., Interborough Receiver, and Dr. E. E. Free

Tewfik Ruchti Bey: Kemal's Right Hand Man

His dark hair, brushed back from his forehead, his clear, melodious voice and a slimness that seems remarkable in view of the weight he once carried, convey a pleasing impression of Tewfik Ruchti Bey (the "Bey" being a title) who is said in the *Berlin Volks-Zeitung* to look much younger than he is. He might at first glance be taken for a man in his forties but he is really much older. He has been associated with the career of Kemal since long prior to the period when this ruler of Turkey won the notice of the world.

Tewfik Ruchti Bey has held all sorts of posts from that of a self-effacing secretary to that of Turkish foreign minister. He has lived abroad and he is in sympathy with the point of view of western civilization. His eagerness to modernize Turkey has led him into excessive zeal in abolishing old Turkish ways. He wants to introduce typewriters into all homes and abolish veils, harems and the old Turkish alphabet. Only his impeccable courtesy has saved the day when irate followers of the prophet complain aloud that the past is too disrespectfully treated.

Tewfik Ruchti Bey speaks more than one European language with ease. The individuals who are allowed to choose a cigarette from his case are affirmed to enjoy a rare treat, for he smokes tobacco sent to him as a mark of esteem by Kemal himself. These cigarettes are rolled with inimitable skill by an expert and they emit an odor so entrancing that it seems sheer profanation to put a lighted match to the end of one of them.

Merely to watch the heavenly affability of Kemal's right hand man as he in turn lights his cigarette and exhales clouds of smoke poetically is to acquire the illusion of an atmosphere charged with all that is most Turkish, with memories of a time when the Turk appeared in force at the gates of Vienna and seemed on the eve of conquering all Europe. Tewfik Ruchti Bey is too truly diplomatic to say so, our contemporary tells us, but in his patriotic moods he dreams of a day when the glories of the Turkish past will make radiant a Turkish renaissance. For Turkey is to him all that Italy is to Mussolini or Germany to Hitler. "But Tewfik Ruchti Bey is too wise to tell all his mind."

The Railroads' Share in the Business Revival

RAILROAD recovery is impressive any way you look at it. As the figures for June and July are completed they show heavier car loadings, larger freight revenue, greater net operating income. In fact the curve in each of these factors takes the same shape—a rise through the fall of 1932 to a peak in October, a drop in December and January to very low levels in February and March because of the banking situation, and a sharp rise until July shows railroad business better than it has been since January, 1932.

It will surprise most people, thinks *The Railway Age* as it reflects on these figures, "to be told that general business has im-

"In the first half of 1933 car loadings were 34 per cent. less than in the first half of 1922; gross earnings almost 46 per cent. less; operating expenses almost 49 per cent. less; net operating income 56 per cent. less. The number of employees was 41 per cent. less, and their total compensation 47 per cent. less while other operating expenses were 51 per cent. less."

But the cheerful thing about it is that in some ways the railroad prospects the second half of this year are much better than they were for the second half of 1922:

"In the second half of 1922 the railroads were confronted with a nation-wide strike

and gross earnings." And *The Railway Age* asks executives to note that the upward trend in car loadings slackened in the last week of July and the first days of August.

Joseph B. Eastman, Federal Coordinator of Transportation, it will be remembered, recently asked railroad executives to "spend every available dollar in putting men back to work" and so "serve their own interests as well as those of the country."

Railroad Rates Not Too High

A group of shippers asked the Interstate Commerce Commission for a general reduction of railroad freight rates, largely on the ground that they were out of line with present commodity prices.

They argued that with lower rates the roads would gain traffic and make more money.

The Commission rejects the argument. It can find no reason for concluding "that general re-

A YEAR OF RECOVERY, AS REFLECTED IN RAILROAD LOADINGS, REVENUE AND EARNINGS
(Figures collected and tabulated by *The Railway Age*)

Month	Average Weekly Car Loadings	Per Cent. Increase or Decrease Compared with July, 1932	Total Freight Revenue	Per Cent. Increase or Decrease Compared with July, 1932	Net Railway Operating Income	Per Cent. Increase or Decrease Compared with July, 1932
July, 1932.....	484,427		\$179,910,097		\$11,596,852	
August, 1932.....	516,270	+6.6	194,986,752	+8.4	28,368,387	+144.6
September, 1932.....	561,150	+15.8	214,598,984	+19.3	49,646,867	+328.1
October, 1932.....	631,621	+30.4	244,074,324	+35.7	63,839,316	+450.5
November, 1932.....	548,802	+13.3	203,145,507	+12.9	34,179,122	+194.7
December, 1932.....	497,366	+2.7	188,163,759	+4.6	32,856,895	+183.3
January, 1933.....	477,624	-1.4	179,239,405	-0.4	13,265,722	+14.4
February, 1933.....	489,495	+1.0	168,790,270	-6.2	9,854,884	-15.0
March, 1933.....	460,301	-5.0	174,916,270	-2.8	10,548,001	-9.0
April, 1933.....	500,949	+3.4	180,212,394	+0.2	19,041,489	+64.2
May, 1933.....	531,960	+9.8	207,489,911	+15.3	40,693,073	+250.9
June, 1933.....	566,345	+16.9	59,453,185	+412.7

proved so much during the last one-third of 1932 that it was relatively as good in December, 1932, over two months before the banking moratorium as it was in June, 1933, over two months after the moratorium, but freight loadings are the best single measure of the total volume of business, and this is what they indicate."

The increase in freight traffic last fall and this spring has had remarkable effects upon railroad gross earnings and net operating income. This is "partly because an increase in the number of cars loaded is usually accompanied by an increase in average loadings and earnings per car, and partly because the increases in gross earnings have not been accompanied by proportionate increases in maintenance expenditures."

The Railway Age presents a table, reproduced above, showing changes in car loadings, freight revenues and operating income during the last year. And it notes that "almost every increase in loadings resulted in a relatively larger increase in freight revenues as well as in a relatively very great increase in net operating income."

The reader can verify this by studying the figures for any month.

A comparison between the two years of recovery—1922 and 1933—also engages the attention of *The Railway Age*. The depression of 1921-1922 was bad enough in all conscience. But the one from which we are now emerging hit the railroads much harder. There is not space to reproduce all the figures from *The Railway Age* bearing on this point. It will suffice to call attention to the fact that:

of shop employees, an increase in their traffic which caused a record-breaking car shortage, and a general reduction of their freight rates that had just been ordered by the Interstate Commerce Commission. The effects produced upon their operating expenses and earnings prevented them from benefiting substantially by the increase in their traffic and in consequence in the second half of 1922 they earned only 428 million net operating income.

"They are now confronted with no serious labor troubles and the Interstate Commerce Commission has just refused to order a general reduction of their rates on basic commodities.

"In consequence, if business continues to be during the rest of the year only as good relatively as it was in July, they should earn in excess of 500 million dollars net in the latter half of this year.

"Of course, however, how much net operating income they will earn will depend largely upon how much their expenditures for maintenance are increased. A large increase in net operating income is needed by most of them to cover fixed charges, and in many cases the net operating income needed can not be earned without a continuance of severe economies."

On the other hand, it is pointed out that our railroads are among the country's largest employers of labor, and are among the most important purchasers of manufactured products and raw materials. Therefore, "failure by them to increase their employment and buying as much as they reasonably can will hinder the recovery of general business and the increase of their own traffic

reductions in rates would materially increase the commerce of the country, or that they would increase rail freight traffic except to the extent that they would result in recovery of tonnage from motor- and water-carriers." Even a general reduction so small as 10 per cent. would force many carriers into bankruptcy, in the opinion of the Commission. It would threaten "the possibility of furnishing adequate transportation service to the public"; and "the benefit which would accrue to the average agricultural or industrial shipper from a general reduction in rates would be small compared with the disastrous effect on respondent's revenues and credit." The Commission says emphatically:

"The country is not ready to abandon its railroads. We believe that it is our duty to do that which presents the greatest promise of preserving in operation the efficient railroad mileage of the country. General reductions in rates would tend to defeat that end."

In the course of the Commission's report the point is made that motor and waterway competition will seriously affect railroad prosperity and have a disorganizing influence on business generally until there can be some kind of uniform regulation of all interstate carriers as regards rates. Agreeing here, the *New York Journal of Commerce* hopes that Congress may be induced to act next year. *The Wall Street Journal* thinks the public will agree with the Commission when it says: "Preservation of an adequate railroad transportation machine is more important to the country than lower