

The Outlook

JANUARY 26, 1921

THE FIRST REAL TEST OF MR. HARDING

MR. HARDING is going to be judged by the Cabinet he selects. For several weeks he has been consulting at Marion with men of different minds. Very soon he will have to make his own decision. As Mr. Nicholas Roosevelt says in a letter published elsewhere in this issue, his choice will determine whether he will enter upon his term of office with the support of public confidence or the handicap of public disappointment.

Most Americans have no particular candidates for particular offices; but they know the type of men whom they wish to see in places of executive responsibility. Though they might prefer one to the other, they would regard, for example, either Mr. Root or Mr. Hughes as fit to be Secretary of State. But if Mr. X, whom they do not know, or Mr. Y, whom they know only as a successful and shrewd politician, or Mr. Z, whom they know only as the candidate of a group or class, were chosen for the premier post in the Cabinet, they would rightfully chalk up a large black mark against the incoming Administration.

Cabinets cannot wholly be chosen with a view to individual fitness any more than a football team can be chosen with a sole regard to the merits of individual stars. A Cabinet, like a football team, must be made up of men who are not only good individual players, but men who can be made to play the game together. So far, and not much farther, may political exigency be recognized. If we are not mistaken, the American electorate is in no frame of mind to be tolerant of the payment of political debts through placement in high office.

THE GOVERNMENT AND THE VETERAN

THE Bureau of War Risk Insurance and the Federal Board for Vocational Education have been under fire since their organization. Some of the criticism has been just; some has been unjust. Some of it has been put forward with the desire to help the men intrusted with the work of carrying on these two great agencies; some of the criticism has apparently been put forward out of spite and a desire for newspaper notoriety.

From a careful study of the situation

we are convinced that the men in charge of these two bureaus are engaged wholeheartedly and devotedly in the task of rendering to the discharged veterans the greatest possible service of which they are capable. The chief blame for some of the unfortunate situations which have arisen apparently lies with the organic law under which these two Governmental agencies are operating. This is, in the main, the conclusion of the American Legion and the Joint Committee for Aid to Disabled Veterans, of which Mr. Henry L. Stimson, ex-Secretary of War, is chairman.

Both the Legion and this Committee point out the need of co-ordinating the work of the Bureau, the Board, and the Public Health Service under a single assistant secretary, whose whole duty shall be to eliminate friction and prevent duplication of effort. The Legion also points out the need for decentralization of the Bureau of War Risk Insurance and the need of taking the Bureau to the veteran rather than forcing, as at present, the veteran to go to the Bureau. The Federal Board for Vocational Education has adopted this policy and has successfully decentralized to the limit permitted under the present law. What the Board has accomplished is adequately and fairly summarized in an article which appears in this issue from the pen of Mr. J. P. Munroe.

It should be the first duty of the present Congress to provide for the co-ordination of all the agencies dealing with disabled and handicapped veterans. As the American Legion says, these men require medical treatment, vocational training, and financial support. As the Legion also shows, the Government has recognized these three needs, but has overlooked the fact that they are the simultaneous needs of one man, not of three different men or of one man at three different times. Until the agencies dealing with this threefold problem are united under a common head and are functioning smoothly and efficiently the Government of the United States will continue to fall far short of fulfilling its duty to the men who gave their all for its preservation.

ANTI-JEWISH PROPAGANDA

FOR some months there has been carried on in this country an insidious but persistent propaganda against the Jews and the Jewish religion. It

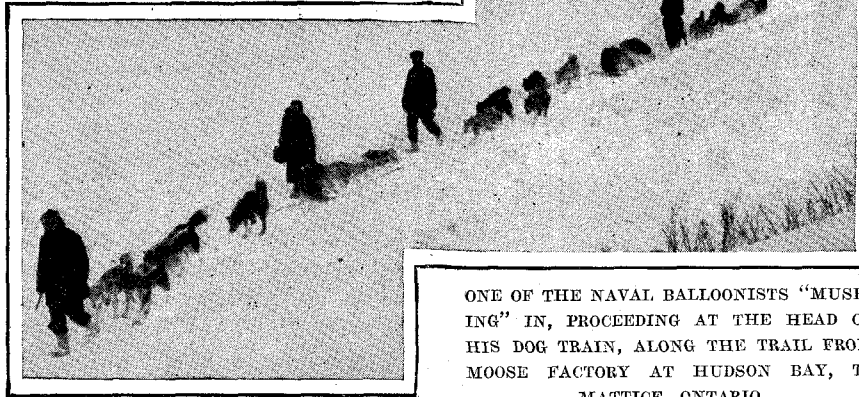
probably had its origin in a publication issued originally from Russia called "The Protocols." This book professes to be an exposé of a Jewish plot to dominate the world. It bears internal evidence, however, of having been fraudulently manufactured more than twenty years ago in Russia under the Romanoffs as a part of a bitter campaign of members of the Romanoff autocracy against the Jews—a campaign which was partly political and partly inquisitorial. We shall publish in an early issue of The Outlook an article by Baron Korff, formerly an officer of the Romanoff Government, although a Russian liberal Christian, which gives the history of the origin of "The Protocols" and the evidence of their fraudulent character.

American Jews have been very forbearing in this crisis and have been reticent about complaining of the unjust attempt to incite prejudice and hatred against them, although a number of Jewish societies have issued a temperate statement of the facts. This statement has now been corroborated by a remarkable public protest, originated, we believe, by John Spargo, signed by more than a hundred American men of prominence, none of whom are Jews. The first four signers of this protest are President Wilson, ex-President Taft, Cardinal O'Connell of the Roman Catholic Church, and Lyman Abbott, Editor-in-Chief of this journal.

We wish that we had the space to publish the names of all the others who have signed this protest, for it makes a striking array of American citizens of distinction and authority. It includes such names as those of Evangeline Booth, the head of the Salvation Army; ex-Secretary of State William J. Bryan; James R. Day, Chancellor of Syracuse University; President Faunce, of Brown University; ex-Secretary of War Lindley Garrison; Martin H. Glynn, ex-Governor of New York; Archbishop Hayes, of the Roman Catholic Church; George Kennan, the Russian expert; ex-Secretary of State Robert Lansing; John Spargo; and Theodore Roosevelt, Jr. The number of prominent Catholics as well as Protestants signing the protest and defending their fellow Jewish citizens is very significant. The protest which these men and women have signed is against "the publication of a number of books, pamphlets, and newspaper articles designed to foster distrust and suspicion of our fellow-citizens of Jewish

ancestry and faith—distrust and suspicion of their loyalty and patriotism." The protest, continuing, says that these attacks are a threat and menace not only against the Jews, but against American citizenship and American democracy. In signing the protest Cardinal O'Connell, Roman Catholic Archbishop of Boston, says that such an anti-Jewish campaign as the protest denounces "is entirely at variance with America's best traditions and ideals, and its only effect can be the introduction of religious tests to determine citizenship and a reign of prejudice and race hatred wholly incompatible with loyal and intelligent American citizenship."

Such a protest signed by such representative citizens is a very healthy thing. It is an indication that the in-



(C) International

sidious anti-Jewish propaganda may very well in its reaction be of great public service, for it has brought out in a striking way the truth that real Americanism is totally opposed to sectarian prejudices or race hatred.

MUSH ABOUT MUSHING IN

PERHAPS it is the influence of the movies which Mr. Pulsifer assailed last week and Mr. Fuessle this week defends. Perhaps it is the natural consequence of the emotional strain of war. Perhaps it is simply the innate liking for adventurous tales that displays itself early in childhood and lasts in most people until old age. Whatever it is, it set people reading column after column in the newspapers about the three naval balloonists who, starting from Rockaway, on Long Island, landed up on Hudson Bay.

Why they did it nobody seems so far to be able to give any good reason. If it was to show how men trained as officers of the navy can endure hardship with self-control and good spirit, the trip was not very successful. Upon arriving within range of the newspaper reporters the first thing that happened was that one of these naval officers

landed his fist in a companion's face. There was a quarrel over the methods alleged to have been used in getting publicity for their story.

It is said in excuse that the Spirit of the North has a way of bewitching men who venture into its domains. Men, however, do not invariably lose their heads under such circumstances.

Captain Scott, of the British navy, who lost his life after having successfully reached the South Pole, left some letters which have been recently quoted in Christopher Morley's column in the New York "Evening Post." One letter, all we have space for here, was written

ONE OF THE NAVAL BALLOONISTS "MUSHING" IN, PROCEEDING AT THE HEAD OF HIS DOG TRAIN, ALONG THE TRAIL FROM MOOSE FACTORY AT HUDSON BAY, TO MATTICE, ONTARIO

by Captain Scott to the wife of one of his companions:

My dear Mrs. Wilson: If this letter reaches you Bill and I will have gone out together. We are very near it now and I should like you to know how splendid he was at the end—everlastingly cheerful and ready to sacrifice himself for others, never a word of blame to me for leading him into this mess. . . .

As Mr. Morley's correspondent says, "A man can always live up to whatever traditions he possesses."

There is a naval inquiry under way concerning the naval balloon expedition. We hope it will go into the whole relation of the naval officer to the profitable use of publicity as well as into the practical use by the navy of free balloons.

The episode is not of very great importance or significance; but it took a great deal more space in our newspapers than more important and significant news. It served to illustrate the fact that most of our newspapers are in fact also story papers. The newspaper man's term "story" for pretty nearly everything he writes indicates the newspaper man's attitude toward the news. Of course this in turn is affected in great measure by the attitude of newspaper readers. Perhaps it is a sign of

peace that millions of readers who not so very many months ago read with weariness of deaths by the thousand on the field of battle are now ready to read with eagerness whole pages of narrative concerning the fate of three undistinguished men.

From all accounts the commanding officer of the expedition, Lieutenant Kloor, behaved like an adult.

EVERY MAN HIS OWN RAILWAY

EVERY year there is an exposition in the Grand Central Palace of New York City which might fairly be called an exhibit of private railways, for the modern automobile has long since developed from a luxury into a vitally necessary form of transportation. When, a few years ago, automobile manufacturers stopped calling their vehicles "pleasure cars" and began to use the term "passenger cars," they were expressing not a hope, but an accomplished and recognized fact. This year's show at the Palace was of more than usual significance. By the success or failure of this exhibit many hoped to judge the prospects for the coming year, not only in the automobile trade, but in other lines of business.

The automobile industry is one of the key manufacturing enterprises of the country. So far as its products are concerned, the country has by no means reached a point of saturation, and if next year is to approach normal business conditions the demand for automobiles should be steady and sure. The sales results of the recent exhibition are naturally locked up in the archives of the exhibitors, but, judging by the throngs which packed the Palace, popular interest in the automobile has suffered no diminution.

Only a few new exhibitors entered the field this year and the standard cars showed few radical changes either in lines or in construction. The most radical innovations were presented, perhaps, on two of the newer cars; but as these machines have been put forward by men of wide automotive-engineering experience their radicalism may be said to have a sound and conservative basis.

It is interesting to notice that one steam car is still to be found doggedly and successfully holding its place against an overwhelming predominance of internal-combustion motors. The air-cooled motor, though vastly outnumbered by its water-cooled rivals, also occupied its usual place in the exhibit. While both of these types are a departure from current practice, they obviously fill successfully a real need or they would not continue to survive. It