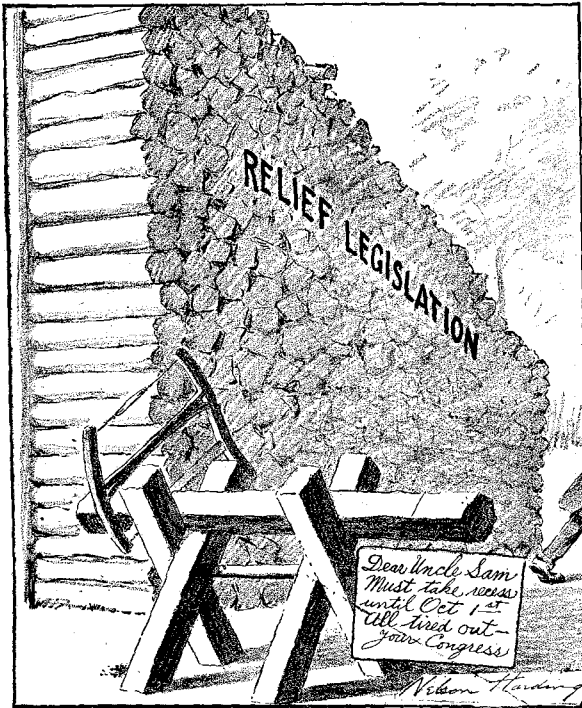


UNDER THE SWEET SHADE OF YOUR GOVERNMENT

(Henry V, Act II, Scene 2)

Harding in the Brooklyn Eagle



WHAT DO YOU MEAN, RECESS?

Sykes in the Philadelphia Evening Public Ledger



ON THE JOB

From Miss M. S. Bispham, Philadelphia

Reid in the New York Evening Mail



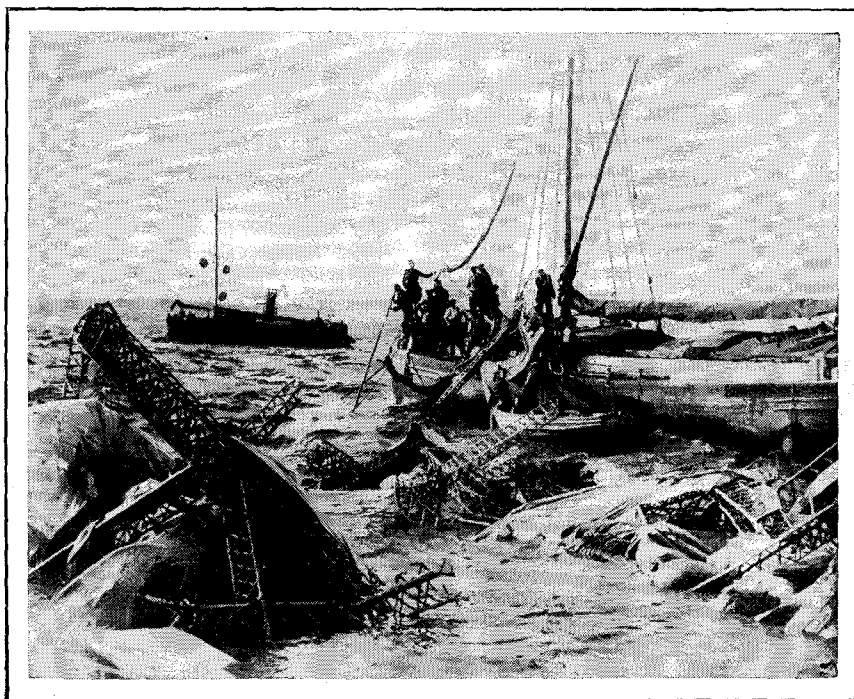
DING DONG DELL, PUSSY'S OUT OF THE WELL

From the Hanover (Pa.) Evening Sun



BACK TO NORMALCY

From Ellis D. Smith, Hanover, Pa.



International

THE WRECKAGE OF THE ZR-2, IN THE HUMBER RIVER, AT HULL, ENGLAND

sibly be eliminated by sheathing the bodies of the ships with some light alloy that will serve as a gas container. Of course there is no necessity for filling even the gas bags of our present dirigible airships with explosive gases. As The Outlook said two weeks ago, the risk of an explosive gas bag is something which our Government should never ask its aviators to face again.

WHITE COAL IN SWEDEN

SINCE the War, Sweden has demonstrated in a most practical fashion the utilization of her water resources in relation to railroading industries. While the fuel shortage that has so undermined all European industries was equally felt in Sweden, she ingeniously made up the tonnage deficit by the use of "white coal" or water power, so that to-day it is possible to travel a distance of one thousand miles north from Stockholm in less than forty-three hours—over one hundred and fifty miles of this difficult and mountainous travel being by way of an electrified railway.

This electric railway, forming a connecting link between two widely separated Scandinavian centers, is one of the finest in the world and marks a tremendous step in the progress of railroading. So satisfactory are the results of this war-necessity measure that a plan to electrify all railways in Sweden is under consideration. In order to materialize this plan, it will be necessary to level the various useful waterways and convert the waterfalls into generating stations, so that every

certain number of kilometers of railway will be within reach of an electric current. This will necessitate a tremendous financial expenditure, which at present is unwarranted by traffic; but a committee of engineers and other scientific experts have been appointed to take the matter under consideration and make demonstrations to prove the practicability and ultimate economy in thus utilizing these valuable natural resources.

The greatest water supply is derived from the Falls of Talhatten, near Gotenburg, which are fed by the waters of Lake Venern, Sweden's largest lake, measuring over eighty miles in length. This liquid dynamo alone generates approximately 80,000 horse-power, and it is roughly estimated that the combined water resources, if thus incorporated, would generate a potentiality of 6,200,000 horse-power.

Although Sweden is richer than most countries in this particular respect, nevertheless other countries, as is shown by the article on "White Coal" elsewhere in this issue, have similar undeveloped resources of inestimable value.

THE HIGHEST MOUNTAIN

A BRITISH expedition started last May with the intention of scaling the almost inaccessible height of Mount Everest. It has been doubtful from the first whether the attempt could be pushed to final success this year. There have been reports lately that camps would be established and routes of advance determined this summer and that

the final attempt would be postponed until the following summer season. Elsewhere in this issue are photographs and an article relating to this subject.

The difficulty of the attempt is not so much in the height of Mount Everest as in its situation. It lies beyond and behind an array of almost equally lofty and difficult mountains, and from no direction is there anything like direct access to the slopes of Mount Everest itself. The British expedition, according to reports in the London "Times," traveled a hundred and thirty miles from its starting-point, Darjeeling, and was then still a hundred and twenty miles from the point where the high camp is to be pitched to serve as a new starting-point in the final attempt. The height of 23,000 feet was reached last year in a preliminary expedition.

One result of the final conquest of the ramparts of Mount Everest will be the determination of its exact height. This is usually given as 29,000 feet. There are at least six other peaks in the Himalayas which exceed 25,000 feet, and several hundred peaks that exceed 20,000 feet in altitude.

MR. HARDING AND MR. HAYS

THE Republican Administration has been six months in power.

It has put on the statute-books some measures relating to important subjects—acts relating to the budget, cable landing, farm credits, anti-gambling, packers, immigration, and the Veterans' Bureau.

It has brought about a formal declaration of peace with Germany, Austria, and Hungary.

Best of all, it has reduced Federal expenditures to a substantial sum below the total expenditures for the preceding fiscal year. In this the executive and legislative departments have moved hand in hand. In his just published letter to Senator McCormick the President emphasizes this reduction as worth all the rest of the Administration's accomplishments put together.

Looking to the future, he might also emphasize a proper tax bill as worth all the rest of uncompleted legislation put together. He realizes that necessity of course. For an address at Cleveland the other day by Postmaster-General Hays contained this statement of the Administration's position:

Taxes which destroy the initiative and earning power of both labor and wealth must be removed.

The excess profits tax must be repealed and the higher rates on incomes . . . must be reduced . . . in order that reserves may be created for the resumption and stimulation of industry and commerce. . . .

I express the hope and expectation