

can War, Missouri Compromise, Promulgation of the Monroe Doctrine.

Complete each of the sentences by marking a cross (X) after the clause which helps to make the most sensible statement.

Congress is made up of two Houses to represent all parts of the country because there were two Houses during the Revolution to prevent hasty and unwise legislation

The secret ballot is used because it protects the voter against intimidation prevents men from voting twice makes votes easier to count

One freshman confronted with this test scored 100 per cent, and other members of the course made only a few mistakes. It would seem from this result that the growth in the study of civics and government in our primary and secondary schools has not been without definite results. Either that or the present-day college student takes a wider interest in public affairs than he is credited with by those who lament the shortcomings of the rising generation.

GOVERNOR ALLEN ON THE KU KLUX KLAN

KANSAS is engaged in trying out the Ku Klux Klan through an action brought in the State Supreme Court to restrain its secret activities. Naturally, Governor Henry J. Allen is much interested in the question. In an interview in New York recently Governor Allen gave such a vivid description of the Klan as he sees it that we quote at some length from it in the New York "Herald:"

In my State the thing has gone beyond a laughing matter. Every day my mail is choked with letters from people who have received threats—pitiful letters from poor people so frightened they know not what to do. Every one who has a private grudge is using the Klan to scare his enemy. Bigotry and religious intolerance are rife. Pulpits where once was preached the brotherhood of man now thunder denunciations against each other, and neighbors who in years gone by lived in peace and harmony now hate each other with a hatred which passes understanding. And they say that all this is the aftermath of a feeling engendered by the war. There is no doubt that many excellent men have joined the Klan from misdirected zeal. In New Orleans its activity is directed against the Jewish element. In other parts of the South the object is the Negro. In Kansas it is the Catholic. I myself have been branded by the Klan as a Catholic and all of my family, Catholic. They must have been somewhat surprised when they discovered that I am a Methodist, a thirty-second degree Mason, and a lot of other things which a Catholic cannot be.

What is proposed in Kansas is to have the Supreme Court uphold the State

Charter Board in denying the Klan a charter, and thereby make it illegal for the Klan to carry on its organization work. Other States take notice!

AVIATION WITHOUT LAW

BOOTLEGGING by airplane between the United States and Canada continues to thrive; Lieutenant Maynard, the "Flying Parson," is killed; President Harding and thousands of spectators at the dedication of the Lincoln Memorial are placed in jeopardy by an irresponsible low-flying aviator; and the lives of countless thousands of innocent spectators at the Yale Bowl and other stadiums are risked unnecessarily because the House of Representatives has so far failed to provide, as forty other nations have provided, for Governmental regulation of civil aviation. And this in spite of the fact that the entire aeronautical industry has asked for that Governmental "interference" to which many American industries have objected.

Before you went hunting cottontail or deer this winter you had to have a hunting license; before you sat down behind the wheel of the new car you likewise had to have an automobile license. But if you have the price of an airplane and a few gallons of gas there is nothing in the world—or, rather, in the United States—to hinder your going and coming as you please, without let, hindrance, or license. If you are an irresponsible "stunt" pilot with an obsolete "war" machine, or an unattached or "gypsy" flier with a rickety contraption hitched to a sputtering motor, no one can prevent you from taking passengers for "joy" rides at so much per head.

THE LAW PROPOSED

ONE of the most important pieces of legislation now before the House is the Wadsworth Bill providing for Federal control of civil aviation, which the Senate passed months ago. If the Wadsworth Bill is enacted into law, there will be established in the Department of Commerce a Bureau of Civil Aeronautics, which will regulate and encourage flying. This Bureau will co-operate with the Forest Service or any other Government bureau which seeks aerial co-operation. The fitness of an applicant for a license to operate an airplane will be passed upon by experts. The machine itself will be inspected and tested, and if found airworthy a license will be issued. Pilots who engage in performances which imperil the lives of others will lose their "papers," and all kinds of "stunt" flying and swooping low over outdoor assemblages will be prohibited. As things stand, there is no provision for any of these things. In other words, if the Wadsworth Bill is enacted into law,

flying will be made safer, and rickety airplanes and reckless pilots will be for the most part eliminated. The benefit, therefore, will be shared by those who make airplanes, those who pilot them, those who ride in them as passengers, and those who watch them fly.

Opposition to the passage of the House bill is practically nil. On the other hand, the Department of Commerce, the Army Air Service, the Navy Bureau of Aeronautics, the National Aeronautic Association, the Aeronautical Chamber of Commerce, and other civilian and Governmental agencies are for it.

AIR CONTROL AND AIR CAUTION NEEDED

THAT some sort of control over aviation is needed, however, is not merely the opinion of aeronautical authorities or the long-suffering public, for a committee of the American Bar Association recently began a campaign for uniform aviation laws in all the States. The need for such laws or for Federal control of aviation was strikingly illustrated when that irresponsible pilot flew low over the Lincoln Memorial assemblage. That this solemn ceremony was not turned into a disaster was a matter of mere luck. Maynard, the "Flying Parson," made a splendid record as a pilot in our Army Air Service during the war, and was the victor in America's first transcontinental flight. The blame for his untimely end is placed by aeronautical authorities on the obsolete and patched-up machine with which he did "stunts" at the Vermont fair.

That airplanes are not necessarily deadly means of transportation is shown by the fact that our transcontinental mail pilots recently completed a year of flying without a single fatality, although they flew back and forth over the Rocky Mountains and other dangerous territory in all sorts of weather and at all hours of the day and night. This shows what can be accomplished through caution used in selecting pilots and a rigid inspection of machines. A few airplanes have fallen, just as a few steamships have foundered and a few railway trains have been wrecked. But the vast majority, when caution has been used in selecting the pilot and inspecting the machine, have flown without accident.

There are statistics showing that in a single year more than 250,000 persons have been carried something like 6,000,000 miles in American airplanes without a single fatality from straight flying. At the same time hundreds of machines in the Army and the Navy Air Services also functioned without accident. No one doubts that commercial aviation is here to stay, just as the automobile and railway train are here to stay. Every-

BOTH OBSERVE AND ANSWER

(Coriolanus, Act II, Scene 3)

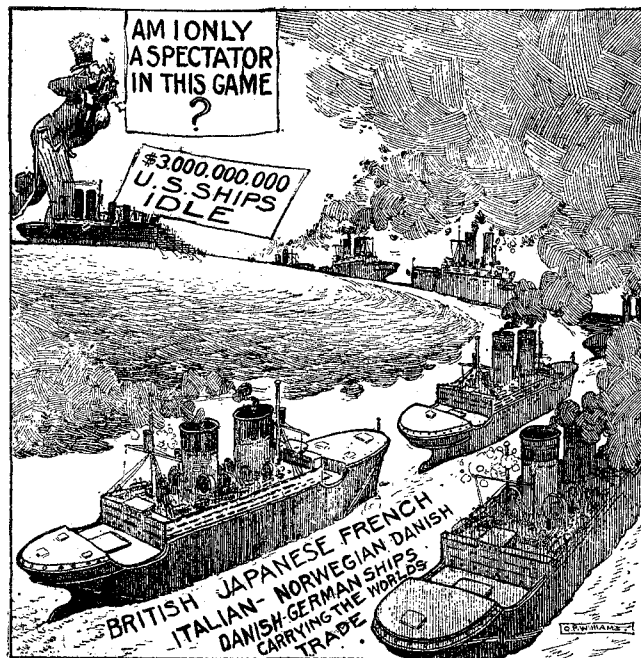
Sykes in the Kansas City Star



LETTING IN THE LIGHT

From Jessie M. Willitt, Liberal, Kansas

Williams in the Pittsburgh Press



IT'S UP TO CONGRESS

From W. E. Morgan, Pittsburgh, Pa.

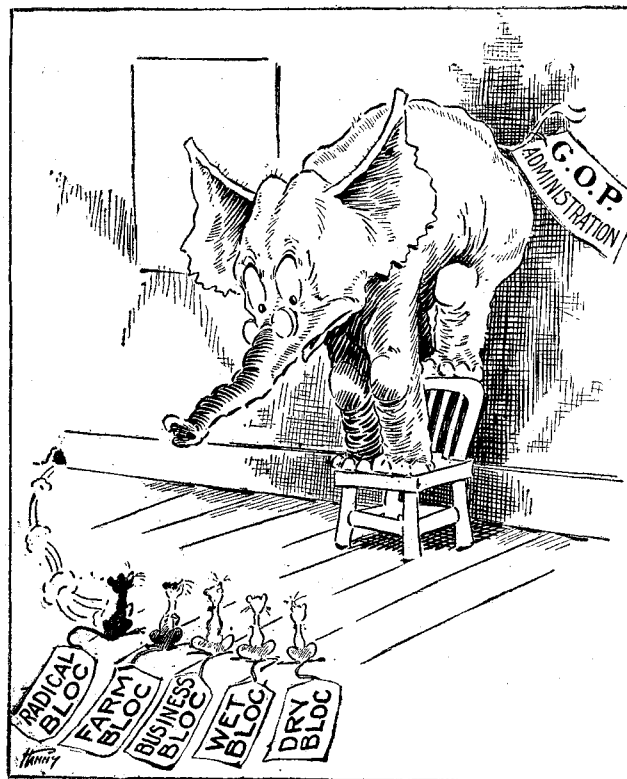
Darling in the Louisville Herald



A GOOD MOTTO, BUT WHY THE DISGUISE?

From Harold Percival, Hopkinsville, Ky.

Hanny in the St. Paul Pioneer Press



HERE'S ANOTHER ONE!

From Mrs. E. L. Neely, Prescott, Wis.