

feeling against too close relations with Russia or the sending of British money to Russia. On the other hand, MacDonald lays stress on the fact that the loans for the most part (three-fourths, he says) would not actually go to Russia, but would be used in Great Britain for producing machinery and goods for Russia, and therefore would help in solving the unemployment problem.

No one seems to be willing to predict that any one of the three parties will have an actual majority in Parliament, and almost all the writers indicate that there is no likelihood that the Liberal Party will increase its representation. If neither the Conservative nor the Liberal party should have an actual majority, as is probable, the same condition of no majority party will exist as before, except that notable strength in the Conservative Party would then enable its leaders to form a Government. If this happens, some observers think that there may be a working arrangement between the Conservatives and the Liberals. Unless an actual coalition is brought about such a Government would at any time be liable to be turned out by a combination of Liberal and Labor members, just as the Labor Government was turned out by a combination of Liberals and Conservatives.

All's Well in the Philippines

ABOUT a year ago the political pot was boiling and sputtering in the Philippines. In America alarmists and politicians who found agitation in the East a handy stick with which to attack the Administration declared that the fact that the pro-American party in the Philippines cast a little less than half of the total votes as against a coalition of the other two parties, and the further fact that the Philippine Legislature approved a resolution of the Philippine Independence Commission, showed that things were in a terrible condition and General Wood a failure as an administrator. Then the little flurry subsided.

Now comes a report from General Wood, as Governor-General, to the War Department. It is apparent that in the archipelago politics is dull and business is thriving. There have been no outbreaks, no excited political agitation, but there has been increasing prosperity. The unrest a year ago between Moros and non-Mohammedan Filipinos has been settled by a native peace commission. A muti-

nous tendency among the Filipino scouts turned out to be exaggerated and was easily settled early in the year.

What the people and the Government are interested in nowadays is the rise in the price of copra, the increase of a third in the sugar crop, and the belief of local business men that the trade of the islands is far short of its possibilities, although it has increased 700 per cent. General Wood seems far more interested in getting the Legislature to pass new land laws and constructive measures generally than in the extent of agitation for independence. And it is evident that the sooner the islands are unitedly striving to be permanently industrious and progressive and the less they are concerned about the fiery eloquence of those who want to run while they should be learning to walk steadily forward, the quicker will come the day of real self-government.

The St. Lawrence Waterway

THE United States and Canada, apparently, are on the point of agreement on the problems involved in the St. Lawrence waterways project. Secretary of State Hughes recently sent a note to the British Embassy which reveals the fact that there is complete agreement between the two Governments as to instructions to be given the joint investigating board of engineers except upon a single point. This exception is, perhaps, not of great importance, and the difference of views will doubtless be adjusted. The American Government would have the engineers consider the extent to which water is or will be diverted to the Canadian side from Lake Erie and the Niagara River as a compensation for diversions from Lake Michigan to the American side. The Canadian Government is "unable to accept" this proposed amendment to the instructions to be given the engineers.

While Secretary Hughes says that he thinks it probably would not be wise to consider the power value of diversions from Lake Michigan without at the same time considering the power value of other diversions, he says that "the American Government is quite willing to have the joint board of engineers develop the facts with respect to any phase of the St. Lawrence problem with a view to arriving at an equitable adjustment of the rights and interests of the two countries." The American Government, he tells the Brit-

ish Embassy, is prepared to instruct the American representatives on the joint board of engineers to proceed with the consideration and investigation of matters covered by the recommendations of the technical officers, leaving this one question for further consideration.

The difficulty over diversions doubtless comes in the main from the complications brought about by the existence of the Chicago Drainage Canal, by which water from Lake Michigan is diverted into the Illinois River for the purpose of sewage disposal from the city of Chicago. This is one of the world's great engineering feats, but there has always been a question of whether or not the drain on the waters of the Lakes and the St. Lawrence was justifiable. At the time the work was done there was objection to it, also, on the ground of stream pollution. But it was apparently necessary to the sanitary welfare of the second largest city of America, and, the pollution not proving as objectionable as was by some expected, the whole matter was generally lost sight of until it bobbed up in connection with the St. Lawrence waterways project.

The Los Angeles and Commerce

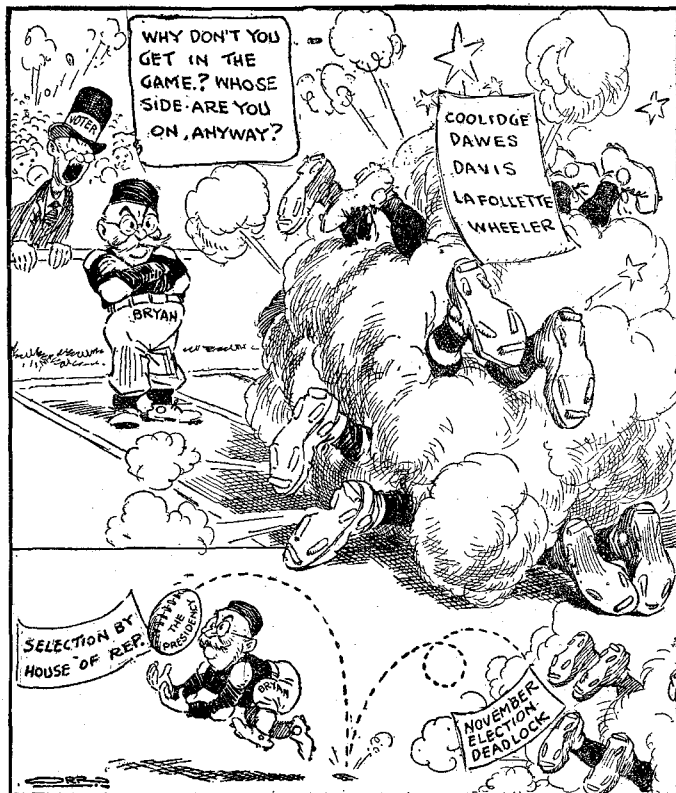
Now that the ZR-3 (hereafter, Secretary Wilbur announces, to be known as the Los Angeles) has been safely housed in the Lakehurst hangar after her record-breaking voyage from Friedrichshafen of 5,066 miles in 81 hours 17 minutes, and now that the German builders, officers and crew, as well as the American observers on the airship, have been duly praised and fêted, discussion is on as to the possible future of this type of aircraft.

It is natural that her commander on the voyage, Hugo Eckener, head of the Zeppelin company, should be sanguine in his views of the expansion of the use of the airship for commercial and mail-carrying purposes. He believes that a regular line of service between New York and Los Angeles may be carried on with financial success, although he gives no actual figures as to the relation of cost to service. The great east-to-west stretch of the United States seems to him to make this country better fitted than most others for long-distance air commerce, yet he points out that transatlantic voyages would have no rail competition and that there would be other advantages.

Nothing can seem foul to those that win

(1 Henry IV, Act V, Scene 1)

Orr in the Chicago Tribune



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Waiting for a fumble

From W. G. Brown, Evanston, Illinois

Darling in the Philadelphia North American



Well, a "Mess." Yes, just exactly that

From Mrs. C. C. George, West Chester, Pennsylvania

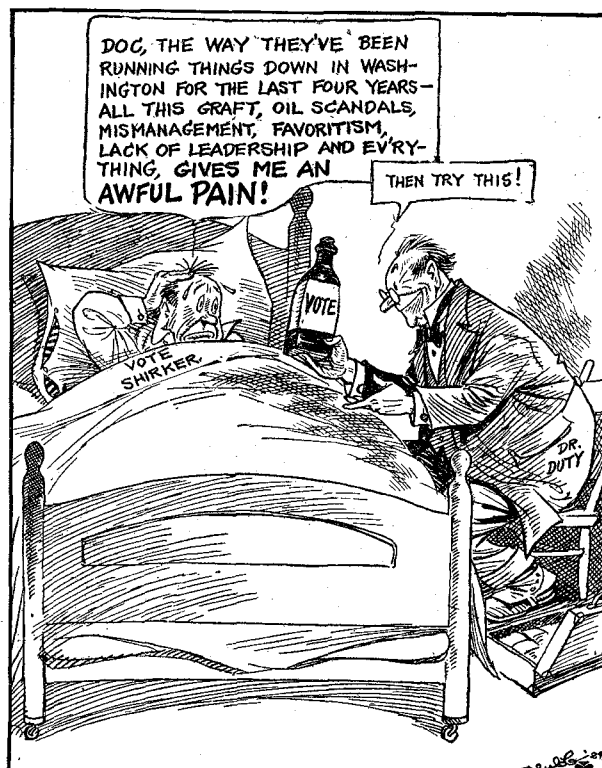
Dorman H. Smith in the Anderson (Indiana) Daily Bulletin



Stumped!

From William D. Fall, Alexandria, Indiana

Clubb in the Rochester Herald



The only remedy

From Mrs. F. C. White, Newark, New York