

is not and cannot be a real arbiter between parties. All kings are conservatives. That is their metier, for they are the most conservative institution in the country. Moreover, they are surrounded by men in whom this political bias is accentuated by personal affection for the person of the Monarch and unqualified devotion to his interests.



The criticism of the able and dignified Nation was echoed throughout the Kingdom, but as a rule in severer terms. The severity, indeed, led one defender of the King's course to exclaim that whereas it was once said the King can do no wrong, 't is now said the King can do no right. It has prompted others to think that the main use of a king, in the mind of the average Englishman, is to serve as a common object of abuse. But aside from all facetiousness, the promptness with which public opinion condemns the action of the King in his efforts to soften the fall of the Tories, promises well for English liberty; and gives hope that the reform of the House of Lords will be fundamental.

S. C.



### Pittsburgh's Good Example.

Although Pittsburgh is but beginning to untax its buildings in the slow and cautious manner permitted it, the advantage of the process is already evident. Other Pennsylvania cities feel that they should be allowed the same right. The Johnstown Chamber of Commerce has started a vigorous campaign to have the Pittsburgh system extended to the third class cities of the State. It is circularizing all legislative candidates and calling on business organizations in other cities to help. A convention of third class cities has been called at which the matter will be taken up. If successful, the movement will enable these cities to exempt ten per cent of improvement values from local taxation every two years until improvements will not be taxed at more than half the rate of land values. For the present this will be a great step in advance. Five years hence it will be a backward community that will not be demanding greater progress.

S. D.



### No More Tory Judges Wanted.

Fewer reactionaries, not more, are needed on the Supreme Bench. The selection of Attorney General McReynolds to that position is an act inconsistent with the general trend of President Wilson's policy. It is a mistake which the Senate can correct by refusing to confirm the appointment. McReynolds may have the legal ability necessary to properly perform the judicial func-

tions of a Supreme Court Justice. But there is cause to doubt his ability to act properly in cases where the Court is called upon to exercise the legislative functions it has assumed. It would be as unfair to the President as it would be to the people to confirm so unfortunate an appointment. Wilson is entitled to another chance to make a better selection.

S. D.



### The National Voters' League.

Excellent work is being done by the National Voters' League of which Lynn Haines is secretary. It offers an excellent means of keeping voters informed concerning the action of Senators and Congressmen on many important matters which the daily press fails to report. Its latest report gives in brief space the record of every member on forty-four different matters which have come up. The fact of such an organization being at work will do much to stimulate and encourage the conscientious representatives and will be a help in securing the retirement of the tricky dodgers.

S. D.



### Joined to Their Idols.

Once more the Democratic party has demonstrated its inability to live up to democratic principles. It did manage to liberalize the Panama Canal Act, which admitted to American registry foreign-built ships less than five years old by striking out the time limit and providing for temporary exemption from certain navigation requirements. But when it came to admitting foreign built ships to the coasting trade, even from Atlantic to Pacific points, the old spirit of protection rose up and robbed them of the power to act.



One of the chief reasons for digging the Panama Canal was to establish effective competition with the trans-continental railroads. To this end railroad-owned ships were excluded from the toll exemption clause. And as if that were not enough, a deliberate attempt was made to break a treaty with a friendly nation in order to relieve our shipping from the burden laid upon others. Yet, the Panama bill, that admitted foreign-built ships to American registry under the five-year limit, prohibited them from engaging in the coasting trade—the only place where water transportation can curb the railroads. And now, when Congress is compelled to take action on account of the war in Europe, enough Democratic Senators and Representatives bolt the party principles to perpetuate the coasting trade and ship-building monopoly.