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THE FORUM

RED TAPE

By Rev. V. L. Eggleston

I was at a postoffice delivery window, the other day, where the enquirer just in advance of me was a woman who asked for a letter for another person, but as she was a stranger the clerk refused to let her have it. She seemed to regard this as a personal offense and was very persistent in her demand for the letter. The clerk said: "I have orders not to deliver to strangers who ask for other people's letters. You will have to see the postmaster." Just then the postmaster, hearing the conversation, came to the window, recognized the woman and gave her the letter. As she took, or rather snatched it, she muttered something about "red tape" and went on her way triumphant. This little incident set me to thinking about "red tape" and to wondering just what people mean by it, and as soon as I found an opportunity I went to the dictionary, the big "Century" dictionary where I found all about it. I learned that the expression had its origin in the use of red tape for tying up packages of documents and letters in government offices and to the frequent reference to such documents before anything could be decided. Hence when anything in official matters moves slowly people say, contemptuously "red tape" by which they mean "too much form and ceremony, too much delay about trifles."

Just where and when the use of the phrase, in this sense, originated, I do not learn but it may have been suggested by a passage in Dickens' "Little Dorrit" which the dictionary quotes. He is describing the Circumlocution office and says: "Of tape—red tape—it had used enough to stretch in graceful festoons from Hyde Park corner to the General post-office."

I shall not undertake to defend that excessive formality that often hinders business and that puts rules before comfort or convenience. Nobody would defend or excuse that, but I think there is something to be said about the other extreme of despising all rules and crying out "red tape" whenever any official regulation stands in the way of the thing we want to do in a hurry. For nothing can be well done without system and order. Every office, every school, every government department, if well conducted, must have its rules and regulations and it often takes time and keeps people waiting when these rules are enforced—but reasonable people will wait patiently, and with all due respect for the rules and for those who enforce them. I don't know what the usual rule is at post-offices but I mentally took the side of the young man that stood firmly by the rule that his employer had given him.

Of all people I have ever come in contact with in my wanderings—the Americans and the French are the most impatient of restraint and the quickest to rush to a conclusion in spite of rules and regulations. The French are skillful and energetic in making rules and there is a tremendous army of officials in France, but the spirit of the people is very impatient and it bursts through the "red tape" every now and then in a way that threatens the very foundations of society. The "man on-horseback" who scorns all rules and strikes out a new way, a short cut to glory, is always the popular idol in France. We do not break through the bonds that the past has created and fly at new things as quickly as the French, we do not overthrow governments or rush into bloody revolutions in the French style, but in common life we are getting to be very French, sometimes acting as if we despised all rules and all law.

It takes a good deal of philo-

sophy and a capacity for seeing what of business and by sticking to the employment that has been well learned.

of business and by sticking to the employment that has been well learned.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF AUGUST 24, 1912.

of THE ANDOVER NEWS, published weekly at Andover, N. Y., for October 1915. Editor, J. Harvey Backus, Andover, N. Y.; Managing Editor, J. Harvey Backus, Andover, N. Y.; Business Managers, J. Harvey Backus, Andover, N. Y.; Publisher, J. Harvey Backus, Andover, N. Y.

Owners: (If a corporation, give its name and the names and addresses of stockholders holding 1 per cent or more of total amount of stock. If not a corporation, give names and addresses of individual owners.) J. Harvey Backus, Andover, N. Y.

Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities: (If there are none, so state.) None.

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers, during six months preceding the date shown above. (This information is required from daily newspapers only.) J. HARVEY BACKUS.

Sworn to and subscribed before me this 1st day of April, 1915.

GRAYTON L. EARLEY, Notary Public. (My commission expires Mar. 30, 1915.)

CONCERNING SUFFRAGE

"Another result of the election is another year—or two years—or twenty of suffrage arguments. And gosh! how we dread 'em!" The Conning Tower.

Neither Do Women

A soulful young woman was walking in the starlight with a Congressman. "Did you ever think," she said, "that the stars may be worlds and inhabited by people who work and struggle as we do?"

"No," he replied, "I never thought about them at all."

"Why not," she demanded.

"Well," said the Congressman reflectively, "I suppose it's because they don't live in my district."

Colonel John Irish of California toured the states of New York and Massachusetts to help defeat the woman suffrage amendments. The charges he made against the women voters, if true, proved not only that women weren't fit to vote, but that they weren't fit to live. He cited Miss Helen Todd as the fruit of a vicious school of women politicians. Miss Todd in rebuttal produced the following telegrams:

One from Chief Justice Angelotti of the Supreme Court of California stated that woman suffrage was entirely satisfactory in that state.

One from Attorney General Well read, "The records of this office show no women convicted or charged with election frauds."

One from United States Senator Phelan said that no question had been raised by any well informed person as to the wisdom of woman suffrage and that it was a fixed policy of the state without any danger of repeal.

In discussing the woman in politics at the fiftieth anniversary of Vassar College, Lillian D. Wald of the Nurses Settlement, New York, referred to New Zealand with its lowest infant death rate in the world, and to Norway which has just lifted the cruel handicap of illegitimate children, as illustrating the protection that voting women have been able to give to children.

In regard to our own Children's Bureau she said, "What new and manish venture does the woman at its head embark on? She arouses the nation—or tries to—to the neglect of the baby. She takes the baby out of the ob-scure, so often neglected and hidden, crib into the full light of publicity."

Warden Osborne is taking the question of his administration of Sing Sing to the people. In pursuing this policy he addressed a large mass meeting at Carnegie Hall recently. It was said to be the biggest and most demonstrat-

ive crowd that he has addressed on the subject.

As they were practically all women they won't be able to reinforce Warden Osborne with the direct political influence he craves. But he doesn't believe in votes for women. He thinks votes would hamper them in their public work. But isn't this a case where women are hampered in helping him in his public work because they haven't votes?

ANNA CADAGAN-ITZ
 Up-State Woman Suffrage Press.

ONE HUNDRED YEARS OF THE LOCOMOTIVE

This year of 1915 is the centenary year of the completion of the first locomotive to be operated by the direct transmission of power to the driving wheels, as locomotives are driven to-day. It is just one hundred years since George Stephenson, father of the locomotive, completed his first practical engine, the "Billy No. 1" and set it to work at the Killingworth Colliery, near Newcastle, England, where it continued in service for more than forty years.

How far the locomotive has progressed in the century since then may be gathered from a comparison of the Stephenson engine and the great Erie "Centipede" Matt H. Shay, the largest and most powerful locomotive in the world, as set forth in a souvenir publication just issued by the Erie Railroad. The Billy No. 1 had a length of nine feet, a weight of four tons, and its hauling capacity was ten wagon loads with a combined weight of 8,000 pounds. It had four driving wheels of twenty-four-inch diameter. The Matt H. Shay has a length of 105 feet, a weight of 410 tons, and its hauling capacity of 640 gondola cars, with a total weight of 90,000,000 pounds. It has twenty-four driving wheels of sixty-three-inch diameter. If the Shay were put at the head of a train of its maximum capacity, 640 cars, the train would be four and three-quarters miles long. It has actually hauled 251 fully loaded gondola cars, the weight of the train being 35,284,000 pounds, at a speed of fifteen miles an hour. The "Matt H. Shay" is named after a veteran engineer of the Erie. It is operated by the road, in its pusher service between Susquehanna and Deposit, N. Y., on a heavy grade. The locomotive which is called a "Centipede" on account of its many wheels, is designated technically as a triplex compound engines in one locomotive unit.

NOTICE TO CREDITORS

Pursuant to an order of Hon. Elba Reynolds, Surrogate of the County of Allegany, notice is hereby given to all persons having claims against the estate of David Slocum, late of Andover, N. Y., deceased, to present the same with proper vouchers thereof to the undersigned Executor of the Last Will and Testament of the said deceased, at the Law Office of Grayton L. Earley in the village of Andover, N. Y., on or before the 3rd day of January, 1916.

Dated June 22nd, 1915.
 PATRICK HYLAND,
 Executor.

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