Evening & Wedger

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PRILADELPHIA, MONDAY, DECEMBER 14, 1914.

An Apt Tool in Government

ORE important than its decision in the commutation case is the fact that the Public Service Commission made a decision. Here was a body apparently left helpless by the law. While New Jersey was rejoicing ever the announcement of a suspension of the proposed new rates by its commission, Fennsylvania was dumfounded to learn that there was grave doubt of the authority of its commission to order a similar suspen-

In the exigency our own body acted with remarkable vigor and energy. It refused to quibble, as it might so easily have done, but look the bull by the horns, inaugurated an immediate inquiry into the merits of the case, and, with a promptitude the more satlafying because so unusual in America, announced its conclusion three days in advance of the date set for the imposition of the new

The commission idea has been shown at its best. It is an excellent instrument for the quick settlement of momentous issues which cannot wait without injustice either to the public or others. When actuated by high motives which promote and encourage energy, such a commission fits nicely into the scheme of democratic government, takes up the slack and becomes a splendid tool. It comes down, then, to a question of personnel, which in all administration is the final factor in success or failure.

The decision itself, which will be accepted good spirit, reads out of the proposed tariffs their most objectionable features. It recognizes also, as was expected, the right of the roads to impose some minor increases. The average commuter was acquiescent on this point, but bitterly objected to the radical changes contemplated. He has been protected from body blows and can stand the rest. It is a great victory for concerted movements among the people in protection of their rights and privileges. It is even a greater triumph for the Public Service ission, which, in a first real test, has amply demonstrated its power to do the service expected of it.

Strengthen the National Guard

BY FAR the casiest and least objection-able method of building up an adequate force for national defense is to strengthen the National Guard of the several Commonwealths. At present New York is the only State that has conformed to the provisions Dick bill, and is able to put a full division, completely equipped in all arms, into the field. Pennsylvania stands next, but has not quite met all of the requirements. Many States have been culpably negligent, and their attitude is reprehensible.

Of the 15,647,347 available for military service, as reported by the Adjutant General of the United States, only 125,478 are now serving in the State militia, and many regiments are so inefficient that they would be useless for quick service. Pennsylvania has 10,742 officers and enlisted men out of 1,139,526 avallable.

In order to bring the National Guard up to the standard of efficiency there should be: Fuller training for commissioned officers; special schools for noncommissioned officers; an extension of time for field service and annual maneuvers; moderate pay for time spent in armory duties, drills and arms practice; the creation of a militia reserve from the men who have served their term in the

Elven the limited experience given by National Guard service is of value to all young man, in improving their physique, creating habits of prompt obedience and in teaching the value of practical patriotism.

Beware the Bonanza Bait

BEWARE the get-rich-quick operators! A bonance has been struck in Colorado, according to reports, and such a bonanza, mays one of the trustees of the Colorado school of Mines, that "no concocter of boom Merature could have accurately pictured the nature, proportions and possibilities of the

Good! The world's supply of gold will be increased, and that, as Mr. Bryan pointed out years ago, is a prime necessity if we are to have good times.

But gentlemen who sell worthless mining sto ke to guileless and credulous persons are thely to view the find as a bonanza for themselves also. There will be a thousand Thisa's just as promising offered for sale in the near future, with stock certificates of which any printing establishment would be promis and prospectures fairly sweating gold. They will be good stocks not to buy unless serve one has a fad for the collection of worthless persistences to be framed and used ms wall descriptions.

Too Much Soft Soap

IT is a popular thing for Mexican politimens on their but legs to hurt verbal enderholts at the United States. It is a the embarrassing, of course, for our Govest, after firthe with Carranas as long. to be the burt of tile intrigue, but developto In Maxico have not been of such a sore int navihing else was to be expected.

a less American citizens and soldiers withnor new lerencry are day after day exof fa the bullets of Maximum there is mer to do but seeminate the proceeding. was of grow or any other means as may

and we can settle the situation at Naco without war. There would not be any trouble at all about it if the contending forces were not convinced that Washington is milk and

water most of the time. The Naco outrage is pecultar. It involves an invasion of national territory that cannot be countenanced. If the firing across the border does not stop General Bliss has the means of prevention at hand, and he should

Poll of Councils Foreshadows Victory Councils is for the Taylor plane. That is the significant fact revealed by the EVENING LEDGER poll. The obstructionists are hopelessly in a minority. But three of all the Councilmen openly admit themselves to be in opposition. There are 49 noncommittal, or doubtful, but 79 declare that they favor real rapid transit instead of piecemeal rapid transit; that they are for the Taylor plans, as providing a solution of the whole problem; that they stand for a metropolitan Philadelphia and are ready to vote for what all men recognize is a prerequisite to the fulfilment of the city's destiny.

The majority for the Taylor plans, if all those who are now noncommittal go finally into the opposition, is \$ in Select Council; in Common Council, 18. The margin of victory is ample in both chambers.

There must be no hesitation now, no time for subterfuge or trickery to confuse the issue and jeopardize the undertaking. There has been evidence of such tactics already, a bold and even defiant attempt to draw a red herring across the trail and ruin the whole transit program by playing one section against another and introducing elements of discord that should be carefully avoided.

It is up to the people even before it is up to Councils. They must make the demonstration of January 14 so significant that it will carry with it the weight of a formal edict from the electorate. It must be the unmistakable answer of Philadelphians to the few pygmies who stand on the track waving their red flags. The very magnitude of the outpouring in January should effectively silence and terminate all opposition to a comprehensive transit plan.

The course of action has been marked out, and is as clear as the broad highway. Let Councils formally approve the plans and order an election whereby the people may authorize the necessary loans to begin work. Consideration and approval thereafter by the Public Service Commission will complete the requisite legal formalities and the contracts can be let.

There need be no hesitation on account of the Union Traction Company. The new system will be built whether it decides to participate or not. There will be no trouble finding an operator when there is something to

Safeguarding the Dinner Table

NNOUNCEMENT comes from Harrisburg A that a number of dealers in this city are to be prosecuted by the State Food Commissioner for selling goat meat under the guise of lamb and mutton. Doubtless goat meat is palatable, as are horseflesh and muskrat steaks, but the purchaser should not be hoodwinked by false names.

Commissioner Foust is to be commended for keeping up an active and continuous campaign to protect the consumer. Sporadic raids and occasional crusades, during which arrests are made by scores, are not nearly as effective as constant watchfulness and daily activity. Exactly as the criminal element is held in check by continuous 34-hour policing, so, too, those unscrupulous food dealers who resort to adulterations and misbranding to defraud the public should be kept under constant surveillance and prosecuted, whenever detected, without fear or favor.

The food show in the Reading Terminal Market has shown that the people of Philadelphia have an ample supply of pure meats and vegetables. There is no room for the dealer whose only thought is "the main

Free the Roads

PHILADELPHIA is surrounded by vigilant sentinels in the form of toll collectors. They are everywhere, these leviers of tribute. relics of a period when peculiar circumstances warranted private ownership of highways. But Pennsylvania now is the richest State in the Union, without debt and without any tax on real estate. Long ago private rights in highways should have been extinguished. It is a question simply of money, and certainly there is nothing for which the Commonwealth can more properly expend its revenue than the acquisition of the roadways on which people must travel.

A prerequisite to good roads would seem to be ownership of all roads. To tear down the tollgates and free the highways would be a crowning giory for any administration. There are few tasks to which Doctor Brumbaugh and the new Legislature can more profitably dedicate themselves.

Senator Martine, who is he if not the man who made the primary famous?

The city spent \$8,000,000 on highways this year. That is a good thing, but better still is the fact that it got value received for every dollar expended

A rising stock market on the first day of resumed trading is a pretty good indication that the business barometer is swinging rapidly from cloudy to clear.

If Colonel Goethals calls for torpedohoat destroyers he needs them; if he needs them he will get them; If he gets them he will know what to do with them.

The new Blockley plans no good? The Siveness Labous explained weeks ago the seculiar conditions and discumstances under which they were conceived

The halting of Arisona's hanging bee recalls the remark of a Jersay Sheriff, just as he had adjusted the noose: "I don't want no disorder: this is a mighty serious occasion for both me and the prisoner!"

The mortality increase is not due to any ontagious discuss, and herd times, with their situations suffering, may be an explanation. If is synerally known on the other hand, that even if ead terrement con-Melogia did not cause the increase, good han-

AMERICANS LIKE "FUSS AND FEATHERS"

Impressive Geremony Surrounds President's Personal Appearances Before Congress-Galleries Always Crowded.

By EDWARD W. TOWNSEND

THE peoples of monarchies do not have, As might be suspected that they have, any monopoly of a liking for official cere-

This blessed democracy of ours is not without a very strong zest for that sort of thing, as is shown upon every opportunity. Just take this departure of procedure by President Wilson, in the matter of conveying to Congress his recommendations; not quite a departure, because Washington several times and Jefferson, I think, one time. delivered his message personally to the assembled Congress. Even in the short time during which President Wilson has renewed this procedure there has rapidly grown up about it quite a bit of rather impressive ceremony, and how it is liked by the public is shown in the demand for gallery tickets by those eager to watch the ceremonies as well as to hear the President deliver his address. Mark you, it is the President's "address," no longer his "message."

Much Fuss and Feathers

The official preliminary to the reception of such an address as he may be pleased to deliver to Congress" is the passage of a resolution on a preceding day arranging for a joint session of the two houses of Congress in the chamber of the House of Representatives at a fixed hour, and this has been half an hour before the President has indicated that he would appear. Then the work of the sergeant-at-arms and of the doorkeeper of the House begins. The Capitol police, appearing in their freshest of uniforms and white gloved, are stationed in all the corridors leading to and surrounding the chamber-and that is some corridor, because the actual chamber is a box built within a box. built within another box-and only those of the eager and clamoring crowds who are supplied with tickets are admitted to the House floor or the gallery floor, and as great precaution is taken to keep all others out as you may observe at the entrance door of the Metropolitan Opera House upon a Farrar-Caruso night.

On Tuesday last the galleries were crowded and nearly every member of the House was in his seat, when upon the very second of 12 o'clock Speaker Clark's gavel as usual fell, and, following his old-fashioned formula, he said: "The House will be in order, and the Chaplain will lead in prayer." The first three rows of seats on the House floor were reserved for the Senators, and about 10 minutes before the time set for the arrival of the President the doorkeeper of the Senate appeared at the north entrance to the House chamber, just within which the doorkeeper of the House awaited him. The Senate doorkeeper solemnly informed the doorkeeper that the Senate was prepared to enter the House chamber, and having received this necessary information the House doorkeeper advanced down the big centre aisle a few paces, caught the eye of Speaker Clark and announced in a good, loud, ringing voice: "The Vice President of the United States and the members of the Senate of Congress of the United

All Necks Craned

The Speaker's gavel fell, the members of the House rose in their seats, the north doors were thrown open and the Vice President of the United States, escorted by the sergeant-at-arms of the Senate and the secretary of the Senate, entered, followed by the Senators two by two. The doorkeeper and his staff showed the Senators to their seats amid craning of necks in the galleries and a whispered chorus of personal sulptations between Senators and Representatives.

In the meantime his official attendants have conducted the Vice President to a chair placed for his use by the side of the Speaker, and the Speaker arises and ceremonlously shakes hands with the Vice President and they take their seats. The various high officials of both bodies then take their designated places and the members of the Cabinet enter. Much craning of necks in the galleries and displays of interest of various kinds by the members of the House. The Cabinet members take their places to the left of the Speaker, but in seats in rows with the Senators. Every one being seated, the bush of expectancy is broken when the Speaker and Vice President rise in their places, and the former announces the members of the committee to "wait upon the President of the United States." And then the Vice President makes a similar announcement of Senators who are designated to perform similar official duty. The Democrat, Republican and Progressive leaders, that is, Underwood, Mann and Murdock, and the chairman of the Appropriations and of the Military Affairs Committees, Fitzgerald and Hay, are named by the Speaker, and those occupying relevant positions in the make-up of the Senate are named by the Vice President. They gather in the "well" and proceed by a door to the right of the Speaker out to a lobby leading to the Speaker's room, where they find the President and his secretary awaiting them. There is a formal shaking of hands, and Mr. Underwood inquires of the President If he is prepared to deliver his address, and Mr. Underwood being assured by the President that such is the case, the procession is reformed. Mr. Underwood and the President following the others, and they march back through the same corridor, but to a door leading from the corridor to the left of the Speaker.

The President Enters

Do not ask why this "right door" and this 'left door," because I would have to inquire in turn of some diligent searcher for precedents who discovered that thus it was when last a President entered the chamber of the House of Representatives to read a message. The doorkeeper at the moment of Mr. Wilson's entrancy proclaims. "The President of the United Ptates!" Representatives and Senators rise and there is a ganerous non-

partisan applause. While the vigorous hand clapping is still solus on the President, bowing and smiling gravely, goes up the steps to the reading clerk's platform, a tier below that occupied by the Speaker and Vice President. He is fressed in black, of course, in a coat, I think, described as a cutaway, with a black scarf commented with a modest pin, his collar a discreet compromise between the exceedingly high turnover and one less high whose points are not brought together. He turns to the Speaker, shakes hands with him and exchanges a few words, lakes snother step forward and repeats this operation with the Vice President, suoves to the end of the platform and awaits gravely for the applease to subside. When it does the Species's gaves follo and the Speaker anya, "Sentlenon of the Coupless, the Providers of the United Stores," Again his gave falls and

the members of Congress take their seats Then the President steps to the middle of the platform, lays his printed address on the reading clerk's desk before him and takes a comprehensive survey of his critical audience, sets his jaw a little firmly and begins, "Gentlemen of the Congress."

OFFENSES AGAINST OUR CITY We Have Election Frauds and Rotten

Boroughs Always With Us?

By THOMAS RAEBURN WHITE

IT IS well understood, I think, that the Committee of Seventy will continue and increase its active work in prosecuting ballot and registration frauds. I fear that such frauds are again on the increase. More support should be given the committee in its efforts to stamp them out. The work of such a citizen body, nonpartisan in character, is absolutely necessary to keep the elections pure; but to be successful the work must also be supported by the citizens at large. not only with financial support but by active co-operation and interest in the election divisions where they live. In no other way can

offenders be brought to justice. As a striking instance of the character of work which citizens should do I am tempted to refer to the fact that a few years ago Dr. Talcott Williams came at his own expense from North Carolina, where he had gone for his vacation, in order to appear as a witness before a Grand Jury which was about to consider the case of a Negro accused of voting illegally. He came not only because he felt he should give his evidence, but also because he deemed it unfair to postpone the hearing. as the man was confined in prison. If we had a thousand such citizens distributed over the city there would be no election fraud.

Although I cannot speak for the committee I feel sure that at the coming Legis'ature it will centre attention again upon the necessity of enacting laws to do away with socalled "assistance to voters," the worst form of election crime now committed, and to eliminate from the ballot the party square. which might properly be called a device to

encourage lazy and ignorant voting. The committee has also announced that it will actively support a law for the reform of City Councils. We now have a system of "rotten boroughs" as bad as anything of that kind England ever knew. There is no excuse for it, nor for a cumbersome body of 133 members to do work which would be much better done by one-tenth of that number, even if they were selected by lot from the present members of Councils. This does not suggest a commission form of government, nor does it contemplate materially changing the powers of Councils or of any of the executive officers; it contemplates nothing more than substituting a well-organized body of reasonable size for a poorly organized body which is cumbered by its own numbers. Another provision, however, the law should contain, and that is one making it impossible for a Councilman to hold any other public office of profit. Councilmen should vote as they think, not as they think those who gave them their employment want or expect them to vote.

I do not now think of any other laws which the Committee of Seventy intends to push at the coming session. A simple program, without undertaking too much, seems to be best.

> THE STANDARD BEARER (Sir Edward Verney of Croyden)

'How can I tell." Sir Edward said. Who has the right or the wrong thins? Cromwell stands for the people's cause,

Charles is crowned by the ancient laws;
English meadows are sopping end,
Englishmen striking such other dead—
Times are black as a raven's wing.
Out of the suck and the mirs I see
Only one thing!
The King has frusted his banner to me. And I must fight for the Hine.

Into the thick of the Edgebill fight.
Sir Edward rode with a shout; and the ring Of grow faced, hard-bitting Parliament took Nevet majo dil be come to sight-Victor, hid by the raves e wing: After the stattle had nessed we found District afterest atmost

GETTING A NICKEL'S WORTH OF TRANSIT

How the People of Boston Control Their Transportation System, Compelling Its Management to Adapt Its Service to Changing Needs.

By BURTON KLINE

SOME years ago a Boston newspaper illus-trated an article with the first photographs ever taken by a kodak camera for newspaper purposes. The reporter who took them and wrote the article was describing the longest street-car ride for 5 cents in the whole country. He took his pictures, and took his ride,

TANTALUS

n Boston. You have your choice as to which was the more notable feat, the pictures or the ride. But if photography could boast of such things in its precocious infancy, so could the Boston transit system. The fact is, the system came into being in answer to a demand for just such rides. Before 1894 Boston fretted and wrote letters to the editor, in condemnation of the usual jungle of competing lines. Their arrangements were ingeniously imperfect in themselves, and studiously hostile to each other. Among them, the proud Bestonian who ventured abroad on their rails was an bject of pity, of derision, of suspicion. They treated him not as he pleased but as they pleased, and they did it-and to a Bostonian! -with impunity.

A Well Trained Corporation

That was in 1894. Since then the pride of manhood has more than returned to the Bostonian. He regards the Boston Elevated-he certainly treats it-as his private property, It feeds out of his hand, or he knows the reason why not. He has taught it not merely a polished demeanor, from the officers who post notices in the cars to the buttoned knights who take his nickels at the door; he has taught it polished English as well. Public notices that elsewhere curtly say "No smoking," assume an almost cringing civility in stations of the Boston Elevated. The conductor politely exhorts you to "Leave the car by the rearer door," and addresses your wife as "madam" more often than "lady."

Possibly the Boston Elevated would have reached this state of civilization unaided. But the Bostonian has certainly given aid in liberal measure. He has made his elevated road a contemporary of himself. He demands of it Herculean improvements and extensions and he gets them. He wants more and more for his nickel-and gets it. He wants this done with a minimum of political chicaneryand it is done. The Boston Elevated is without doubt the most admirably trained wild corporation ever broken and brought into the service of man.

Politics Out of It

Today the Boston Elevated may no longer hold the honorable record for the longest ride for a pickel, since the New York subway undertakes to help a passenger escape from Brooklyn to the Bronx-or to the Bronxesfor 5 cents, worth it or not. But the B. E. has held that record for a very honorable period, and it has other records even more honorable and profitable. It operated the first subway in America, and one of the first in the world. It has had only one serious strike in its history of 20 years. It handles nearly as many million people a year as does New York, and with a miraculous mi of accident and delay. If it has dabbled in politics, it has done so with a marvelous genius for secrecy. Its dabblings are not visible to the naked eye, anyway.

And all the while, notwithstanding minor importections, springing generally from the original imperfections in mankind and particularly from certain well-defined peculiaritics of the New England character-dyes, thereare a few)-all the while the Boston Elevated has stood to the country as very nearly the model of that necessary monopoly, a public service corporation, should be

Physically, the Boston transit system. threads the metropolis precisely as it should -as a circulatory system. It throws out capillary extensions wherever suburban growth promises a souncy return or utters a sufficiently loud growl for service. It will pump a passenger from one unpillary extremity in a northern suburb eight miles to Boston to another capillary suburb eight miles in the south and of Boston. To do so if may have to sail a surface car, a tunnel train. a pultury impley, an elevated train, and the you that rate ander Botton haring, winding !

up with another surface car that may thread

miles away into the Middlesex Fells. And your original nickel does it all. There is only one place where you may not go for a nickel on the Boston system. It is ingeniously designed, even diabolically contrived, to de-

feat the cheat or the overthrifty person. It will not take you into town, and then take you back home again, for your miserable \$ cents. The interlacings of the system are wonderful. It is truthfully said that you can start anywhere and land at any other place. in Boston, for 5 cents-provided you knew where you are going, and what is more, how to get there. To that end you are furnished innumerable maps and diagrams. But you cannot get back home for your nickel; they

have seen to that. At one time, several years ago, the Boston Elevated was figured to have stacked up against it over \$40,000,000 of improvements For years the service between Cambridge and Boston had lagged behind the requirements. For years there was clamor in Cambridge for an elevated and a quicker service. But Cambridge, in spite of its reputation, is a knowing place, and before an enlightened age and a docile street-car corporation could draw up plans for an elevated road; Cambridge had hit upon the underground idea. After that nothing would please Cambridge but a subway. In vain were pleadings on the sub-

ject of expense. A Model of Service

The subway is there, not quite so nickelplated as the Metro in Paris, but otherwise a model of service, that takes the Harvard student from Harvard Square and the tedium of a college career to Park street and Mrs. Fiske, three miles, in 8 minutes.

The remarkable effect of that three miles of tunnel upon real estate development over the whole north of Boston, not to mention the change it has wrought in the morals of Harvard, would make a novel. And there is another subway building, a longer one, to Dorchester. And a subway connecting the old Tremont street subway with the singularly faraway convenience of the South Station-that, too, is building. So are other extensions building.

Perhaps you would even like a few figures. The Boston Elevated operates 511 miles of trackage of all elevations-aurface, elevated and subterranean. It runs 3365 cars to fit various overhead or underground requirements. In one year (1912-13) it carried 326,-352,863 passengers. Possibly 300,000,000 of these passengers were entirely entisfied. Possibly 350,000 of the unsatisfied were merely chronic kickers. Every now and then Brookline grows extremely fussy at having to wait 18 minutes for a particular car. A surprisingly small number of persons had a just

grievance against the service. Possibly 20. Strangely, the Boston Elevated doesn't own any of its underground ways; it rents them from State and city. Does that account for the general absence of political jockeying for street franchises and the like? Possibly. But in the main, no. Boston has an excellent transit system-why? Because Boston instate upon having it, and having it right. Any city could have the like if it would. The Boston Elevated has a commodity to selltransportation. If your hardware mealer cheats you, there is hardware to be bought elsewhere. When there is only one company to sell you transportation, and when the laws you yourself make give you the right to insist upon getting honest transportation. whose fault is it if you don't get it? Yours,

Mr. Citizen. Boston learned that long ago. The Boston transit system represents simply the everinsting alertness of Boston mind and Boston character. But there is no patent on the Philadelphia may copy at will.

Clever Japal

From the New York Svening Post.

The disbolical secrecy and cunning of the Inpuneso are at last fully exposed. Dr. S. L. Guidek, missionary in Japan for 56 years, gware, that he never heard a Japaness staptess a decision for the Fullapinas, or a business man many my our affectings there, or a foreign feet for an advantages there, or a foreign design for the foreign as avail a receive post of Japaness and