

Evening Ledger
PUBLISHED FOR THE COMPANY
BY THE LEDGER COMPANY
Charles H. Ledwith, President; John C. Martin, Secretary and Treasurer; Philip S. Collins, John H. Williams, Directors.
EDITORIAL BOARD:
Charles H. Ledwith, Chairman.
F. H. WEAVER, Executive Editor.
JOHN C. MARTIN, General Business Manager.
Published daily at 1000 Locust Street, Philadelphia.
Subscription prices: In Advance.
By carrier, DAILY ONLY, six cents. By mail, postpaid outside of Philadelphia, except where foreign postage is required, DAILY ONLY, one month, twenty-five cents; DAILY ONLY, one year, three dollars. All mail subscriptions payable in advance.
BELL, 3000 WALNUT KEYSTONE, MAIN 3000
Address all communications to Evening Ledger, Independence Square, Philadelphia.
ENTERED AT THE PHILADELPHIA POSTOFFICE AS SECOND-CLASS MAIL MATTER.
PHILADELPHIA, SATURDAY, MARCH 20, 1915.

The statistician says that the percentage of folly uttered by the silent man is likely to be as large as the percentage of sense uttered by his voluble neighbor.

Beginning of Transit Work
THE ceremonies today attending the beginning of work in the relocation of sewers preparatory to the construction of the subway loop are important. Not even so rich a city as Philadelphia is able to throw away half a million dollars. The statement that the relocation of sewers would be necessary in any case scarcely fits in with the act of Councils in having the work done by the Department of Transit. Moreover, the loan was authorized by the people under the promise that it was a preparatory step in the achievement of the Taylor plan as a whole. The city, therefore, is dedicated to the loop plan, as it ought to be, and the loop will be built. In view of the action of the electorate when it voted the loan and of Councils when it appropriated the funds for relocation of sewers, the Administration is quite right in considering the work today as the real beginning of rapid transit in Philadelphia, and it should be celebrated accordingly.

Speak Out Like a Man, Mr. Trainer
COUNCILMAN TRAINER quits too quick. That there is an "influence inside and outside of Councils which juggled legislation" has long been suspected by citizens who take an interest in what is going on, and have watched living, throbbing proposals enter Council chambers only to issue forth paralyzed beyond hope of recovery. Mr. Trainer appears to know behind what dark curtain the knife waits and whose hands grasp it. He is explicit in his charge. Moreover, he asserts that unauthorized changes in ordinances have been a practice. Hear him: If this were the first instance when such contemptible work had been done, I would feel that I was a little harsh in my statements, but now I have grown weary of the practice. I have in the past frequently threatened publicity, and if this occurs again I will give all the facts at my disposal and I will not spare the names of the men concerned in the work. Why wait for more malpractice? Take the muzzle off and give the threatened publicity now. There is no room for a claim in this situation. The public wants to know who the men are that trifle with the laws. Surely Mr. Trainer's spine has not worked its way into his mouth and choked him.

Unfortunate Demand for Money
THE importunities of the committee in charge of the fund for "Billy" Sunday are most unfortunate. The evangelist came here, as is commonly understood, content to receive what those who were benefited by him were willing to give. They have given between \$40,000 and \$50,000 to him and his wife for their services for 11 weeks. Now there seems to be a desire that Philadelphia should give to Mr. Sunday more than he received in Pittsburgh, and strenuous efforts are making to drum up contributions. The committee has been badly advised or it would not have subjected the man to the charge of mercenary to which their activity, unchecked by him, has exposed him. No one will begrudge him a single dollar given out of gratitude, or to reward him for what he has done for others, but when there is an effort to "beat the record" in the amount raised, all spontaneity disappears, and Mr. Sunday will leave the town under a cloud of half-spoken disapproval that every friend of the churches will regret.

Barbarism of Reprisals
THE announcement from the War Office in Berlin that for every Prussian village burned by the Russians three Polish villages will be burned by the Germans, is not the first manifestation of the spirit of reprisal. The Germans began the war by making reprisal upon the Belgian villages where they were attacked, and they have pursued a policy of devastation wherever they have been resisted. The Allies are not clear of a similar charge. The Cosacques have not been waging civilized warfare, but have been ravaging and pillaging on the Eastern field of war, and the British threat to hang the officers and crews of captured submarines as pirates is nothing but the spirit of reprisal becoming vocal. War is bad enough at its best without being made brutal by the spirit of revenge. Unless the policy of reprisal ceases the horrors of the war during the coming summer will stagger humanity and put the present century in the same class with those periods of the Dark Ages when all instincts of humanity were lost.

There is Political Sense in It
LOCAL opinion is not only defensible on the ground of morals; it is politically prudent in this State at this time for the Republican party to support it. Whether intentionally or not, Governor Brumbaugh has shown himself a better judge of the sentiment of the voters of his party than Senator Penrose or any of the other Organization leaders. Representative Miller's letters to Senator Penrose and to Mr. Mitchell calling their attention to the growth of the prohibition vote in his Congressional district contain facts that no shrewd political leader can afford to ignore. The people of the Commonwealth are eager to change the present system of regulating the sale of liquor. There is no doubt what-

ever of this. It is apparent to even the most casual observer. Every consideration of political expediency demands that the Republican organization fall in line with the sentiment. Local opinion offers the best solution of the problem. The Democratic leaders are for it. The Governor demands it and the people want it. All that is necessary to put the bill through the General Assembly is for some one "to pass the word around." Nobody is in a mood to quibble over the motives which may lead the politicians to support the measure, so long as they vote for it.

A Promise That Is Just Hot Air
THE promise held out during the consideration of the Federal Trade Commission bill that the proposed commission was intended to let business men know what they could do and what they could not do and to help them to keep within the law, is not to be fulfilled. It is explained that the commission "feels that it will be unable to lay down rules for the conduct of business in advance." The commissioners are willing to confer with business men at any time, but they do not intend to relieve their uncertainty as to the meaning of the anti-trust laws.

So this much-praised body becomes about as useful to the would-be law-abiding citizen as so much hot air. We are no better off than we were before it was created. With the most honest purposes imaginable a corporation may plan an extension of its business on the advice of the best lawyers that it can employ, only to find that the Federal Trade Commissioners will invade its offices and recommend to the Attorney General that it be prosecuted for violation of the criminal statutes. And the Attorney General may then make his own investigation, and no one can tell whether he will agree with the commission or not. Not only is business no better off than it was before, but it is confronted by a new element of uncertainty.

It is difficult in the light of the latest declaration of the purpose of the commissioners to understand what they mean when they announce that they plan to pursue a policy of constructive helpfulness. Big business does not want to violate the law. It is anxious to find out what the law is so that it can obey it. How can the commission be helpful unless it helps business to find out what the law means? Is it planning to do on a large scale what Secretary Redfield has been doing on a small scale, namely, tell experienced manufacturers and financiers that they do not understand the elementary principles of trade and give them kindergarten lessons in finance and manufacture? The most charitable explanation of the whole disheartening mess is that the Administration does not know "where it is at," to use the classic phrase, and is just floundering about in an attempt to keep its head above water.

Primitive Romance in Philadelphia
COURTING by capture is not confined to the Australian savages. It is practiced right here in this city, as a young Italian girl can testify. She was seized by three men, including her lover, and carried to Chester after she had refused to marry him. But she is so pleased by his determination to make her his bride that she has relented, and if he will only come for her she will reconsider her first refusal. He is her hero, the man who had the nerve to defy conventions and take her by force. She escaped from her captors, of course, without suffering great harm. That is part of the wooing. He must prove his determination by claiming her again.

If it were possible to search the hearts of even the most conventional women, it is certain that one would find lurking in some dark corner a desire to be courted in this masterful manner. The heroine of "The Glory of Clementina" is made to speak the desire of her sex when she says that every woman wants to be wanted. And she wants to be wanted so eagerly and so passionately that no barrier can prevent the lover from making his way to her and carrying her off by actual or metaphorical force. She wants some one to lay siege to her heart, and then in desperation take it by storm. This is the primitive instinct, which no veneer of civilization can prevent from breaking through, and no amount of industrial or political freedom for women can destroy. Sooner or later, even the most emancipated woman will discover, as Locke's heroine discovered, that the glory of a woman is that she is a woman.

Fifty-five Years of Bryan
MR. BRYAN, who was 55 years old yesterday, can look over his life with pride and satisfaction. His fellow citizens can contemplate his career with wonder. In 1856 he was a twenty-four-dollar-a-week-reporter, covering the St. Louis convention for his paper. By the magic of his eloquence and by his ability to make the yearnings of his party vocal he won the nomination for the Presidency against all his opponents. There is not on record in American history any more remarkable achievement than this, unless it be the success of the same man in retaining for 18 years the hold on his party which he won by his crown of thorns and cross of gold speech. He could not be President, but he has become Secretary of State in the Cabinet of a President whom he assisted in making. Mr. Bryan may not be a good Secretary of State, but no one will deny that he knows how to play the game of politics, whether he is a statesman or not.

Italy is likely to find that one "war measure" is a peck of trouble.

No wonder the price of Turkey goes up, with all the great Powers bidding for it.

It will be observed that from market quotations strictly fresh gold is worth its weight in wheat.

We are shipping immense quantities of pork to Europe, thus proving again that the "pen" is mightier than the sword.

It takes almost as much courage to wear a straw hat in Chestnut street in March as to face a machine gun in the trenches.

The State College students did all in their power to prove to the Senate Committee on Appropriations that they needed the money.

The State Department wishes the British to understand that a blockade that is not a blockade will not be treated as the thing which it is not.

Is the announcement that Melba never dreamed about going into vaudeville preliminary to the report that she has signed a contract for a tour of the continuous performance houses? The ways of the press agent are so devious that it is always safe to be suspicious.

THE DEFENDER OF NEUTRAL RIGHTS

The Great Service of the United States to Civilization—Our Present Diplomacy in Line With the Best American Traditions.

By L. S. ROWE, Ph. D., LL. D.
Professor of International Law, University of Pennsylvania; President American Academy of Political and Social Science.

THE series of official notes sent by the Government of the United States to the belligerent Powers during the last two weeks furnishes the most striking instance of the great service which our country is called upon to perform in this crisis in the world's affairs. The strongly worded protest against the war zone decree and against the British order in council, the identical notes sent to the belligerent Powers, suggesting a *modus vivendi*, and the further inquiries directed to the British Government as to the precise meaning of the terms of the order in council have clarified the situation to a degree which would have seemed impossible two weeks ago. In short, it is and will be to the credit of the United States that through the clear and unequivocal expression of neutral opinion order has been brought out of anarchy; the ruthless destruction of those principles of law which have been the results of a century of struggle has been avoided, and we have made it clear that while this Government does not ask for any special favors from any of the belligerents, it does stand as a defender of that spirit of the legality upon which our Western civilization rests.

The Results of Our Policy
It should not cause us the slightest concern that the position taken by the United States Government should make us unpopular with all the contending parties. This is the penalty which always attaches to bystanders who refuse to throw their influence with one or the other party in a life-and-death struggle. There is a tendency, however, not only in Germany, but particularly in Great Britain, to interpret the attitude of the United States as dictated by purely sordid motives—the attempt to preserve the interests of American commerce by maintaining, as far as possible, our trade relations with all the countries that are parties to the present conflict.

This represents a purely superficial view of the situation. As a matter of fact, in preserving the rights of neutrals we are at the same time performing a great service to humanity. Had we supinely acquiesced in the German war zone decree and in the dangerous and uncertain policy formulated in the British order in council, we would, on the one hand, have acquiesced in permitting the open sea to be made the scene of the wanton destruction of human life, and, on the other, would have condemned a great non-combatant population of innocent women and children to untold hardship, if not actual starvation. The net result of our policy has been twofold. First, although Germany has not changed the wording of her war zone decree, she has fundamentally modified its actual enforcement, so that the dangers which threatened neutral commerce have been greatly diminished. Secondly, in response to the demand of a powerful neutral, Great Britain has been compelled to come into the open and clearly state that it is her intention, in conjunction with her Allies, to establish a blockade.

The "Radius of Action"
It is true that if the Allies are able to make such a blockade effective we have no choice but to acquiesce not only in the injury to our commerce but to the hardship which such a blockade will inflict on the non-combatant German population. But it still remains our duty to see to it that the blockade is made effective and is not merely a paper instrument. The Government of the United States has acquiesced in the necessity of some modification of the rules with reference to blockade, owing to the important part played by submarines in the present war, but our definite demand that a "radius of action" be defined has had the immediate effect of confining the operation of this blockade to European waters, and thus free our American waters from its effects. To the uninitiated this may not seem a great gain, but there is no doubt that the historian of this war will record it as one of the real triumphs of American diplomacy.

On one important point there is considerable doubt as to the position assumed by the Allies. If, as stated in the communication of Great Britain, the status established is that of "blockade," the principles of international law will not permit the Allies to prevent access to the neutral ports of Europe, such as those of Holland, Denmark, Sweden or Norway. The alertness shown by our Government in the matter of defending neutral rights, and the high plane upon which the discussion has been held, makes it quite certain that this important phase of the situation will receive the immediate attention of the State Department.

Preventing Barbaric Practices
In short, the position taken by the Government of the United States with reference to neutral rights has brought our diplomacy into line with the best traditions of American foreign policy. We are today doing for humanity the same service that we performed at the beginning of the 19th century, when the ruthless Napoleonic struggle threatened to destroy every principle of order and justice in international relations. Now, as then, in protecting neutral rights we are at the same time softening the rigors of war, and above all we are preventing a recurrence to the barbaric practices of the 18th and 17th centuries.

The next step in the development of clear and definite principles of neutrality is to extend their radius of action, so that we will be speaking not only for ourselves, but will join with our sister republics of the American continent in expressing the united sentiment of the 21 republics of the Western Hemisphere.

The Pan-American Principle
Such action on our part will serve a twofold purpose. It will be an assurance to the countries of Central and South America that in this matter of neutral rights we have raised our policy to the dignity of a Pan-American principle. Nothing we can do at the present moment will so strengthen the ties that bind us to these countries as this indication of solidarity of interest and community of policy. This plan should have been inaugurated at the outbreak of the war. When we gave notice to Great Britain that we would regard "hovering" near our coast line by belligerent cruisers as a distinctly unfriendly act we should have made of this a Pan-American principle, thus eliminating belligerent operations from Ameri-

"IT NEEDS A 'WOMAN'S INFLUENCE,' ALL RIGHT!"



THE JITNEY—WHENCE AND WHITHER?

It Has Given Rise to Literary and Lexicographical Controversies, a New Outburst of Poetry, a Few Bits of Philosophy and a Variety of Opinions on Busses and Statesmen.

By RAYMOND G. FULLER

THE origin of the word "jitney" stumped the lexicographer of the Literary Digest. He hesitated as follows:

"Jitney" is said to be slang for "a nickel."

It is used to designate a type of motor vehicle that carries passengers for 5 cents. The origin of the term is uncertain; it may have been derived from a personal name.

Prof. Brander Matthews, perhaps, or some other learned specialist in words, will help him solve the problem before the next issue of the dictionary.

In the meantime, sing to the tune of "The Campbells": The jitneys are coming, hurrah, hurrah! The jit— The jitneys are coming, coming, come. Even as the lights spring forth one by one on a vast landscape at dusk, so one by one the cities and towns of West and East flash into fame with news of the jitney's arrival—Philadelphia, last but not least. Nor, to be truthful, last. Overnight the jitney map accumulates more bright spots.

An idea has broken loose, and instead of following the traditional direction it is taking its way eastward. Into the epic of civilization it has projected the jitney. A little while ago few of us here on the Atlantic edge of the continent had ever heard of a jitney, except perhaps as we had known it as Western argot for a nickel, five cents. All of a sudden the papers were glutted with the word. We thought at first glance that it signified some esoteric philosophy of the Himalayan foothills, or perhaps some equally esoteric joke. Then we woke up to the fact that the jitney was something else—something that might get into politics, something that might jolt the civic complacency of great cities, something with a destiny. Anything is important if it stands a chance of being ruled on by the United States Supreme Court.

Mental By-products

Pioneers, O Pioneers, O Eastward Pioneers! The discovery they are bringing with them has led to an outburst of poetry all over this broad land. For example, this couplet by a Baltimorean:

Don't cry, little Ford, don't cry.
You'll be a jitney by and by.

To go with the new word, or the new use of the old word, the proper name "Whitney" seems to be the favorite and almost the only successful rhyme:

A man by the name of Whitney
Rode downtown in a jitney.
He left at nine and thought himself late,
But he reached his store at half-past eight.

Sometimes the attempted rhymes are atrocious, but if Browning could correlate "where gloss is" with "proboscis" and "who is she" with "elch," why carp at the hard-worked versifiers who flounder with "jitney" and "hit knee?"

One of the early ventures dodged the rhyming issue, and displayed a few weeks ago a not-to-be-wondered-at mixture of ignorance and knowledge of his subject. He confessed, more or less:

I've read about the jitney car
In all the Western papers;
I've seen it mentioned near and far
A-cutting traction capers.

But what it is and whence it came
And whether it is going,
And where it got its curious name,
I have no means of knowing.

It's a car, sure enough, but curious name? Oh, no, not at all, not when you consider such outlandish vehicular names as Jinkisha, sloven, whisky, booby, junky, growler and hobby-horse.

Russ, Arab or Gambler?

The origin of "jitney"? Somebody else besides the lexicographer of the Literary Digest has made a guess. He suggests, nay, asserts, that it is a corruption of a Russian word for a coin having approximately the value of five cents. But here's another effort: "The term is said to have originated with the gamblers of the Southwest, and is a contraction of two Mexican words meaning lowest value, as until recently the nickel or five-cent piece, designated as a 'jitney,' was the smallest change in circulation in that section." And still another: "The word comes from the slang of the street Arab, who has a name for every coin. A 'meg' is a cent, a 'jit' or 'jitney' is a nickel, a 'dimmo' is a dime, and a 'cute' is a quarter."

The word, with the progress of civilization, if you will have it so, has now become firmly fixed in the American language. State Senator Price, of Kansas, has risen to call Mr. William Allen White a "jitney statesman." Mr. White embraces the label with eagerness, and by that act seems to give a certain respectability and dignity to

the appellation. Nevertheless, it will doubtless serve as a new bit of permissible political persiflage. It may even crowd out "playmate statesman," which is stilted and archaic for some reason or other; but "out politician" will give the invader a hard fight for years to come.

Calling Names

Mr. White, however, is not consistent, or else he is taking a vacation from the editorial sanctum. His paper, the *Emporia Gazette*, sayeth thus:

Looking over the Kansas Legislature as she stands proudly in the winter fog like the other end of the clothes line, we should say that it is very much jitney.

Cheap.
Disorganized.
Irresponsible.
Unreliable.
Stupid.

And with a few other minor faults. It will get nowhere because it lacks leaders. It will spend a lot of money for nothing in particular and will fade out like a grease spot on the Commonwealth.

A Legislature elected as the result of a passionate desire to say, do or think nothing to offend any one, will say, do or think nothing worth a tinker's dam, which is a small rest. Obstruction used by timers to prevent the flow of molten solder. So we repeat, that a party held together solely by a desire to lick the Democrats—which is a laudable object, but hardly a life work—will not amount to a tinker's dam in the end.

It is a jitney service without terminal or time card. The grafters will have their way, but the people will get mighty little out of it.

The Kansas City Star, loyal to its constituency, responds that Kansas City, knowing the jitneys well and having, therefore, a kindly feeling for them, resents these aspersions. We quote:

What the cherished *Gazette* says about the Kansas Legislature may be deserved to some extent—but it is a great injustice to the jitneys. For reasons to wit, namely, 1. e. viz., in part as follows:

1. A jitney always knows where it is going. The Kansas Legislature hasn't the slightest idea where it is going, nor does it appear to care where it is going.

2. A jitney makes speed, whereas the Legislature is dallying along into its fifth week without accomplishing a thing except the reputation of its campaign pledges.

3. A jitney arrives. The Kansas Legislature is getting nowhere, and is running around in circles.

According to Life the jitney stands for emancipation. It is a symbol of human freedom, possibilities in terms of human freedom. Being a jitney means reading what you please, regardless of time or circumstance, social surveys, efficiency experts, regulating committees, pros and ants, health cures, and not worry clubs. "It's a new idea," says Life. All this is all right if the jitney bus is a free lance. But it isn't. It starts out that way, and then is curbed.

If you go to San Francisco for the fair you will find scores of jitneys ready to take you out to the exposition grounds. To Oakland, just across the bay, has been credited the first jitney of all, though Phoenix claims the honor. The Oakland story is that a dispirited enterprising young man drove a dilapidated automobile up one of the main thoroughfares one day about a year ago, displaying a banner with the strange device: "Take a jitney anywhere for a jitney and stop at any corner you like." And now the jitney cities are too numerous to mention.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

the appellation. Nevertheless, it will doubtless serve as a new bit of permissible political persiflage. It may even crowd out "playmate statesman," which is stilted and archaic for some reason or other; but "out politician" will give the invader a hard fight for years to come.

Calling Names

Mr. White, however, is not consistent, or else he is taking a vacation from the editorial sanctum. His paper, the *Emporia Gazette*, sayeth thus:

Looking over the Kansas Legislature as she stands proudly in the winter fog like the other end of the clothes line, we should say that it is very much jitney.

Cheap.
Disorganized.
Irresponsible.
Unreliable.
Stupid.

And with a few other minor faults. It will get nowhere because it lacks leaders. It will spend a lot of money for nothing in particular and will fade out like a grease spot on the Commonwealth.

A Legislature elected as the result of a passionate desire to say, do or think nothing to offend any one, will say, do or think nothing worth a tinker's dam, which is a small rest. Obstruction used by timers to prevent the flow of molten solder. So we repeat, that a party held together solely by a desire to lick the Democrats—which is a laudable object, but hardly a life work—will not amount to a tinker's dam in the end.

It is a jitney service without terminal or time card. The grafters will have their way, but the people will get mighty little out of it.

The Kansas City Star, loyal to its constituency, responds that Kansas City, knowing the jitneys well and having, therefore, a kindly feeling for them, resents these aspersions. We quote:

What the cherished *Gazette* says about the Kansas Legislature may be deserved to some extent—but it is a great injustice to the jitneys. For reasons to wit, namely, 1. e. viz., in part as follows:

1. A jitney always knows where it is going. The Kansas Legislature hasn't the slightest idea where it is going, nor does it appear to care where it is going.

2. A jitney makes speed, whereas the Legislature is dallying along into its fifth week without accomplishing a thing except the reputation of its campaign pledges.

3. A jitney arrives. The Kansas Legislature is getting nowhere, and is running around in circles.

According to Life the jitney stands for emancipation. It is a symbol of human freedom, possibilities in terms of human freedom. Being a jitney means reading what you please, regardless of time or circumstance, social surveys, efficiency experts, regulating committees, pros and ants, health cures, and not worry clubs. "It's a new idea," says Life. All this is all right if the jitney bus is a free lance. But it isn't. It starts out that way, and then is curbed.

If you go to San Francisco for the fair you will find scores of jitneys ready to take you out to the exposition grounds. To Oakland, just across the bay, has been credited the first jitney of all, though Phoenix claims the honor. The Oakland story is that a dispirited enterprising young man drove a dilapidated automobile up one of the main thoroughfares one day about a year ago, displaying a banner with the strange device: "Take a jitney anywhere for a jitney and stop at any corner you like." And now the jitney cities are too numerous to mention.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.

Already some cities have more jitneys than street cars. The idea has been born, it is now spreading far and wide—how will it end up? It's a moot question. A St. Louis end up? It's a moot question.