

Evening Ledger

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The Chinese perceived a great truth when they said that not even the gods can help a man who neglects his opportunities.

Dacia Case Is Not Ended
UNLESS the American Government agrees with the findings of the French prize court that the transfer of the Dacia to American registry was "tainted with fraud and against the rights of the belligerents," it must protest against the confiscation of the vessel.

Make the Highways Free
TOLL ROADS are an anachronism. They served their purpose at a time when there had to be privately built highways or none.

A Day of German Success
IN THE course of one day the arms of the Teutonic Empire drew a wide circle of success. On the high seas the Arabic was sunk; off Jutland, a naval encounter with England granted Germany a victory without great damage to her enemy except in prestige.

No Job for Cigarette User
SO RUNS the pertinent news from Kansas. Elaborated it bears the information that the new State Civil Service Commission "may refuse to certify an application for the habitual use of intoxicating beverages or cigarettes."

Plattsburg Is Not Militaristic
A PARADE of half a million workers to protest against militarism in general, and Plattsburg in particular, is urged by the Central Federated Union of New York.

Letting Butte Know About It
Another Eastern leader in publicity is Harvard, which only recently has taken up the business in earnest. As at Technology, a competent man is in direct charge of all matters of larger moment.

A Hint, Doubtless
Some conversationalists are getting so accustomed to the war and its generous supply of topics that they would not know what to talk about without it.—Cincinnati Times-Star.

Compared with the armed forces of Europe, the number is trivial; but it is adequate to our necessities, and it is the single hope of our salvation.
A disastrous war would inevitably lead this country into a disastrous militarism. Preparation, after the Plattsburg type, may save us.

Hats Off to Director Taylor!

THE "impossible" has been accomplished, and the contracts for work on two sections of the new rapid transit system have been awarded.

Last fall the men of little faith said that this could not be done. The obstacles in the way seemed insurmountable. They did not take into account the overwhelming force of public sentiment. They did not know, or they forgot, that whatever the people of Philadelphia want they can have, regardless of the objections of interested capitalists, of political schemers or of congenial pessimists.

Philadelphia needs the enlargement and completion of its rapid transit system. The present system is taxed beyond its capacity. It binds and constricts the city and prevents its growth. The supplementary system, for which contracts have just been awarded, will relieve the congestion, will open new territory to home seekers and will carry working people to their business more rapidly and more comfortably than is now possible.

Director Taylor and every one associated with him in winning this great victory over the obstructionists deserve the thanks of the people, for whom they have been working. Mr. Taylor's courageous persistence has enabled him to overcome all obstacles. When Councils thought to block his plans by authorizing the expenditure of only a small part of the sum needed to complete the work, he confounded their purposes by accepting the sum provided and advising the Mayor to approve the authorizing resolution.

Improved rapid transit is now assured, and the EVENING LEDGER finds it impossible to resist the impulse to record its own satisfaction that its fight to that end was not wholly in vain.

Tech's Thoroughgoing Methods
The leading exponent of publicity, at least so far as the East is concerned, is the Massachusetts Institute of Technology. Here is an institution that does many things for humanity: as an efficient technical school it is bound to come into close contact with the world of affairs.

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UNCOVERING THE ACADEMIC LIGHT

Colleges and Universities Are Coming Out in the Open and Many Are Making a Special Effort to Secure Publicity

By HENRY T. CLAUSS

AS EVEN a casual glance at present-day newspapers will indicate, hiding the academic light under a bushel is no longer the fashion. Legitimate publicity, eagerly sought by many men of high and low degree and absolutely essential to the success of certain professions, has made its influence so much felt in circles educational that there is now hardly an American college which does not seek the spotlight for its achievements.

Newspaper reporters of any large experience can readily remember how difficult it was 20 years ago to obtain an interview from college officials on matters pertaining to the college. "This matter is one which does not interest the public in the slightest degree," was the stock answer which the campus returned. But it soon became apparent that the public was not only interested but had a right to be interested.

With the reasons for this change in sentiment we are not immediately concerned. That the growing tendency toward the modern and practical in education was in part responsible can hardly be denied, but perhaps the greatest factor was the academic competition engendered by the creation of great State universities that were run by the public, for the public and with the public's money. These institutions depended for their support on the service they rendered to the people, and the better known and appreciated that service became the more certain were they of securing the funds which they needed and wanted.

The methods which the colleges use to let the public know what they are doing are as interesting as they are varied. And yet in only isolated instances has any real efficiency resulted. Too often the college falls to see things from the newspaper viewpoint. It seems utterly unable to select the available from the unavailable news item or to understand that the important thing is to know what people want to read.

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JAMES J. HILL, EMPIRE BUILDER

Minnesota Delights to Honor Her Most Distinguished Citizen, Who Has Made His Lifework a Wonderful Romance. The "Promoter" Who Promoted the Northwest

By THEODORE EDWARDS

MINNESOTA nominates James J. Hill, Empire Builder, as its most distinguished citizen. Every other State in the Union seconds it. This man, who has marked out the surface of the Northwest with thousands of miles of railways, and who has prepared for agricultural development millions of acres of new land, towers so high in the throng of men who will be similarly honored at the Panama-Pacific Exposition, that the country at large would like an opportunity to vote for him as one of America's most distinguished citizens.



JAMES J. HILL.

A jury is not necessary to pass on the qualifications of this man or to explain why he should be thus honored. The achievements of his long career speak loudly enough. Mr. Hill is not famous because he is one of the wealthiest men in America nor because of personal exploits. These things do not constitute a foundation for lasting fame. Mr. Hill owes his distinction to the fact that the things he has accomplished have been in the service of the people. They are the ones who have profited.

Mr. Hill also belongs to the class of "bare-foot boys" who have flowered into the fame which rests upon real achievement. He takes on added distinction because without the aid of a college education, or even a high school course, he has acquired so much learning that universities delight to honor him. Just as Harvard University bestowed an honorary degree on the self-educated Benjamin Franklin a century ago, so has that institution recognized the merit of James J. Hill with an honorary degree.

Railroads Must Precede Farmers
It is as the Empire Builder that the United States and Europe know Hill best. And Europe has known and feared his genius perhaps more than his own country has appreciated it. The passion of Mr. Hill's whole life has been the development of the great Northwest. To get settlers into this vast undeveloped country, and then to get their crops into the world market, Mr. Hill saw at once that the railroad must precede the farmer and that the two were dependent on each other. To this task he brought an unusually clear and far-sighted vision and a determination which nothing could balk.

Mr. Hill had not been in Minnesota long before he saw the need and possibilities of the great railway system which he subsequently built up. With rare vision he perceived what in later life he explained thus: "Our population is doubling every thirty years. \* \* \* At the most not over one-third can be employed in manufactures, railroading, trades and the professions. The bulk of the remaining must go to the land. The great increase will be in the valley of the Ohio, the Mississippi, the Missouri and westward. What will these new millions produce? They will produce the three great staples of traffic—food, fuel and shelter, but food in the main.

"Now cross the Pacific and what do we find? Millions of people, and what can they buy? What can a man who earns a shilling a day—and that is the average wage of the Orient—buy from us? Only what he is compelled to buy to sustain life. The principal demand will be for food—just the products which the present population of America's great central and western zone is prepared to furnish. The great traffic proposition is to carry our goods to the Orient and bring their goods in return. The question is: Will this traffic go by the Pacific or by the Suez and Cape Horn? I hope that America will handle it, and by the Pacific. Geography and nature demand it and trade cannot resist them."

"Agree With Him or Kill Him"
This was the picture in Mr. Hill's mind when he began his career, and he pursued the vision with a determination which made the late Elbert Hubbard say of him: "You've either got to agree with him or kill him."

Hill began his extraordinary transportation

lovers to render ragtime, and trust that the time is not far distant when such trash will be wholly eliminated from their repertoire. People of all races, all colors were crowded-packed like sardines from the porches to the ropes; every porch, every window along the line were eager, happy folk; every note was appreciated, cheered to the echo; encircling met with graceful, generous, dignified remarks. Mothers with babies in arms, in coaches were there, and a joy to the beholder. One picture that is worthy the photographer's art was the little ones sitting on the curbs, each with its little ones sitting on the curbs, each with its stockings or unstockinged legs filled every inch of space; their feet kept time to walk, two-step and march; their bright, happy faces illumined the whole street. Had there been no monetary remuneration to Mr. Roeschman and his associates, the memory of those thousands of joy-beaming faces must be abundantly compensatory. We saw several hundred faces there which, before July 3 and 4, were slightly aghast at the Plaza among the promenaders, the dancers and the porch parties; they awakened to the fact that a change is good for the soul and nerves. N. K. Philadelphia, Aug. 18.

MARK TWAIN'S WAR PRAYER

O Lord, help us to tear the soldiers of the foe from bloody shreds with our shells, help us to cover their smiling fields with the pale forms of their patriot dead; help us to lay waste their humble homes with a hurricane of fire; help us to wring the hearts of their offending widows with unavailing grief. Blast their hopes, blight their lives, water their way with their tears.

NATIONAL POINT OF VIEW

Preparedness and militarism are not brothers, nor are they necessarily even remotely related.—Chicago Evening Post.

One argument against the debanding of the Progressives is that it would leave the diplomatic abilities of Mr. Perkins without adequate employment.—New York Evening Post.

Giving the workman a feeling that he is a partner in the concern; endeavoring to keep him informed about the company's affairs and safeguarding his interests as well as those of the stockholders will be beneficial alike to the employers and the employed.—Kansas City Star.

Philadelphia years ago was described as "corrupt and contented." It is yet to be seen whether the citizens of the Sleepy City will ever be contented again with the sort of government they once had after such an administration as that of Mayor Blankenburg.—Baltimore Evening Sun.

Philadelphia is hardly the city from which one expects to receive word of economical and efficient city government, but the fourth annual message that Mayor Blankenburg is sending out with pardonable pride in its showing comes to Detroit at least with a sensation much like that of a shock.—Detroit Free Press.

It is impossible to carry on serious commercial competition with countries to which we must look for ships to deliver our goods. In scuttling the American merchant marine the Administration seems also to aim a torpedo at our hopes of dominating rich foreign markets, particularly those of South America and the Far East.—Kansas City Journal.

NIGHT

Hush of the world, save for a small and quiet wind. Out of the north through leuciferous tropes stirring: A late pale moon holding the dreaming hills With passionate white magic, and the whirring of a belated cricket in the grass. O amber night, alive and wonderful and still!

I have arisen for I cannot sleep. Too near to me. Too sweet, the outspread wonder of your hair! Your silent breath stirs mine too tremulously. I am afraid with an old dread I have of losing you.

Heart of my life, is it not strange, this love Which holds us. Lips that to lips so much I strive to lose myself in you, and yet, beyond, above. Always we stand as beggars at the gates of sound and touch; You are asleep, I know not where your soul. While I, alone, watch silently the stars. —Maxwell Struthers Burt, in Scribner's Magazine.

AMUSEMENTS

B. F. KEITH'S THEATRE
CHESTNUT AND TWELFTH STREETS
Howard & McCane
Joe Jackson, Corcoran & Dingle; John & Max Burke; Fisher & Green, and Other Stars.

THE Stanley
Marguerite Clark
"Queen of the North"
SYMPHONY ORCHESTRA AND SOLOISTS

Garrick
Mon. 23 Twice Daily—2:15 and 8:15
Mat. 25, 26, 28, 29, 30, 31. Children, 10c.
HOWE'S TRAVEL FESTIVAL! MANY U. S. & RAVY OF 1915. OTHERS.

NIXON'S
FIVE BULLIES: YOUNG & BUCKEY
MRS. HARRY THORNE & CO.
HARRIS & SCOTT; ABRAHAM HANLON'S FUNNY PHOTO FILMS.

SEE THE HOLLAND SUBMARINE
Uncle Sam's Devil of the Deep
ALAMAR PIER, ATLANTIC CITY, N. J.

Trocadero
The Follies of 1915 and Hot Hot Hot
Cummings and WARREN TRAVEL