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PHILADELPHIA, WEDNESDAY, SEPTEMBER 29, 1915

The sun always shines, as the hazyward side of the cloud remarked to the earthward side.

NO WAR TRUST

PREPAREDNESS can be stifled in its infancy beyond all hope of recovery by the simple process of forming a War Trust.

Mr. Ford's millions would not be a drop in the bucket compared with the effect to be achieved by a thousand demagogues running about the country crying that the men

urgency preparation were those with money invested in factories producing war munitions. Give Mr. Bryan a handle of that sort

and he will find enough support in Congress to emasculate any program for relief.

A War Trust would mean millions of the public money expended in Government plants. Already the propaganda against private manufacture of munitions has won a large following.

A War Trust, with the smell of the Krupp scandals yet in the air, would not be conducive to enthusiastic acceptance of aid support by the people of a comprehensive campaign of preparation.

QUALIFYING FOR BETTER THINGS

PROMOTION may not always come to the man qualified for a higher place; but it is certain that the man who is not qualified is always passed by when promotions are going around.

The ambitious young men and women who have enrolled in the evening schools have discovered this simple, but fundamental fact of progress.

Instead of abusing fate for their lack of preparation and denouncing society for not giving them a chance to get on, they are spending their surplus energy in hunting out the chances that society has provided.

Some of the successful men in Philadelphia got their education in the night schools when they were not so good as those which opened this week. History will repeat itself in their success in the case of many who are willing to pay the price in hard work.

DUMBA GETS OFF EASILY

DOCTOR DUMBA has discovered that when an Ambassador State Department asks that an Ambassador be recalled it does not mean that he shall go away from Washington on a leave of absence.

Such a euphemistic way of easing a man's dismissal may do in less strenuous times, but in these days, when all Europe is acting as if the United States has no rights which it is bound to respect.

It is important that the Foreign Secretary abroad should understand that when we dismiss an Ambassador we dismiss him. There is a man at the head of the State Department with both knowledge and backbone.

He thinks that it is more important that Uncle Sam should retain his self-respect than that Doctor Dumba should be wrapped in cotton lest his feelings be hurt.

CHURCHES AND POLITICS

MRS. PHILLIPS, the English suffragist, is ill-advised when she comes to America and says that the Church should interest itself in politics.

many billions, that the Civil War seems but a skirmish in comparison. While we contemplate this nation, fifty years after peace was established, it is impossible to resist the temptation to wonder what the state of Europe will be fifty years from today.

The seeds of hate that are being sown broadcast over the Continent will bear fruit for a few seasons, but how soon will they become sterile? How long will it take the nations to recover from the exhaustion of their material resources?

What can be done to comfort the widows, to succor the fatherless and to bind up the wounds of the broken-hearted? And how soon can the beneficent work begin?

The old soldier who looks back over fifty years of peace here at home must be thinking with profound sympathy of the conditions in the armies abroad, the nature of which he so well understands.

As he marches, or remains at home because his strength has failed him, he must reflect with a great joy that time, which has healed his bruises, can cure even greater wounds.

IS THE CITY AGAINST TRANSIT?

THERE is one way to prevent universal transfers and a comprehensive transit system in Philadelphia, and that is by the election of Smith and Connelly.

Dave Lane was the intermediary in putting Smith over on the Vares. Dave Lane's ideas on transit are well known. He believes that the people of the community were put here for the special purpose of producing dividends for the Union Traction Company.

which company, according to Dave Lane, is a philanthropist because fares to West Philadelphia are five instead of ten cents. Dave Lane is one of those who believe that anything is good enough for people who do not own their own automobiles.

Imagine him, or a creature of his, being really in favor of rapid transit! To spike the transit program was Dave Lane's first object in selecting a candidate. He chuckles when he thinks how cleverly he has put it over.

He laughs outright when he reads the market and sees how his stocks have risen at the prospect of Smith in Blankenburg's seat and Connelly in the chair now occupied by Mr. Ryan.

Mr. Connelly, it may be remembered, as chairman of the Finance Committee of Councils, was sponsor for the fake ordinance that all but killed transit development.

It was he who acquiesced in, if he did not father, an ordinance notoriously defective legally. Public opinion compelled a revision; but even then it was Connelly who kept it in such shape that the enemies of the Taylor plan were confident the Mayor would veto the measure.

Fortunately, the Mayor was big enough to checkmate the whole scheme, relying on the voters this November to repudiate the obstructionists and place in office a new Councils heartily in sympathy with real rapid transit.

The City Solicitor must approve all contracts before the Mayor signs them. He can prevent rascality through this power. He can hold a bad Mayor in check.

But with Smith in the one seat and Connelly in the other, what power would there be to prevent handing the city over hog-tied to its exploiters? With these two in the places of the mighty, citizens can imagine what kind of contract would be signed for the operation of the new lines and what chance there would be of universal transfers.

There is no likelihood of another orgy in ordinary franchises, but there is every chance of the city being mulcted of its advantages unless sincere, capable and true friends of transit represent the public interest.

The issue in November is larger than the candidacy of any man. The very future of the community is wrapped up in rapid transit, and the next administration will determine in whose interests the contracts shall be signed.

The construction work is important, but far more important are the contracts for operation. The citizen who is for rapid transit is against Dave Lane, against Dave Lane's man and against Connelly, who has the hardihood, after his record in transit affairs, to come into the open and ask that he be given legal control over every transit contract and agreement into which the municipality may enter.

TAKING COLLEGE TO THE PEOPLE

The "Pennsylvania Idea" at Work. University Renders Many Services in Various Ways to the Public at Large

By FORREST DUNNE

THE "Pennsylvania Idea" antedated the Wisconsin Idea, which is widely known, by a decade or more.

It is true that Wisconsin developed what the University of Pennsylvania originated; this much is admitted by publicists and scholars of this city who investigated at Madison, but they concede merely elaboration and advertising, not inception of the system, which makes available the expert training of scientists and sociologists for the public service.

For this is what the Wisconsin Idea really is, broadly speaking; this, combined with University Extension work. Reference to the University of Pennsylvania catalogues of recent years will demonstrate how important a part the University of Pennsylvania has taken in public affairs.

"Absent on public business" appears after many names. Active Leave-of Absence. So long ago as 1893 Samuel McCune Lindsay, now Professor of Sociology at the University of Pennsylvania and now Professor of Social Legislation at Columbia, was appointed special agent of the United States Senate Finance Committee to report on wholesale prices in Europe.

He was in 1899 and 1900 the expert on the United States Industrial Commission on Railroad Labor. And from 1900 to 1902, Governor Brumbaugh, then Professor of Pedagogy at the University, was the first of several Commissioners of Education Pennsylvania furnished to Porto Rico.

The catalogues abound with many other instances too numerous to mention. Unlike Wisconsin, the University of Pennsylvania has not yet attempted to cover the entire State in its extension work.

But it has reached out by degrees to various industrial and commercial centers in the years since the quiet inception of the service, and definite results have been accomplished. The idea of looking after the opportunities to the classes was old at Pennsylvania before it had been heard of elsewhere, for the present great institution is founded on the "Charity School," organized in 1740, continued as the "Academy" in 1749, and chartered by Thomas and Richard Penn in 1753 as "The Academy and Charitable School."

This, two years later, by a confirmatory charter from the "Lord Proprietors," developed into "The College, Academy and Charitable School." Out of it rose the University of Pennsylvania, incorporated in 1791, and the first American institution chartered as a university.

University Extension proper, as originated at Oxford and developed in this country by the Society for the Extension of University Teaching, has dealt almost exclusively with literary, esthetic, and, in general, cultural subjects. The University of Pennsylvania, through its Wharton School, however, has made a departure that represents a marked advance.

It has carried out the original idea of democratizing knowledge, of bringing the University to the people who cannot come to the University. It has maintained its academic ideals, but has tempered them to the practical demands of modern American business life.

Reaching Out to Ambitious Youth. An innovator in its Wharton School of Accounts and Finance in 1881, three decades later, it decided upon the policy of making available the courses in economics, accounting, transportation, commerce and cognate subjects to out-of-town students.

Previously it had made these courses accessible to ambitious young men employed during the day through the Evening School of Accounts and Finance. In 1912 the University created the Extension School of Accounts and Finance. Classes now meet in Scranton, Harrisburg, Wilkes-Barre and Reading. They pursue a course of study consisting of four subjects each year, extending over a period of three years.

Members of the faculty, who give the same courses in the Wharton and Evening School, conduct the work of the Extension School. The plan adopted, which has proved successful in operation, has been to have the faculty member in charge of each course conduct every other session of the classes, which are held weekly. In alternate weeks the courses are in charge of assistants. Liberality of admission requirements is characteristic of the extension courses. Matriculates must be at least 18 years old. If less than 21 it is required that they have preparation equivalent to three years in a recognized high or preparatory school.

Candidates more than 21 years of age, who do not offer such a preparatory course of study, are admitted on satisfying the faculty that they have had an amount of business experience and general knowledge sufficient to pursue the work with benefit. It is the policy of the University to "extend the extension" as rapidly as possible to other centers. The growth of the out-of-town courses has been extremely encouraging.

Each year large numbers of aspiring young men have availed themselves of the opportunity to make themselves more efficient business men, offered by the extension school. Its success has paralleled that of its progenitor, the Evening School, which, since its foundation in 1894, has been the leader as well as pioneer of similar institutions.

Promoting Public Health. The University comes in close contact with the general welfare at another and vital point—the public school system. Through the college courses for teachers it opens out to the school-masters and pedagogues of the city's schools the rich resources of learning of the most eminent members of its faculties. These courses, in which are enrolled a large proportion of Philadelphia's teachers, are given in the afternoons and evenings and on Saturdays.

Another public service activity in which the University blessed the way was the establishment of the courses in public health, graduates of which are eagerly snapped up by municipalities all over the country. For completion of these courses, the degree of Dr. H. P. (Doctor of Public Health) is awarded. In charge of this school is Dr. A. C. Abbott, for many years chief of the Bureau of Bacteriology of Philadelphia.

MANAGERS. A "city manager" in the Drexton system manages the city's business for the people. A "city manager" in Kansas City's boss system manages the city's business for the boss—Kansas City Star.

GOING, GOING—



CAPTAIN KNAPP; ALL-ROUND SAILOR

The Dead Commandant of the Navy Yard Had Seen Service in All Sorts of Ships in All Parts of the World and Won Honor Everywhere.

By COROLYN BULLY

CAPTAIN J. J. KNAPP, commandant of the Philadelphia Navy Yard, who died last night, was unfortunate enough to get through Annapolis in '78 when they graduated young men as cadet midshipmen, and it took nearly two years "experience" and another set of examinations to become even a full-fledged midshipman, whereas nowadays young men emerge from the naval college as ensigns, a whole rank above midshipman, which represents a difference of dollars as well as dignity, for which reason they usually get married the day after their graduation.

Captain Knapp got ahead about as fast as he could, however, and in 1881, as a past midshipman, was ordered aboard the U. S. S. Wachusett, on which he cruised round Alaska and in the South Pacific for about three years. In those days, you know, there really weren't any fleets, but usually separate ships, or possibly two or three together at times, going their own ways.

Next the captain served on the training ship New Hampshire at the job of making seamen out of raw recruits who didn't even go to Annapolis, and then in 1885 was ordered to St. Louis as assistant inspector of lights on the Mississippi River, between St. Paul and New Orleans. Possibly the following years of Captain Knapp's career were not so exciting and fascinating as you may imagine, if, like myself, you see that part of the Mississippi entirely through the eyes of Huck Finn.

In 1887 Captain Knapp indulged in another cruise in the Southern Pacific waters, around the Hawaiian and Samoan Islands. When he was detached from this service on returning to San Francisco, the captain was sent on duty to the naval-proving grounds—the place where they try out our guns—not so satisfactory as a war, by a long chalk, but better than nothing. Not long after that he was put in charge of a class of seamen whom he instructed in ordnance (i. e., how guns are put together, set up and operated) in a gun factory.

In 1882 the United States sort of spread herself socially, as it were, by having Admiral Gherard bring his squadron, to whose flagship Captain Knapp was attached, from Port Townsend, Washington, by way of the Magellan Straits, up to New York, and drop in at the various countries on the way to invite Governments to take part in the naval review, to be held at Hampton Roads in connection with the Chicago World's Fair. It rather reminds one of the way it used to be the smart thing in small towns when you were giving a party to send a man in livery (or the best-looking substitute you could get) round to all the houses with a list of the guests to be invited, and if you had a rior engagement or serious difference with some of the crowd you saw on the list, you crossed your name off.

Fighting Poisonous Gases. After this graceful little performance was over, Captain Knapp was ordered to the Washington Navy Yard as aid to the commandant, and while in this post was also recorder of the labor board, which was attempting to devise some sort of civil service means of selecting the employees in the navy yard. You see, a navy yard employs some 3000 or 4000 civilians in its machine shops and other works, so that the commandant is not only a king pin of brass buttons, but has much the job of the general manager of a factory as well. What the navy officers have been working for is to have these civilian positions in the yard efficiently filled, instead of having the civilian attached hauled out promiscuously as political rewards after elections. There is a certain common sense in their point of view. "Keep politics out of the navy" is the slogan.

AMUSEMENTS. B. F. KEITH'S THEATRE. CHESTNUT & TWELFTH STREETS. SCORED A MUSICAL TRIUMPH! DAVID BISPHAM. EMINENT AMERICAN OPERATIC BARTONS. "Received a Perfect Ovation"—Evg. Ledger.

TRIANGLE PLAYS. Produced Under the Supervision of GUYTON-JONES-SEBETT. First Week Beginning Tuesday Evening, October 5, 8 P. M. "THE IRON STRAIN." "THE LAMB." "FRANCIS DODDOLAN." "HALLIDAY." "THE VALLEY." CHESTNUT STREET OPERA HOUSE. CHESTNUT & 11TH STREETS. Evening and Saturday Mat. 7:30, 9:15, 11 P. M. Other Matinees, 2:30, 5:00, 7:30 and 9:15.

GLOBE Theatre. MARKET & JUNIPER STS. VAUDEVILLE. Continuous 11 A. M. to 11 P. M. Musical Comedy "The Winsome Widow." Dramatic Sketch "The Devil's Mate." SEVEN OTHER BIG ACTS. NIGHT PRICES: 50c, 75c, 1.00, 1.50, 2.00.

LYRIC. Mat. Today—9:00 Grand Opera, 11:00. ANTHONY HOPKINSON. 400 Broadway, 11th St. Musical Comedy "The Lilac Domino." COMIC OPERA IN 3 ACTS. "THE ONLY BIG MUSICAL SHOW IN PHILA." A Grand and Magnificent Production. Continuous.

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United States forces occupied Havana, and lastly the job of inspector of lighthouses on the Mississippi.

In October of 1908 Captain Knapp was given command of the U. S. S. Wyoming, which changed her name to Cheyenne, the first ship of the navy to use crude oil as fuel. She was commissioned to try the thing out, and made exhaustive tests which established the value of oil for this purpose. It is understood that his report on the subject was accepted by the British Admiralty without further experiment, and caused them to build oil fuel dreadnoughts.

In the next few years the captain served as hydrographer at Washington, and in the Naval War College at Newport, and had command of the Connecticut for two years, during which he spent many months anchored off Tampico, at time when the Mexicans made faces at us and wouldn't promise never to do it again.

In 1914 Captain Knapp took the new Minister down to Haiti. It was an off season for revolutions, there being no election on at the time. Or, perhaps, it would be more truthful to say that there was no election on, there being no foreign capital at hand to finance a revolution.

After a short period of duty in Washington as a member of the naval examining board on promoting and retiring officers, Captain Knapp came on June 17, 1915, to fill the post of commandant of the yard at Philadelphia.

AMUSEMENTS. FORREST—Now Mats. 2:15 TWICE DAILY. D. W. GRIFFITH'S THE BIRTH OF A NATION. 18,000 People 3000 Horses. PALACE 1214 MARKET STREET. MARY PICKFORD in "ESMERALDA".

Coming—Thursday, Friday and Saturday. CHARLOTTE WALKER in "Out of Darkness" and "ITALIAN and GERMAN". 10c WAR PICTURES 10c. WITH LECTURE. ACTUAL NAVAL BATTLE.

BROAD OPENING MONDAY, OCT. 4. KLAU & ERLANGER. HENRY MILLER. RUTH CHATTERTON. DADDY LONG LEGS. Wed. Mat., 50c to \$1.50. No Seat Over \$1.50.

"THE SIX-SIDED SUCCESS". DR. NEFF, President of West College, will lecture on this subject Saturday, Oct. 3, at 10 A. M. and at 2:30 P. M. Also Monday, Tuesday and Friday, Oct. 4, 5 and 6, at 8 P. M. Public invited. Opening—Saturday and Evening Courses. NEFF COLLEGE, 1730 Chestnut St.

THE WALNUT DAILY MATINEES. Edith Taliaferro. In Rebecca of Sunnybrook Farm. PRICES: 10c, 25c, 50c.

Philadelphia Orchestra. NOW. ADVANCE ORDERS FOR SEASON TICKETS FILLED TODAY. HEVETZ, 1114 CHESTNUT STREET.

KNICKERBOCKER. Theatrical Players. THE WHITE SLAVE PLAY. Little Lost Sister. EVENING PRICES—10c, 25c, 50c, 75c. MATS. Tuesday, Thursday, Saturday, Best Seats, 50c.

Garrick. Mat. Today Best Seats \$1.00. POTASH & PERLMUTTER. This & Next Week—Sings, 8:15. Mat. Wed. & Sat. NIXON'S GRAND. CAPT. BACCO demonstrating the STRAHLBERG, and other death-dealing implements of war. 100,000 gallons of water. Real models. 5 OTHER ACTS. Today 2:15—7 A. S. ARCADIA. CHESTNUT Below 12th St. Between 11th and 12th. "The Case of Brocky." THE Stanley. MARKET ST. ABOVE 10TH. 11 A. M. to 11:15 P. M. JOHN MARCO and HAZEL DAVIS in "THE FATAL CARD". METROPOLITAN. OPERA. OPENS SATURDAY—MAMMOTH SOUVENIR PROGRAM. OPERA and SPECTACULAR. DUMONT'S. DUMONT'S MINISTERS. MATINEES TODAY, 10c & 50c. Peoples—Pat White. CARRY IN SOCIETY. Trocadero. THE MICHIEUX Alpha Twins. MATINEES 2:15.