

Evening Ledger

PUBLIC LEDGER COMPANY
PUBLISHED DAILY AT PUBLIC LEADER BUILDING, INDEPENDENCE SQUARE, PHILADELPHIA.

EDITORIAL BOARD:
CHARLES H. CURTIS, Chairman.
W. H. WALSH, Executive Editor.
JOHN C. MANTON, General Business Manager.

Published daily at Public Leader Building, Independence Square, Philadelphia.
LADIES: 10 CENTS.
GENTS: 10 CENTS.

NEWS BUREAUS:
The Post Building, New York.
The Times Building, New York.
The Associated Press, New York.

Subscription Terms:
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.

Address all communications to Evening Ledger, Independence Square, Philadelphia.

THE AVERAGE NET PAID CIRCULATION OF THE EVENING LEDGER FOR AUGUST WAS 95,818.

PHILADELPHIA, FRIDAY, OCTOBER 1, 1915.

It is as hard to put a square peg in a round hole as to get a square deal from a crooked man.

RIGHT KIND OF A PROTEST

IF THE Postoffice Department had any doubt of the sentiment of this city on the pneumatic tube service there is no longer any excuse for professing ignorance.

They reminded the Postoffice Department of what it ought to have known, that the congestion of the streets is becoming so great that any hope for real rapid transit is based on the building of subway lines for carrying passengers.

To take the mails from tubes beneath the surface through which they can be sent without interruption and to put them on the surface would mean moving backward instead of forward.

If the tubes are too small to carry all the mail which the postmaster wishes to send through them it would be better to enlarge the tubes than to abandon them altogether.

But even if the tubes are not made bigger the letters that can be sent through them ought not to be delayed because a small proportion of the letter mail is put in big envelopes.

If there is no business sense enough in Washington to see the wisdom of continuing the tubes there ought to be political sense enough to respect the demands of a committee made up of the presidents of nine of the great commercial organizations of the city.

FRANKLIN PARTY'S REPUBLICANISM

GEORGE D. PORTER stated an axiomatic truth when he said that the present Republican Organization does not represent the Republicans of the city and that the new Franklin party is organized in order to give the real Republicans an opportunity to have their say in local elections.

Mr. Porter is a Republican on all national issues and on all local issues, so far as Republicanism stands for honest and efficient representative government. His election would be a triumph for Philadelphia Republicanism of the best type and an inspiration to Republicanism throughout the nation, because it will demonstrate that the real Republicans here believe, as they believed in Lincoln's day, in government of, by and for the people.

PROFIT BY PHARAOH'S DREAM

ALL signs point to a fat winter for working men and their families. The employment bureau, which a week or 10 days ago announced that they had calls for more men than they could supply, are saying this week that the demand continues. Unskilled labor is asking for and receiving 50 and 75 cents a day more than it could command last year, and machinists can get large wages in the metal working industries.

This condition is likely to continue so long as the war lasts. But when peace comes there will be a sudden cessation of the demand for munitions of all kinds. The prudent workman, receiving good wages now, will therefore manage his affairs in such a way that when the slack time comes he will not find himself in want.

Pharaoh profited by his dream of the fat and the lean kine when Joseph interpreted it to him. Who would not be so wise as the Egyptian king?

"ONWARD, CHRISTIAN SOLDIERS"

THAT is interesting and significant news which comes from the British trenches in Flanders about the songs the soldiers are singing. When the war began "It Is a Long Way to Tipperary" delighted them. They have confronted danger for months, and from the jocular, light-hearted youths who left their homes a while ago they have been transformed into serious-minded men with a mighty purpose, and are now singing "Onward, Christian Soldiers," with all the enthusiasm of Crusaders. This new spirit may have had something to do with the impetuosity of the rush with which they have been taking the German trenches.

THE HUNTER IN ALL OF US

THE vicer of civilization is so thin that when the hook of the migrating water fowl is heard in the air it cracks and peels away revealing the primitive man. The open season for ducks and geese begins today and continues until January 15; that is, the open season in Pennsylvania. The web-footed migrants that pass over New Jersey, Delaware and Maryland are protected for another month. Enough of them are ignorant of the game laws of this State to make it good shooting for the sportsman here.

But the game shooter does not go out into the open for game alone any more than the fisherman finds in fish his only reward for whipping the streams for trout. The primal human instinct, which is so active in the stall by that he would rather camp in the woods and pretend that he is an Indian than sleep in the best bed the upholsterers ever made, still lurks in the grown man.

It is not the practicing attorney, learned in the law of the Romans and the statutes of the General Assembly, who takes his gun and sits in a field for hours watching the horizon

TAYLOR OF THE MIDVALE DEAL

One of the Leading Figures of "War Trust" History, He is a "Plain Business Man," With a Difference

By WILLIAM A. MCGARRY

ROLAND LESLIE TAYLOR, the man who, as Philadelphia partner of a New York firm, started the financial world the other day by negotiating the sale of the famous old Midvale Steel Works, was a clerk in a private banking office 15 years ago. His rise has been itself so remarkable as some of the spectacular exploits that have marked his career. Yet there is nothing of the sensational in his manner and bearing.

Mr. Taylor in many ways is typical of the quiet, forceful Philadelphia man of affairs. He has the happy faculty, not new to the sons of the Quaker City, of combining so-called "old-fashioned" courtesy with the adroit directness essential to success in the modern financial field. He is not so picturesque as some of the steel barons with whom he has been active in the last few weeks. Until a few years ago, in fact, he was looked upon by those outside his own circle as a type of the steady plodder rather than of the quick thinker. His part in the sale of the Baldwin Locomotive Works changed this view four years ago.

Always a Philadelphian

Outwardly, Mr. Taylor is a plain, ordinary business man. Inwardly, his accomplishments would indicate he is something of a financial genius. He is a native Philadelphian, the son of I. J. and Anne Elizabeth Alkins Taylor. Both his parents are of old English stock. His father, who was born in the West Indies, now lives with Mr. Taylor in Germantown. The son studied in the public schools and in the Central High School. After graduating, he entered the office of Barker Brothers & Co., bankers, in a clerical capacity. This was in 1887.

Four years later Mr. Taylor entered as a clerk the trust department of the Real Estate Trust Company. His rise really began in that company. When he left it, in 1905, before the crash, he was assistant secretary in his department. The old and wealthy Philadelphia Trust, Safe Deposit and Insurance Company then offered him the position of vice president. This was in June, 1906, exactly nine years after the start of his business career. He also became a director of the company at that time, and four years later was elected president.

The sale of the Baldwin Works to a corporation, which was chartered as the "Philadelphia Locomotive Works," and which changed its name a few weeks later to "Baldwin Locomotive Works," under which it is still doing business, is history. Few of the intimate details of how the works was sold and reorganized were ever made public, but it is common knowledge that Mr. Taylor played an influential part in it. The stock of the company was increased to \$40,000,000. It was then that the plans were made for the great new plant at Eddystone, and land also was acquired near Chicago for another plant.

Financial records are replete with instances of how the money kings of New York came to this city for help, not only in cash, but in brains. New York was quick to recognize the genius displayed by Mr. Taylor in the Baldwin deal. He became identified with William A. Read & Co. Since that time his interests with that firm have been so exacting that he resigned from the Baldwin directorate, and also from the presidency of the Philadelphia Trust. His principal interests now outside the firm of which he is a member are as director of Young, Smyth, Field Company and the Edward G. Budd Metals Company.

Mr. Taylor is a member of the Executive Committee of the Trust Company Section of the American Bankers' Association and a close personal friend of William A. Law, former president of that organization. Mr. Taylor also is a member of the Executive Committee of the Pennsylvania Bankers' Association. He is actively interested in the affairs of both organizations. The Trust Company Section of the American Bankers' Association has become one of the most important in that body, due in no small part to his efforts.

Out of Business Hours

Apart from business, Mr. Taylor devotes considerable time to athletics and to charity. In the latter activity he has the active assistance of his wife. They are especially interested in the Children's Seashore Home, Atlantic City, N. J., of which Mr. Taylor was one of the managers and trustees. He is a member of the Episcopal Church.

Mr. Taylor is on the sunny side of the half-century mark. He was born in 1865, and in his youth he had somewhat of a reputation as a cricket player. The game still appeals to him. He is a member and governor of the Germantown Cricket Club, the Huntingdon Valley Country Club, the White Marsh Valley Country Club, the Raquet Club and the City Club of Philadelphia. His wife was Miss Anita M. Steinmetz. They have two children living, and their home is in Germantown.

Mr. Taylor is typical of Philadelphia's best citizenship in politics. In national affairs he is a Republican, but in city and State issues he is an independent, and as such he has been strongly behind the great reform movements of the last decade. His opinion frequently has been sought by leaders of the reform forces. He also is a believer in national preparedness, as is shown by his record of eleven years' service as an officer of the First Battalion of the Pennsylvania Naval Volunteers.

MOVIES IN SPORTS

The moving pictures are helping coaches to train athletes. Among the men who try for the 100-yard dash, for instance, the film shows that many men who are exceedingly fast for 50 or 70 yards begin to "climb stairs" at about that point. "Climbing stairs" is an up-and-down motion of the legs without the necessary push forward. The speed is so great that the coach cannot see this motion with the eye; but the infallible movie locates the trouble at once and enables him to give directions for overcoming it.—Outlook.

OPTIMISM

Some things are done for decency, without political consideration or profit.—Springfield Republican.

ALLIES' NOOSE TIGHTENS ON LENS

German Positions at Important Town in Northern France in Great Peril, Expert Explains—Anglo-French Operations Indicate Steady Push Rather Than Sudden Drive

By FRANK H. SIMONDS

LOOK at any topographical map of northern France and it will be seen that the range of hills which stretches inland from the Channel breaks rather abruptly into the plain just west of Lens. The streams rising on the east side of the range flow first east and then north into the Scheldt River system. As you go east, then, you go down hill, the slope favoring the army moving east.

When the Western campaign fell to the level of a deadlock the Germans occupied the eastern extremity of the range of hills, which terminates in the relatively high ridge known to the official statements as Notre Dame de Lorette, Loretteberg in the German. They also held a number of small villages about this ridge—notably Grenay, Aix-Neulette, Ablain-St. Nazaire, Carency, Neuville-St. Vaast and the works east of Ecurie, known as the "Labyrinth."

In May the French, commanded by Foch, pushed suddenly east, took the Lorette heights and the villages. This indicates approximately the Allied position at the opening of the present drive. In the first operation the French carried Souchez village, but subsequently lost most of it. The May operation yielded only local advantages, because the British to the north were unable to prevent the Germans from sending reserves south.

New Drive's Purpose

The immediate purpose of the new drive in the sector under discussion is to obtain possession of Lens. To possess this town is to hold the highways and railroads centering there and compel the Germans to draw back from their last foothold on the Artois hills, already mentioned, into the plain and toward the city of Douai, some 20 miles east.

Such a withdrawal, aside from immediate advantages, would bring the Allies close to the north and south trunk lines, essential to the Rhems front. It would also carry the Allies east of Lille, transform La Bassée into a dangerous salient and make the German position in Lille uncertain, if not precarious.

Now observe what actually has happened. First, the British, holding the lines as far south as Aix-Neulette, and the French, holding the line thence to Ecurie, cleared away the German defenses by an intense artillery fire. Then the British from Grenay, the French from Neuville-St. Vaast swept forward. The objective of the British was the town of Loos and beyond it Hill No. 70, just north of Lens. That of the French was the long ridge, just east of Vimy, culminating in Hill No. 140.

The British attained their goal at once. They entered into possession of Hill No. 70, and also of the great road running at its foot from Lens to La Bassée. This hill is but a mile from Lens, which it dominates. If the British could hold this position and bring up their artillery they could cut off Lens from the north and east by sweeping the roads and railroads. At the present time the fight here is being made by the Germans, who are counter-attacking to recover Hill No. 70. If they fail their retreat seems inevitable.

Meanwhile, the French were less successful. They obtained a foothold on the Vimy ridge just to the left of the point where the Lens-Arras highway crosses it. But they did not at once gain Hill No. 140, which dominates the whole country. They now claim to hold it. If this be true and they can bring up their artillery, they will sweep the highways coming up to Lens from the south and the Germans will have only the highways to the southwest still open.

From the Vimy ridge to Hill No. 70 is a little less than five miles. Into this semicircle the French and British artillery is pouring a covering fire. So far the Germans, who withdrew from Souchez at the opening of the attack, have succeeded in holding the village of Angres and Ginchy-en-Gohelle, which are the extreme western points of the salient. But if the French actually clear the crest of Hill No. 140 their artillery will have a plunging fire upon the road between Ginchy and Lens. A similar condition last May resulted in the capture of several thousand Germans caught in Carncy.

In sum, the British and the French have drawn a noose about Lens. If they can pull it tight the city will fall and they will straighten their line so that it will run from Vimy to Hill No. 70, curving outward about Lens. The Germans are fighting desperately to hold back the French who are pushing up and over the Vimy ridge and to expel the British, who by occupying Hill No. 70 have for the moment won the key to Lens.

This particular operation is interesting

"NOW FOR THE GREATEST OFFENSIVE!"



ALLIES' NOOSE TIGHTENS ON LENS

German Positions at Important Town in Northern France in Great Peril, Expert Explains—Anglo-French Operations Indicate Steady Push Rather Than Sudden Drive

By FRANK H. SIMONDS

LOOK at any topographical map of northern France and it will be seen that the range of hills which stretches inland from the Channel breaks rather abruptly into the plain just west of Lens. The streams rising on the east side of the range flow first east and then north into the Scheldt River system. As you go east, then, you go down hill, the slope favoring the army moving east.

When the Western campaign fell to the level of a deadlock the Germans occupied the eastern extremity of the range of hills, which terminates in the relatively high ridge known to the official statements as Notre Dame de Lorette, Loretteberg in the German. They also held a number of small villages about this ridge—notably Grenay, Aix-Neulette, Ablain-St. Nazaire, Carency, Neuville-St. Vaast and the works east of Ecurie, known as the "Labyrinth."

In May the French, commanded by Foch, pushed suddenly east, took the Lorette heights and the villages. This indicates approximately the Allied position at the opening of the present drive. In the first operation the French carried Souchez village, but subsequently lost most of it. The May operation yielded only local advantages, because the British to the north were unable to prevent the Germans from sending reserves south.

New Drive's Purpose

The immediate purpose of the new drive in the sector under discussion is to obtain possession of Lens. To possess this town is to hold the highways and railroads centering there and compel the Germans to draw back from their last foothold on the Artois hills, already mentioned, into the plain and toward the city of Douai, some 20 miles east.

Such a withdrawal, aside from immediate advantages, would bring the Allies close to the north and south trunk lines, essential to the Rhems front. It would also carry the Allies east of Lille, transform La Bassée into a dangerous salient and make the German position in Lille uncertain, if not precarious.

Now observe what actually has happened. First, the British, holding the lines as far south as Aix-Neulette, and the French, holding the line thence to Ecurie, cleared away the German defenses by an intense artillery fire. Then the British from Grenay, the French from Neuville-St. Vaast swept forward. The objective of the British was the town of Loos and beyond it Hill No. 70, just north of Lens. That of the French was the long ridge, just east of Vimy, culminating in Hill No. 140.

The British attained their goal at once. They entered into possession of Hill No. 70, and also of the great road running at its foot from Lens to La Bassée. This hill is but a mile from Lens, which it dominates. If the British could hold this position and bring up their artillery they could cut off Lens from the north and east by sweeping the roads and railroads. At the present time the fight here is being made by the Germans, who are counter-attacking to recover Hill No. 70. If they fail their retreat seems inevitable.

Meanwhile, the French were less successful. They obtained a foothold on the Vimy ridge just to the left of the point where the Lens-Arras highway crosses it. But they did not at once gain Hill No. 140, which dominates the whole country. They now claim to hold it. If this be true and they can bring up their artillery, they will sweep the highways coming up to Lens from the south and the Germans will have only the highways to the southwest still open.

From the Vimy ridge to Hill No. 70 is a little less than five miles. Into this semicircle the French and British artillery is pouring a covering fire. So far the Germans, who withdrew from Souchez at the opening of the attack, have succeeded in holding the village of Angres and Ginchy-en-Gohelle, which are the extreme western points of the salient. But if the French actually clear the crest of Hill No. 140 their artillery will have a plunging fire upon the road between Ginchy and Lens. A similar condition last May resulted in the capture of several thousand Germans caught in Carncy.

In sum, the British and the French have drawn a noose about Lens. If they can pull it tight the city will fall and they will straighten their line so that it will run from Vimy to Hill No. 70, curving outward about Lens. The Germans are fighting desperately to hold back the French who are pushing up and over the Vimy ridge and to expel the British, who by occupying Hill No. 70 have for the moment won the key to Lens.

This particular operation is interesting

through; this may come, it is always possible; but it is well to recall that a steady push will achieve the main object in time, and the present operation, so far, represents nothing more than a rather considerable "nibble."

OPEN SEASON

The open season has commenced for wild duck, snipe, petition signers and other wild game.—Cleveland Plain Dealer.

FIGURES AND FACTS

"Teaching the young idea to shoot" is to become more than a metaphor in American education.—Washington Star.

THE ROAD NOT TAKEN

Two roads diverged in a yellow wood, And, sorry I could not travel both And be one traveler, long I stood And looked down one as far as I could To where it bent in the undergrowth;

Then took the other, as just as fair, And having perhaps the better claim Because it was grassy and wanted wear, Though as for that the passing there Had worn them really about the same.

And both that morning equally lay In leaves no step had trodden black. Oh, I marked the first for another day! Yet knowing how way leads on to way I doubted if I should ever come back.

I shall be telling this with a sigh Somewhere ages and ages hence: Two roads diverged in a wood, and I, I took the one less traveled by, And that has made all the difference. —Robert Frost, in the Atlantic.

AMUSEMENTS

METROPOLITAN OPERA HOUSE OPENS TOMORROW NIGHT!

An Elaborate Hippodrome Entertainment Variety - - - Novelty

"SALVATION NELL"

Sensational Film Version of a Great Play Symphony Orchestra—Mammoth Pipe Organ THRILLING PATRIOTIC SPECTACLE

"THE SPIRIT OF '76"

WATER SPECTACLE—INCANDESCENT FOUNTAINS LIGHT OPERA COMPANY OF 60—PRESENTING

"THE MIKADO"

TUNEFUL GILBERT & SULLIVAN MASTERPIECE OPERATIC SELECTIONS BY THE FAMOUS HIPPODROME QUARTETTE EXTRAORDINARY ENTERTAINMENT DE LUXE

NOW ADELPHI THEATRE

OVER 10,000 ARE SEEING EVERY DAY THE CHICAGO TRIBUNE'S MOVING PICTURES OF THE GERMAN SIDE OF THE WAR

Have you seen them? Pictures actually taken on German battlefields. Here only a few days more. FROM 11 A. M. TO 11 P. M. ALL SEATS 25c

THE WALNUT

EDITH TALIAFERRO in Rebecca of Sunnybrook Farm

PALACE

10c WAR PICTURES 10c

LYRIC

"The Lilac Domino"

BROAD

Henry Miller & Ruth Chatterton

NIXON'S GRAND

Allegheny

GARRICK

POTASH & PERLMUTTER

THE Stanley

DUMONT'S