JOHN C. MARTIN.......General Business Manager

Published daily at Puntso Lapuza Building. Broad and Chesinut Streets
Press-Usion Building
170-A Matropolitan Tower
\$20 Globe Democrat Building
1262 Tribune Building
8 Waterloo Place, Pall Mall, S. W.

NEWS BUREAUS. SUBSCRIPTION TERMS

By carrier, Datty Ontr, six cents. By mail, postpaid unside of Fblindelphia, except where foreign postage required, Datty Ontr, one month, twenty-five cents; DAILT ONET, one year, three dollars. All mail sub-criptions payable in advance.
Notice Subscribers wishing address changed must five old as well as new address. KEYSTONE, MAIN 3000

DETERMS AT THE PHILADELPHIA POSTOFFICE AS SECOND-CLASS MAIL MATTER THE AVERAGE NET PAID DAILT CIRCULA-

TION OF THE EVENING LEDGER FOR AUGUST WAS 95,618.

PHILADELPHIA, TUESDAY, OCTOBER 5, 1915.

Today is the day for which all your previous efforts have been qualifying you to do your task better than it was ever done before.

REVIVAL OF GRAIN SHIPMENTS

THE increase in the grain export business of this port in the past nine months is satisfactory only to those who do not know what has been happening at other American ports. A little more than twice as much wheat, oats and corn have been shipped from Philadelphia in the period mentioned this year as in the same period last year, but the exports of wheat and flour from the whole United States increased from \$142,400,000 in the fiscal year of 1914 to \$482,400,000 in the fiscal year of 1915. Philadelphia has shipped abroad 17,900,000 bushels of wheat in the past nine months, whereas in the corresponding period last year the exports were 12,000,000 bushels.

With all that has been done to attract business here, it is evident that we have not succeeded so well as we should. There remains much to be done before the port will rise to the rank to which its location and facilities entitle it. It will be a mistake to assume that even the grain business which once came here is to come again without any one going out to get it. The exports this year may be larger than in any previous twelve months, but other ports are competing for the trade. It is necessary to make conditions so favorable here that those who use the port once will use it again. It is important, also, that the Philadelphia business men set an example to business men in other parts of the country by doing their water-borne business through the Delaware River instead of at some other port.

A DINNER TO THE GOOD

DAVE" LANE protests against the hypocrisy of members of the city Administration when they criticise him for asking campaign contributions from officeholders. He says that the present Administration has enforced more contributions for dinners to exploit the heads of departments than were received by the Republican City Committee.

If this is true, the men got the dinners for, didn't they? And they kep their jobs, too.

Under the old regime, the one that "Dave" Lane and his friends are trying to restore, the men made their contributions, but they did not get anything to eat in return therefor. Under the reform system the men seem a dinner to the good. That is some gain.

HOPE FOR RUSSIA

THE Czar, it is announced, will presently recall the Duma. Early in November it will reconvene, at His Generous Majesty's invitation, to take up its noble work.

On that occasion its chief interest will be passing a budget of war expenses. When that engrossing work is accomplished the Duma will probably turn its attention to Russian freedom, and will be promptly pro-

But isn't it magnificent of the Czar to call it together at all?

WEALTH OF THE BELLIGERENTS

CITUDENTS of international politics never O doubted that the Allies would be successful in floating a loan of practically any size in this country. At the same time, they were equally certain that the Teutonic nations would have great difficulty in receiving credit to the extent of a billion or half a billion at the hands of American bankers. The reason is apparent from a glance at the figures showing the wealth of the nations involved. The Bureau of Statistics, Department of Commerce and Labor, estimates the wealth of the belligerents as follows:

Russia	65,000,000,000 40,000,000,000
Total wealth of Allies	29,000,000,000
Germany Austria-Hungary	\$60,500,000,000 25,000,000,000
Total wealth of Teutons	\$85,500,000,000

Both the Allies and Teutons have a combined debt of approximately 8 per cent. of their respective total wealths. But \$1,-000,000,000 is only I-205th of the Allies' wealth,

A BIT OF HUGO

AN INCIDENT of lofty romance has been

and 1-85th of the Teutons.

reported from the high seas. In itself and in the associations it brings to mind It is worthy of note at a time when Romance. as it is capitalized, is said to be moribund. On board the Almirante, 100 miles south of mon. Jamaica, was repeated, in essence, he thrilling story of the wild cannon which a told by Victor Hugo in his "Ninetyhree." That story, perhaps the first bit of go which the English-speaking child is tren to read tells of the mad fury of a on unleashed in a storm at sea. In this If was a cafe that came loose and, through the purser's stateroom of to destroy the ship on which its debugels storted. Meanwhile, a

course, and breakers were driven so high that they actually cleared the ship instead

of swamping it. Every day, in some obscure fashion emance plays with the lives of men, and every day men take the splendid hazard of finding romance around the corner.

MORE DEMOCRATIC FOLLY

T IS not at all likely that Congress will appropriate half a billion dollars this winter to be spent in increasing the efficiency of the army and navy, in spite of reports from Washington that the Congressional leaders have told the President that the appropriation can be made under certain conditions.

The nation is confronted with no crisis of sufficient gravity to justify the expenditure of so much money beyond the usual amounts required for maintaining the military and naval establishments. But Congressmen are willing to spend it, however, if public shipbuilding plants are to be established and if the Government will go Into the business of making guns and explosives on a much more extensive scale. The patriots are not willing to patronize the existing private companies because, for sooth, the owners of the companies would make a profit from Government contracts!

In other countries, where wiser councils prevail, Governments deliberately encourage the establishment of private shipyards by awarding contracts for warships to private corporations. They believe that it is better to have several shippards equipped for the enlargement of the navy than to concentrate all business in Government-owned yards. Their theory works out well in practice through the development of the shipbuilding industry.

Whatever the Administration may decide to do about the manufacture of explosives it will make a grievous mistake if it turns its back upon the private shipbuilding plants in this critical time when an attempt is being made to revive the American merchant marine, even if it is intending to drive privately-owned American ships from the seas through sending out Government-owned merchant vessels in competition with them. In such an event there would be no private shipyards left anyhow.

"SENSELESS SPECULATION"

SOBER words on a sober subject were written by Samuel Untermyer when he warned the general public against speculation in war stocks.

The Stock Exchange, as it is now constituted, and under the hectic influence of the war, is no place for any but the expert and the experienced. A sudden change in the fortunes of war, or the abrupt cessation of hostilities, would cause an almost cataclysmic change in values. Trained minds are unable to predict tomorrow on the Stock Exchange. What chance is there for the amateur?

There are plenty of good American industries, not war-industries, which need development. They are the proper field for investment; they are the safer field.

INCREASING THE WRONG WAY

EVENTS do not always turn out as we expect. There is that boom in South American trade that was to follow the outbreak of the war in Europe. But the export figures do not disclose any boom. In 1914 the United States sold to Argentina goods worth \$45,000,000, but in 1915 the exports to that country slumped to \$32,000,000. There has been a decrease of more than \$5,000,000 in the exports to Brazil Instead of the anticipated increase.

Business depression in South America has been partly responsible for the decline in trade with this country; but the depression itself has come about through lack of capital for carrying on the business. American investors have not been willing to supply the capital and the Europeans who have been wont to finance South America have had other uses for their money.

We cannot increase our trade with Latin-American Republics by simply saying that we should like to increase it.

A SILLY QUIBBLE

THE election laws make explicit provision I for the pre-emption of a party name by the signing of the proper papers by a specified number of electors and the filing of the papers in the proper place.

The attempt, therefore, to make it appear that the men who have taken the name of the Franklin party for the purpose of nominating candidates by petition have no right to participate in the organization of the party because they may have voted at the primaries of another party for the candidates whom they wish to support, is a quibble unworthy of full-grown men.

The earth continues to slide at the Culebra cut, just as the engineers expected.

"Lollypops Kill Chickens."-News item. Some have stronger constitutions than

They may be able to imitate the name of the Franklin party, but would do better to imitate its virtues

The Swiss cavalry has been sent to guard the German frontier. The Swiss navy has not yet been mobilized.

"Champagne Charge Led by Americans" runs the report of recent fighting. Usually

The Germans insist that the French vic tories have not been brilliant, but as they do not deny the victories the French will not be disposed to quarrel about the qualifying adjectives.

Eugene Foss, the Massachusetts ex-Governor and chameleon of politics, has come out for a protective tariff. After all his experiences as Progressivo-Democratico-Repub-Scano-Heaven-knows-what-next in politics. it is reassuring to find Mr. Fom for once in

The assessors who added three billion dollars to the value of the personal satutes of citizens wanted to make the foreign financal commission think that New York is a rich city. New the indignant grocers who were assumed at half a million dollars when they do not own more than \$500 are swearof his miles drove the abip out of its ing off.

WIZARD CARTY OF THE WIRELESS

Great Engineer Never Stopped Work Long Enough to Consider How Much Science and Progress Owed Him

By CHARLES F. KINGSLEY

THE growth of the fame of John Joseph L Carty has been the slower by reason of the custom of many great corporations, including the concern of which he is chief engineer, of announcing to the public great results as having been



accomplished "under superintendence So-and-So" or Such-and - Such department," Mr. Carty has read many papers before engipeering societies and has lectured at the Sorbonne, describing experiments which and been carried on n the engineering department of the American Telephone and Telegraph Com-

J. J. CARTY. pany, but giving no intimation of the fact that they had been his immediately personal work. And now that the development of wireless telephony has reached a new highwater mark, Carty is the last man who would minimize the achievements of Bell, Marconi, Pupin and the many other scientists and engineers who contributed this or that to the great success that has crowned the efforts of them all.

Carty was born in Cambridge, Mass., 54 years ago. As a boy he showed a great liking for mechanical experimentation. After graduation from the Cambridge Latin School he would have entered Harvard but for serious trouble with his eyes. He found himself attracted to the telephone business, which was then in the stage of difficult experimentation, carried on without textbooks by a small band of constructive pioneers.

He was first employed in the old Telephone Dispatch Company, of Boston, in 1879 as a night operator, and then and there he began a long series of contributions to the technical knowledge of telephony.

Last June the Stevens Institute of Technology conferred on him the degree of doctor of engineering, and on that occasion President Humphreys, of the institute, said of Mr. Carty: "He has probably done more than any other one man to make the telephone, as it is today, the ready and efficient servant of mankind." Carty has received most of the professional distinctions which can come to a practicing engineer, including the Edward Longstreet medal of merit of the Franklin Institute of Philadelphia. Twice he has received the formal thanks of the Japanese Government for services in connection with the establishment and development of the telephone system of the Mikado's country, and by the Emperor he has been decorated with the Order of the Rising Sun and the Imperial Order of the Sacred Treasure of the Melji.

Going to College at 28

In 1889 the young Boston engineer was invited to reorganize the entire technical equipment of the system of what is now the New York Telephone Company. While engaged in this tremendous task, in order to make up deficiencies in his engineering training, he carried several courses in Columbia University. Evenings he might be found in his little apartment doing calculus or quaternions. This little story out of a successful career well illustrates the thoroughness with which he has always tackled the job of making good.

A few incidents will serve to reveal some of his other leading characteristics. He discovered that he would have to do many unpleasant things when he was selected in 1907 as engineer-in-chief of the Bell system "Last night," one recalls Mr. Carty saying with a wry face as he smoked of an August evening on the piazza of his North Shore cottage, "I visited with one of my oldest and dearest friends, an engineer connected with the Boston office; this morning I wrote him a letter firing him." It was only for the good of the service-that was all. He had to do it.

And his method of gathering his staff is interesting. He adopted it years ago. At first at Columbia, and later at New Haven "Shef" and Boston "Tech," he began to lie in wait for the most promising men of each graduating class. His method of recruiting was characteristically original. Instead of having the boys sent to him, he would go to them. If such and such a senior had been recommended as a likely candidate, the engineer would quite unexpectedly knock at his door, spend a few minutes in conversation and quiet observation, and then invite the lad to take a little walk. In an hour's stroll and talk it was generally possible to get the candidate to drop all constraint pnd to reveal his natural aptitudes and limitations.

One Day for Worry

There is another story quite as illuminating. "I come of a worrying race," he once said. "We worried a great deal at home, and I was likely to grow up into a worse worrier than my father, a dear, good man and very competent in his calling, an expert at handling church bells, you may believe me. Then once as a youth I suddenly saw the light of reason and one day I proposed to my father that we each select a single day a week on which to do our worrying. In that way we would keep six days clear for work and have only one brief time in the week for being of no use to anybody. My farther saw the point, in a measure; and I deliberately set Sunday aside for my worrying day, but when Sunday came I had generally forgotten all about my troubles."

This little Irish-American man of rectilinear features, clear eyes and high brow assumes no title to greatness. A few years ago he said to a friend, "I often wonder how safe I really am. Things are thrown at me for decision from every quarter of the universe. I try to look at each question from every possible angle, above, around and through but I have to give my judgment quickly because I am dealing with that kind of men. A wrong judgment may cost millions of dollars. Do you wonder that I value

A ROOTER FOR THE "PHILLIES"

BALKANS OFFER NEW WAR PROBLEM

EURDPE'S RESOURCES

Situation Produced by Bulgaria's Expected Entrance Into Great European Conflict Will Almost Exactly Reproduce Crisis of 1913, Expert Points Out

By FRANK H. SIMONDS

THE entrance of Bulgaria into the great I War as the ally of the Central Powers will almost exactly reproduce the military problems at the outset of the Second Balkan War. Then as now the chief objective of Bulgarian strategy was the Oriental railroad, which connects Belgrade with Salonika and binds Servia to her Greek ally.

In 1913 General Savoff, chief of the Bulgarian General Staff, planned to dispose of Servia by one tremendous surprise blow with the main mass of Bulgarian troops, using a small containing force against the Greeks. His whole strategy lay in isolating the two allies by cutting the Oriental railroad, the only line of communication between the two states.

Today the first aim of the Bulgarians must be the same. Servia, isolated from her Greek and Entente allies, assailed in front by the Germans either along the Danube or on the Bosnian frontier, dependent upon Salonika for all supplies and reinforcements, should prove an easy victim if the railroads were once cut.

The aim of the German, as contrasted with Bulgarian, strategy must be to sweep south along the valley of the Vardar, moving by the Salonika railroad until Nish is reached. and then turning east on the Nish-Sofia-Constantinople railroad.

Bulgaro-German Strategy

Thus the twofold purpose of Bulgaro-German strategy must be: An attack upon the Salonika-Belgrade railroad by the Bulgarians, designed to isolate Servia; a great "drive" by the Germans south from the Danube to the Bulgarian frontier, opening the Oriental railroad for the transport of German troops and munitions to the Turkish capital.

In 1913 Savoff approached his simpler problems in the following fashion: Bulgar troops were in Macedonia and occupied all the district between Kustendil and Istib. The main Servian force was southeast of Uskub, facing Istib, and behind the Bregalnitza River, just east of Veles. Against this army, without warning and without declaration of war, Savoff hurled the victors of Lule-Burgas. At the same hour the second Bulgarian

army about Kilkis, 40 miles north of Salonika, detached a force which cut the Salonika-Belgrade railroad at Guevgheli and for the moment isolated Servia. At the same time the balance of this army undertook to hold in check the main Greek army advancing from Salonika.

Unfortunately for the Bulgarians their numbers were inadequate for the work undertaken. After a brief period of confusion the Serbs railied, took the offensive, and in a five days' struggle cut the main Bulgar army in half, driving one portion through Istib and over the mountains into old Buigaria, around Kustendil, and the other south upon Strumnitza.

At the same time a Greco-Serb force expelled the Bulgar detachment from the Vardar Valley, at Guevghell, driving it also in on Strumnitza. Finally, the main Greek army easily and quickly overpowered the second Bulgar army about Kilkis and drove it northeast of Strumnitza. A small Bulgar force operating around Seres and Kavala was also obliged to fice north to escape capture, and the three beaten armies made their escape through the Struma passes.

Czar Ferdinand's Task

Today Bulgaria will have to start behind a frontier drawn by her old enemies. She will have to begin any attack upon the Oriental railroad between Uskub and Veles behind the mountains which separate her from Macedonia; that is, she will have to start at Kustendil instead of at Istib. At only one point will her armies be, at the outset, within striking distance of the Oriental railroad, and that is at Strumnitza, where Bulgar territory is within a dozen miles of the railway. If is at this point that Macedonian comitadis made a foray some months ago.

Meantime the Allied troops landed at Balonika can be transported by rail to the Guevghell danger point in a brief time. Butgaria, on her side, will have to operate far from relivedes, depending upon mountain reads and paths. This was one of the causes of her defeat in 1915 and may prove disastrous again. From Nish to Guevgheli, Servia and her allies will fight with their backs to a railroad, thus being assured of supplies and munitions. As for Greece, if she undertakes to hold her own northern frontier, from the Vardar to the Mesta, she will have behind her the Constantinople-Salonika railroad.

SMALL POTATOES

It is conceivable that Bulgaria will concentrate her troops west of Sofia and drive northwest through Pirot to Nish, while the Germans drive southeast from Belgrade and Semendria toward Nish. This would open the Belgrade-Constantinople railroad, but it would leave the Servian armies on the flank, and until the Serb force, with its Ailled reinforcements, is disposed of, such an avenue would be exposed to attacks and wholly in-

If Germany actually means to hack a way through Servia to Bulgaria, it would seem necessary first to cut the Oriental railway north of the Greek frontier, thus isolating Servia, then destroy the Serb army and repeat the Belgian exploit in the little Slav kingdom. Servia once eliminated, Germany could leave to Bulgaria the task of holding Maceand thus keeping the Allies far away from the Belgrade-Nish-Constantinople rail-

The key to the whole Balkan conflict will be found in the railroad map. The line from Belgrade to Constantinople through Nish is the pathway of German advance to Constantinople, as it was that of the Crusaders in another century. The railway from Nish to Salonika is the life line of Servia and the only route by which she can be reinforced and munitioned.

THE GOD OF BATTLES

Mr. Robert Service, the Canadian writer, who is at present engaged in Red Cross work in France, has sent to the Paris correspondent of an English paper what he describes as "the best war poem I have seen." The verses, which, Mr. Service says, were found by a Fronch priest on the body of an English soldier killed at the Marne, run as follows: They say that war is Hell, the great accurst, The sin impossible to be forgiven; Yet I can look upon it at its worst,

And still see blue in Heaven.
For when I note how nobly natures form
Under the war's red rain, I deem it true That He who made the earthquake and the

Perchance made battles, too. As a matter of fact, the lines were written in a time of profound peace, like most good war poems, and by a man who was an ecclesiastic, not a soldier. Their author was Doctor Alexan-der, the late Lord Primate of Ireland, and they were first published in the Times so eight years ago .- Manchester Guardian.

THE LOVE OF TREES That one should feel affection for great trees natural. In the Minnesota forests I met a lumberman who told me he wept bitter tears when he got orders to cut down a fine hemlock. Every stroke of the axe seemed to him to bo felt by the sturdy monarch whose life

taking.

When I have revisited the "woods" in which, as a hoy, I gathered nuts, I have fancied the trees I used to climb recognized me. They

AMUSEMENTS

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DUMONT'S DUMONT'S MINE

looked the same. They hadn't aged. The shellbark hickory trees seemed a trifle more danger-ous to climb than of yore and the walnuts had gained noticeably in girth, so that my lengthened arm had barely kept pace with the ex-panding bark. I could still encircle their trunks and could have climbed them if necessary; but the rewards of a winter's store of nuts no longer appeal to me. The walnuts and hickory nuts one buys do not taste like those gathered with one's own hands.—Julius Chambers, in the Brooklyn Eagle.

NATIONAL POINT OF VIEW Nations, like individuals, "rise on their dead selves to higher things."-Washington Star.

The National Institution for Moral Instruction has offered a prize of \$5000 for a moral code. We submit the Ten Commandments, and prefer the money in \$100 bills.—Boston Evening Transcript.

The achievements of peace are perverted to the havoc and butchery of war. Let us be glad that America has still her chance to bend the waves, the air and the earth to the service of peaceful commerce.—Boston Transcript.

A century ago Lord Nelson published his discovery that "a line of battleships is the best negotiator in Europe." An adequate army and navy, and adequate coast defenses, will be the best negotiators for our own safety when some evil day shall declare necessity to be our su-preme law.-Peoria Transcript.

AMUSEMENTS

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