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PHILADELPHIA, WEDNESDAY, OCTOBER 6, 1915.

Great enterprises habitually postponed until tomorrow are never undertaken.

THE ARABIC AFFAIR

THEAT after the frightful blundering of Mr. Bryan the State Department was able to avoid interruption of diplomatic relations with Germany and secure from that Government so explicit a disavowal as has been obtained in the Arabic case is one of the miracles of modern diplomacy.

A difficult task at best, bringing Germany to a realization of her primary duties was rendered doubly hard on account of the impression given by Mr. Bryan that this country was not in earnest and was sending solemn protests for petty political purposes only. The situation has been saved by the efficiency of Mr. Lansing, who became a factor before things were hopelessly muddled, and was able by herculean efforts to bring order out of the chaos which existed. The national dignity has thus been saved further humiliation, and peace with honor seems to have been wrung from the confusion which ignorance had occasioned.

The Arabic case, so happily in process of settlement, should forebode an assumption of responsibility by Germany for the Lusitania outrage and the payment of large indemnities for the American lives so ruthlessly destroyed. It is not out of place to record the service of the German Ambassador, on whom devolved in a large measure the difficult task of convincing his Government of the seriousness of Washington. He has worked sedulously, it appears, to prevent a rupture. His success so far should mean further success and the final settlement of the Lusitania affair on terms satisfactory to this nation, so far as that is possible.

WHAT MAKES A CITY GREAT

NATURE provides the opportunities for a city; but cities do not become great save as men of energy and intelligence make the most of the opportunities.

The greatness of this city, blessed with a location unsurpassed among inland cities of the world, can never surpass the greatness of the living men who are in charge of its development.

Why handicap it by putting little men in power, who could not do great things even if they desired?

FIT BROTHER TO THE BEAST?

THERE is an old joke about the "descent-of-man" idea in which the point is that the monkey ought to feel insulted. A year ago the joke was only a little stale. Today it has a cynical touch that is terrible to contemplate.

The monkey, at least, is clean living. It has a frank and ruthless pleasure in fighting. With the other beasts of the forest it enjoys a certain amount of killing for killing's sake. It is not a hypocrite and doesn't talk about necessity.

The soldier in the trenches today is helmeted and armored so that he looks like a monkey. He has to dress that way. But it isn't altogether an accident that the ruler who forced him into the trenches doesn't dress like an ape.

The ape might pity the soldier, but he would never forgive the ruler for pretending to be better than he is.

MARS TO THE MONARCH

CONGRATULATING General French and all the ranks of his men, George V. King and Emperor, wrote:

I trust the sick and the wounded are doing well.

And Mars wrote back:

The dead sleep soundest of all!

MEANING OF THE BALKAN MOVES

NEITHER the Allies nor Germany underestimate the importance of the developments in the Balkans. It is within the bounds of possibilities that the great issues of the war will be settled by the battles on the Balkan peninsula and on the plains of Asia Minor.

Germany is fighting for a place in the sun. German statesmen have been planning for years to extend the Teutonic influence in the Near East and to make a commercial conquest of Asia Minor. There is a vast territory in Eastern Turkey sparsely inhabited and barren that was once the granary of the world. Germany has been ambitious to exploit it. In this desire can be found the secret of the long efforts of Berlin to secure a predominating influence in Constantinople and to make of Turkey a German dependency.

The German Balkan policy has been part of this plan. The Balkan war by depriving Turkey of nearly all of its territory in Europe postponed the consummation of the German desire. After that war Germany began to deal with Bulgaria, and with the assistance of Ferdinand, it hoped, and still hopes, to find a way to Constantinople and thence to Asia. It is of the greatest importance to the Allies that the way to Asia Minor through the Balkans be closed to Germany; not because of the necessity of holding Constantinople merely for Constantinople's sake, but because the way to the

East must be closed. The campaign at the Dardanelles must succeed in order to open a way for the passage of Russian grain to Western Europe, but also to cut Germany off from her goal.

The allied statesmen have not lost sight of the issues at stake. An English expedition was sent from India months ago to fight its way from the head of the Persian Gulf to Bagdad and northward. When the Grand Duke Nicholas was detached from the main Russian army and sent to the Caucasus the time was ripe for the co-operation between the Russian and British in the great movement to seize the Turkish territory, and to pre-empt for the Allies that place in the sun to obtain which Germany has brought down chaos upon the civilized world.

PUT PHILADELPHIA ON THE MAP

CITIES as well as States are dependent for their growth upon the development of railroads. D. M. Brogan, of Oregon, who talked about the resources of his State to an EVENING LEDGER representative yesterday, bemoans the pitiable lack of offshoots and branch lines to open up the land along the main line railroads. He asked the managers of one road to run a spur into a district in which he was interested, but was told that he was years ahead of the times. He was not to be denied and built the spur himself and his confidence in the possibilities of the district was justified.

The great railroad men of the Northwest are ordinarily alert enough to see opportunities ahead of any one else. They have learned by long experience that people will follow a new railroad, that they will open up the country, raise crops, build houses and schools and factories and that all this means freight and passenger business.

What railroads can do for Philadelphia, with one-tenth of the risk involved.

There is a vast undeveloped territory within the city limits awaiting rapid transit, and as soon as street car lines penetrate it houses will be built and factories will spring up.

Faith in the future of the city and courage to bank on that faith ought to be enough to provide all the transportation lines needed. But more is needed because there are little men here, timid men who in spite of the demonstrations of experience are afraid that the city will be bankrupt if it lends its credit to provide rapid transit. And there are selfish men here who are seeking to delay development until they are ready to undertake it themselves and pocket the profit that there may be in exploitation of corporations organized to build the new lines.

The plain people of the city have it within their power to checkmate all obstructionists whatever be the motive of obstruction. Rapid transit is within their grasp if they will only reach out and take it. The matter can be settled on November 2, by the election of a Mayor and Councils committed to the enlightened transit plans already indorsed at the polls, and it can be settled in no other way.

A vote for any one who is not heart and soul for rapid transit is a vote for a little Philadelphia in a year when all organizations of the whole community ought to be working together to place the city on the map in letters so big that they cannot be overlooked even by the most casual observer.

IDEAL OF NATIONALITY

A CONVERSATION in the grandest manner is reported out of Bulgaria by the Corriere Della Sera, of Milan. It is impossible to determine at this distance whether it occurred as reported, or the Italian love of drama touched it up. In either case it is remarkable.

When King Ferdinand of Bulgaria had announced his policy to the leaders of the opposition, M. Stamboulski said to him:

It is a policy which can only lead to disaster, which will compromise not only the future of the country, but your own dynasty, and which may cost you your head.

So spoke the farmer to the monarch. Judge now of the monarch's reply:

Do not trouble yourself about my head. It is an old one. Rather think of your own. And finally the great democratic retort of Stamboulski:

My head matters little, sire. I am thinking only of the country.

Ferdinand and his Premier, Radoslavoff, are pro-German. Malinoff and his associates, of whom Stamboulski is one, know the danger of taking any step of which Russia disapproves. None of them is free. Yet in their every word there is a freedom of spirit which comes from unselfish devotion to a great ideal—the ideal of nationality.

The next news will be the old favorite: Russia breaks with Sofia!

Bernstorff says the Arabic incident is settled; but will it stay settled?

The United States is refunding canal tolls. That's easier than pushing the slide back again.

Doctor Brethear is convinced that all the Mars there is just now is "somewhere in Europe."

The answer to the conundrum, When is a club not a club? has been postponed until tomorrow.

The Czar has recalled his envoy to Bulgaria in the hope that he can call Ferdinand back to his senses.

Italy has just made its third call for men here. Let's see. Where did we hear of Italy last in the war news?

The Midvale Steel Company, after all, has unused resources that can be devoted to the manufacture of war munitions.

There is something really entertaining in the refusal of a freshman to countenance the teaching of his college instructors.

The professional gambler who killed himself in New York because the police would not let him alone, ought to have tried Baltimore.

From the photographs of the doings at the agricultural fairs, one is forced to the conclusion that modern farming produces many curious crops.

FROM THE DAYS OF THE CLIPPER SHIPS

The Romantic Story of Cramps'. A Merchant Marine That Flies the Flag of Many Nations. A Motto That Worked

By WILLIAM J. CLARK

CONTRACTS have some part, of course, in keeping Cramps' in a foremost place in current history, and it figures in the present Titanic endeavor to establish a coalition among the great industrialists of the country; but back of all that lies another story. The name of Cramp has been synonymous with the best in shipbuilding for 35 years—from clipper ships to modern leviathans of commerce and ships of war. The William Cramp & Sons Ship and Engine Building Company has kept pace with the times ever since the first vessel left the ways.

Evidence of continued advancement is shown in the announcement that \$700,000 is soon to be expended in improvements. The recent activities of the company's stocks is another indication that innocuous desuetude is not in prospect.

The Little Old Wooden Ships

Ever since William Cramp began constructing small wooden ships with his own hands, back in 1830, Cramps' had been a pioneer. The clipper ships turned out at this yard became famous, and aided greatly in giving the supremacy of the Seven Seas to the Stars and Stripes in ante-bellum days. Uncle Sam's first iron warship, the New Ironsides, took her maiden plunge into the water from Cramps' shipways. Her record terms with thrills in the naval struggle of the Civil War.

"Turn out the best ships and let the profits take care of themselves," was the motto of the shipbuilders from the earliest days, and it has never been forgotten.

The George W. Clyde, the first iron steamship built in the United States, was the work of William Cramp. She was also the first steamship in America to be equipped with a compound engine. Our navy's first battleship, the Indiana, recently sold to Greece, was Cramp constructed. Other vessels constructed for the navy were the cruisers Yorktown, Baltimore, Philadelphia, Newark, New York, Columbia, Minneapolis, Brooklyn, the battleships Indiana, Alabama, Massachusetts, Iowa, Colorado, the old Pennsylvania and new Maine and a fleet of smaller auxiliary craft.

Flying the merchant flag of this country Cramp-built ships have plowed through the waves of every ocean. Two of the four regular line vessels engaged in the transatlantic trade under the American flag, the St. Louis and St. Paul, were constructed in the Kensington yard. The Great Northern and the Northern Pacific, two of the largest, fastest and finest passenger steamships plying along the Pacific coast, are the product of the shipyard that has always been the pride of Philadelphia. The steamships Kronland and Finland, carrying tourists through the Panama Canal from Atlantic to Pacific and vice versa, were "Made at Cramps." These vessels were the first big passenger steamships to use Uncle Sam's gigantic waterway.

Cramps' constructed the Ohio, Indiana, Pennsylvania and Illinois for the American Line when that company was first organized by local capitalists. A fleet of more than a hundred vessels now engaged in the coastwise trade was launched at Cramps'. Back in the early days the fame of the shipyard was established by the clipper ships Bridgewater, Manitou, Morning Light, John Trucks Chamberlain and Isaac James.

Ships in the Present War

Other shipyards may have recently surpassed Cramps' in the number of new contracts obtained for construction of vessels for the merchant marine, but none has come near the record established by Cramps' for the construction of vessels for the United States Navy and the navies of other countries. From the decks and ports of vessels built by this company guns have thundered in the defense of the Union in the Civil War, for the freedom of Cuba in the Spanish-American war and in asserting the rights of the United States in various parts of the world. In the Russo-Japanese struggle warships turned out by Cramps' for both countries met and fought. Turkey is defending herself against the invasion of the Allies with Cramp-built warships, and should Greece enter the struggle she, too, has the product of Cramps' workmen to assist her in fighting her enemies.

Under William Cramp's management the yard turned out 207 vessels, all the finest of their time, due to the indefatigable labor, the patience and perseverance of the founder, who laid wisely the foundations upon which his successors have builded well.

Following the death of William Cramp, his son Charles H. assumed the presidency. His sons Edwin S. and Henry held executive positions. In 1872 they incorporated the company under its present name. The Morgan-Drexel interest, led by E. T. Stotesbury, secured control of the company in 1903 and elected Henry S. Grove president. It is still under the Morgan-Drexel control, although it is rumored the Schwab interests are endeavoring to secure it. Mr. Grove is still president. The "Cramp boys," grown gray in service, held executive positions until a few years ago, when they left the company. Henry died and Edwin S. moved to New York. Charles H. died only recently, as did Edwin, and the last Cramp holdings of stocks, the property of the Edwin S. Cramp estate, were recently sold by a local broker, thus marking the passing of the Cramp interest from the shipyard that will carry the name down in history.

A big boom is predicted for Cramps' in the near future. By holding back from accepting long-time contracts they are now in position to accept short-time work at a premium. Enough work is now in the hands of the builders to last two years. It consists of several torpedo-boat destroyers for the United States Navy and several large freight and passenger steamships, with minor work.

AN EXCEPTION

"Ignorance of the law excuses no man," unless he happens to be in charge of a submarine—Terre Haute Star.

THE VALLEY OF THE SHADOW

O God! I am traveling out to death's sea, I, who smiled in days of sweet laughter, Thought not of dying—oh! death is such waste of me!

Grant me one comfort: Leave not the here-after Of men to be black, as though I had died not. I, who in battle, my comrades' arm linking, Shouted and sang—the life in my pulses hot, Throbbing and dancing! Ah, let not my sinking In dark be for naught, nor my death, a vain thing!

God, let me know if the end of man's fever! Make this one breath a high, sweet, lasting breeze over the valleys and cold hills, forever! Peace over the valleys and cold hills, forever! —John Galsworthy.

"DARWIN WAS RIGHT!"



THE GARY OF PHILADELPHIA

So He Has Been Called, But Samuel Mathews Vauclain Is Much Better Described by His Own Name—His Qualities and Achievements Give Him Unique Distinction

By WILLIAM A. MCGARRY

DO YOU know the Gary of Philadelphia? If not by that title perhaps you recognize him as the Edison of the Steel Horse. As vice president of the Baldwin Locomotive Works, Samuel Mathews Vauclain was given the first title for the way in which he smashed all records in the construction of the big plant of the Remington Arms Company at Eddystone. And not only for that, but for the breadth and humanity of his views as a man of large affairs.

But it does not require the name of any other, however notable, to describe Mr. Vauclain. He was born in this city, and with the exception of 10 years spent in the shops of the Pennsylvania Railroad at Altoona, Pa., his entire business career has been in Philadelphia. For 32 years he has been with the company of which he is now vice president and a directing genius. He started July 1, 1883, as foreman of the 17th street shops, became superintendent of plant equipment two years later and a member of the firm, then Burnham, Williams & Co., in 1895.

His Faith in Man

Mr. Vauclain has been in the public eye recently because of his work at Eddystone, and justly. But he has other achievements to his credit, none the less remarkable. He was the inventor, for instance, of the original compound locomotive completed by the works for the Baltimore and Ohio Railroad Company in October, 1889. He was the chief figure in the settlement of the Baldwin strike a few years ago. He devised and put into operation a system of compensation for workmen and their families that is said to be the finest in the country; a system that costs them nothing and makes them thrifty. Four international expositions in which he has been a collaborator have honored him with awards, and in 1906 the University of Pennsylvania conferred upon him the degree of Doctor of Science.

Mr. Vauclain is not in any sense a politician. If he were he could undoubtedly achieve success merely by his sincere belief in and admiration for the "common people" and his ability to make them believe in his sincerity. He describes himself as one of them—does it with a touch of pride. And to their honesty, Mr. Vauclain holds some views that are almost unique in modern business circles. He believes, for instance, that much more money is wasted by large corporations to prevent workmen from stealing than would be lost by thefts without the preventive measures. For this he has the proof in the record of the Baldwin Locomotive works, which has paid as many as 20,000 men a week, never exacting receipts from them, and which has yet to face its first suit for nonpayment of salary.

He believes that mutual trust is the basis of all social and industrial life. He makes other men trust him, regardless of their station, by showing his faith in them. And he has found this philosophy durable in a lifetime test.

Vauclain in His Office

Mr. Vauclain occupies a small office in the corner of the Administration Building, at 15th and Spring Garden streets. It is simply furnished. In contrast with the endless roar of the nearby shops, it is singularly quiet and peaceful in that office. There is a glass plate on the desk, and beneath it two long photographic strips showing the progress of the work at Eddystone on the Remington plant and that of the Eddystone Munitions Company, a subsidiary of the Baldwin Works, incorporated to fill war contracts. It is a common saying in Mr. Vauclain's office that the plants grow faster than the photographs, which are changed every Monday. The office has but one other occupant, Mr. Vauclain's pet dachshund. In between the demands of business he finds time to play with the animal.

To the mind of Mr. Vauclain there is nothing extraordinary in his part of the accomplishment at Eddystone. It is quite common for business men to get what they go after. He went after speed in the erection of the two enormous plants, and he got it. Naturally, he is proud of the work done, but it is a generous pride and mainly for his associates in the great enterprise. There is but one thing for which Mr. Vauclain takes credit to himself, and he does that modestly. It is the Baldwin compensation agreement.

It is related that while this plan was being worked out by the Baldwin chiefs the question of making provision for men per-

manently disabled in the works came up and proved a stumbling block until Mr. Vauclain found the answer. He describes it as a "simple method." Briefly, it is to pay workmen permanently injured a salary for life, based on the average wage for the four weeks preceding the accident. The death benefit in the system is 100 weeks on the same average, not to exceed \$3000. In event of permanent or temporary injury, the benefits paid under the Baldwin plan do not come from the savings of the employee. It is necessary for employees to become depositors in the saving fund of the company to receive the benefits.

A Familiar Figure in the Shop

The man who was primarily responsible for this system has always been popular with employees of the locomotive works. He is a familiar figure in all the shops of the company, and is known personally to a large percentage of the workmen. Mr. Vauclain sets them a good example. He is methodical, almost rigorous, in his personal habits. He rises every morning throughout the year at half-past 5, and frequently is at his office before 7 o'clock. Sometimes it is 8 when he leaves. As he goes about the shops he wears a heavy coat of white hair gleams under an old straw hat. Nearly everybody, by the way, wears an old straw hat during business hours at Baldwin's.

Work is Mr. Vauclain's hobby. He rarely has time for the ordinary amusements of the theatre or the horse show, although his daughters generally have entries in the latter event, and he himself is fond of horses. He does not find it necessary to play golf or take other exercise outside his work to keep in fine physical condition. At 59 he is alert and active. He visits the work at Eddystone frequently and inspects everything at a pace that keeps younger men hustling. Yet he never misses anything.

Mr. Vauclain's ancestry is French on his father's side and Scotch-Irish on his mother's. His father, Andrew Vauclain, was an employee of the Matthias Baldwin who founded the locomotive works. Mr. Vauclain was married in 1879 to Miss Annie Kearney. They have two sons and three daughters. Their home is at Rosemont, Pa.

"JUST NATURALLY"

A lone Texas ranchman stood off a band of Mexican raiders, killing two or three and wounding others. Mr. Bryan may point with pride to this as showing what Americans "just naturally" could do against anything and anybody.—Kansas City Star.

A MIRACULOUS RECOVERY

On the Austro-Italian frontier a lieutenant of artillery, Francesco Umanino, was admitted to the hospital stricken absolutely dumb by the violent explosion at his feet of an Austrian grenade. For several days he could only indicate his feelings or his wants by manual signs till Victor Emmanuel arrived unexpectedly at the hospital.

No sooner had His Majesty appeared in the

AMUSEMENTS

FORREST—Now Mats. 2:15 Evgs. 8:15

D. W. GRIFFITH'S THE BIRTH OF A NATION 18,000 People 3000 Horses
BROAD Pop. Mat. Today Best Seats \$1.50
The Greatest Comedy Triumph the American Stage Has Known
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RUTH CHATTERTON
In JEAN WEISBERG'S Fascinating Play
DADDY LONG LEGS
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Today 2:15-7:30 P. M. World's Record by Special Order

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FANITA

NATIONAL POINT OF VIEW

Not all the heroes of this great war are on the battle fields. Some of the greatest of them are the soldiers of Christ in the foreign mission fields.—Kansas City Star.

The voters should drive the tariff out of politics. They should put it where the currency is, in a self-sufficient and automatic attitude, where it will easily respond to the national need.—Ohio State Journal.

The system by which the Governor appoints the Judges for terms coincident with "good behavior" has given us one of the strongest and most respected systems of courts in the world.—Springfield Republican.

AMUSEMENTS

LYRIC LAST 6 TIMES
NIGHTS 8:15. MAT. TODAY 2:15
ANDREAS DIPPEL Presents
"THE LILAC DOMINO"
The Man From Home
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Seats Tomorrow. Open Your Eyes Wide and Behold THEM EVERY DAY. HAYES THEATRE

"Hands Up" WITH Maurice Walton
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New York's Summer Sensation—Naughty! Well-Prized 25c to \$2. Wed. Mat. \$1. Sat. Mat. \$1.10

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The Brilliant Viennese Primadonna
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"STORM OF APPLAUSE GREETED HERE"
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All-Star Supporting Show
BERTHA CREIGHTON & CO.
WILLIAM & WOLF, METROPOLITAN DANCING GIRLS; AL LYNELL & CO.; HEATH & PERRY, OTHERS.

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THE GERMAN SIDE OF THE WAR
TEN THOUSAND PEOPLE HAVE SEEN THEM EVERY DAY. HAYES THEATRE
11 A. M. to 11 P. M. ALL SEATS 25c

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NEXT WEEK—SEATS TOMORROW
WILLIAM HODGE
Comes Back Again in His Latest Success
"THE ROAD TO HAPPINESS"

Philadelphia Orchestra
LAST CHANCE TO SECURE SEASON TICKETS FOR SATURDAY EVENING CONCERTS
PRICES—\$30.00, \$21.00
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SEASON SALE ENDS TOMORROW EVENING, AT HEPPEL'S, 1119 CHESTNUT.

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\$2.00 SHOW DE LUXE, 25c
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SENATIONAL MORALITY PLAY
"EVERYBODY"
Four Scores, 14 Different Characters.
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