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PHILADELPHIA, MONDAY, OCTOBER 11, 1918.

who take to get on the same side with God toff not go far wrong.

THE BIG ISSUE

RAPID TRANSIT in Philadelphia is gravely erfled. Se, too, is the future of the than depends obviously on the correction of existing transit inequalities and the matten of the complete Taylor plan.

TREED to thet me candidate or set of edidates openly heatile to a universal face in the city of Philadelphia hope to triumph at the polls. The great popular upheaval of last winter and which finally drove the obstructionlats to cover and compelled Councils to provide for at least the beginning of the Taylor program, was a warning to every doubleminded politician in the city. There was not one willing at the last to stand up and be counted as against the improvement.

To accomplish by indirection what could not be achieved directly, to cheat the people now of their victory, to nullify all the magnificent work heretofore accomplished and arrange for the institution of an Administration friendly, not to the masses, but to certain special interests, became therefore the purpose last spring of the obstructionist in chief and his subordinates.

CONSIDER the situation, Mr. Taxpayer. Of all the enemies of transit, none has been so bitter, none so obstinate, none so narrow-minded, as "Dave" Lane. To him, therefore, was intrusted the duty of selecting a "harmony" candidate. It may be that in his search he took care to get a wooden man whom the Vares could be charmed into swallowing; but who is so guilible as to doubt that a chief requisite of the candidate in Mr. Lane's eyes was a person who could be depended on to protect the watered shares of the Union Traction Company and hamokle the entire transit program? And, as if the very selection of a candidate by Mr. Lane was not sufficient in itself to convince the community of the main and sinister purpose in view, that other arch foe of transit, John P. Connelly, was put on the ticket for City Solicitor, an office of scarcely less importance than that of the Mayor, because through it must pass all contracts before the Mayor oan sign them. This is the John P. Connelly who has been openly charged on the stump with receiving money from the Philadelphia Rapid Transit Company while acting as chairman of the Finance Committes of Councils. No man can serve two masters. No man has ever done so with justice to both, and who is there who can read the record for the past year of John P. Connelly in transit legislation and believe that his eye was shigle to the interests of the

HAB fown haw been plundered and pillaged as few towns have been, through the barter and sale of trolley franchises. So rotten was the series of transactions that only the powerful hand of Mr. Stotesbury was able finally to mave the day at all. He put real money into the situation and rescued the city from a transit famine. When the politicians got through, they had to call in a financier. Thereafter conditions improved, and months ago the present management of the P. R. T. agreed in principle with Mr. Taylor on the whole plan which has come to bear the Director's name and is known as the Taylor plan. There was no indication during the transit fight last winter that the company was doing anything to further the plan in which it had acquiesced, there being a technical point in its favor owing to the failure of the Union Traction Company to undertake its part of the pro-

BUT the P. R. T. stands dedicated today to the Taylor plan, not part of it, but all of it, and it may be stated as an absolute fact that there would be no question now of the ocomplishment of the entire program were Is not that a cotorie of politicians believe the time is ripe to make a killing and contemplate putting into office a set of men who will capitalize the situation for their own benefit. Put it down that every dollar they would get would be at the cost of the pub-He. These political adventurers do not get thing for nothing. They give value relyed. They sell the public interests, for ney have only the public interests to soil. be city might survive the less of milin overcharges for construction work,

betoous as such a thing would be, but the city could not endure any more franchise thefts. It could not endure an agreement for the operation of the new lines that would hand the city over tied and bound to any corporation. The new lines, indeed, are the one lever with which to compel a universal five-cent fare. Once that lever is lost it cannot be recovered.

IT IS easy for any man to say he is for rapid transit. But the time has come for the public to protect itself. To do so it must demand absolute pledges, not generalities. The people must know where every candidate stands, not only on the construction of new lines, but also on the arrangement for their operation. The public has a right to demand, and must demand, of every candidate a definite and absolute pledge. For the one thing most vital to Philadelphia, the one thing that must not be lost in the Nevember election, is the transit program.

To this end the EVENING LEDGER will present tomorrow a series of questions, constituting what will be known as the Transit Pledge. Cut it out and ask your candidate for Councilman to pledge himself on each question. Find out where he stands. Discover if he is a good enough friend to give you a five-cent fare. The Transit Pledge is the people's platform; make your candidate stand on it.

BEFORE Mr. Smith can be Mayor he must show that he repudiates utterly the Lane attitude on transit.

Before Mr. Connelly can be City Solicitor he must prove that he will be a different Connelly from the Connelly who indorsed the fake transit ordinance of last March.

Before any man can be a Councilman, by vote of the people in November, he must have written down his transit pledge and have let his constituents know definitely and surely how he will vote on transit matters.

The kind of protection that is an issue in this municipal campaign is the protection of the transit interests of the whole people.

APPOINT THE BEST MAN

THE duty of the School Board in the mat-Lter of the principalship of the Southern High School is clear. It is to select the best man available for the place, even though he be a woman. It will make a mistake if it chooses a principal because she is a weman or because he is a man. The scholastic, temperamental and administrative qualifications are all that need be considered. The sex of the candidates should be ignored, for it has nothing to do with the case.

25 YEARS OF HISTORY STUDY

WITH the formation of the Society of the Cincinnati by the officers of the Revolutionary Army and the Tammany Society by the private soldiers the country had to be content for nearly a hundred years. The Tammany Society has so far departed from its original purpose as to become an organization known solely because it has given its name to a political party in New York devoted to the exploitation of government for the benefit of the governors. The Society of the Cincinnati is hardly known at all except by name, though it continues to maintain its

The women descendants of Revolutionary patriots about a quarter of a century ago decided that the men had had things their own way long enough, and some of them organized the Daughters of the American Revolution. They are celebrating today the silver anniversary of their order with such exercises as seem to them appropriate. They have developed an interest in American history where it did not exist before, and deserve that commendation which is bestowed on all who have broadened the horizon of any group of citizens.

GOOD SPORTS FROM BOSTON

THE game went their way Saturday, so I the Royal Rooters, who imported Tessie for Philadelphia's delectation, could afford to be generous. Yet they did not know until the fatal ninth that they were not to be routed and dispersed, and they were good sports all the way through. Play for play, they applauded the Phillies and the Red Sox when applause was due, and they made no demonstration at errors and mishaps, ever when Boston gained by them. It was the right sort of sportsmanship, shown in the right way. It added a gracious touch to a splendid game-a game in which there was only one flaw. It was won by the enemy,

Good Americans who remember Lafayette do not forget Von Steuben.

Alexander did not weep. He knew that

Servia, having started the war, may now have the pleasure of ending it-if she can.

The Bostons have a chance today to see what the Philites can do when they set

St. John Gaffney's announced opposition to the President is more interesting to Gaffney than to Mr. Wilson.

The Austrians awfully arrayed are once more storming Belgrade, but the Germans are helping them this time.

The A B C mediators may recognize Car-

ranza, but it is an even bet that Villa will cut him dead if he gets the chance. Columbus Day needs extra celebration this

year. Columbus was the gentleman who discovered a country not involved in the war The men who fought at Gettysburg still believe that a "Bloody Angle" was properly

named, in spite of the greater slaughter in Powder mills are not running overtime to fill orders from the Salvation Army; but gin

mills find their business falling off because of its activity. The Governor has completed his inspec tion of the State highways. It is probable that he looked at the fences, too, while he

Not even the broase figure of William Penn objected to having the City Hall tower open Sunday for the convenience of the strangers from out of town.

was on the road.

BALDWIN'S AND HOW IT GREW UP

Every Big Business Has a Personal History, Which in This Case Began With a Jeweler and an Idea

By EDWARD R. BUSHNELL

DHILADELPHIA is the Hub-the Hub of industrial America. It is, in a sense, the originator of that wondrous transportation system which unites the country and is the admiration and marvel of the world. The names of John Fitch and Robert Fulton, ploneers in the history of the steamboat, are closely associated with this city. Here have been developed great railroad lines. Here is the home of the Baldwin Locomotive Works, which turns out 40 per cent. of all the locomotives used in America and supplies its product to every country on the globe. 'Baldwin's' is known everywhere, and it figures prominently in current financial and industrial history as affected by the mighty war in Europe

General terms fall to give one a true conception of the magnitude of this company's business and the part it plays in the life of Philadelphia. For a period of 84 years it has been turning out an average of 509 locomotives annually. It took 30 years to manufacture the first 1000, but in the great rallroad expansion during and following the Civil War, from 1861 to 1869, the second thousand was turned out. The 10,000 mark was reached in 1889, the 20,000 mark in 1902, the 30,000 mark in 1907, and today the 43,000 mark is near.

Thousands Built Since the "Last"

If all the locomotives this company has turned out could be placed end to end they would stretch from New York to San Francisco and nearly half way back again. And today they are pulling virtually 40 per cent. of the passenger and freight traffic of this country.

Back of every giant industry of this kind is a very human story of struggle, disappointment and ultimate success. Matthias Baldwin, who established the works in 1831, tasted bitterness and disappointment before he finally succeeded. And even after he had constructed his first locomotive, Old Ironsides, he was so disheartened that he was ready to give up. Only his inventive genfus and the iron will which urged him on gave us the Baldwin works. After Old Ironsides had been built and tested the Philadelphia, Germantown and Norristown Railroad Company, for which it was constructed for a contract price of \$4000, refused to pay this amount because of certain defects. These were remedied and a compromise price fixed at \$3500. All the trouble Baldwin encountered over this first locomotive moved him to say to a friend in

"That is our last locomotive." But 42,488 have been built by his company since then.

When Matthias Baldwin started his career the building of locomotives was the last thought in his mind. He learned the trade of a jeweler, and after working in the shop of a jewelry firm for a few years opened a shop of his own in the same trade. It was the failure in the demand for his wares that led him to change his occupation and eventually to take up the construction of locomotives.

From the jewelry trade young Baldwin took up the manufacture of bookbinders' tools and cylinders for calleo printing. The demand for these was so great that the young mechanic determined to install a stationary steam engine, steam power just then becoming practical. The machine Baldwin and his partner had purchased for this purpose proved unsatisfactory, and Baldwin determined to design and construct one especially adapted to his work. It was a success, and the new ideas it introduced immediately were adopted by other constructors. This original stationary engine, built before 1830, is still in working order, and has been used to furnish the power in opening six new departments at Baldwin's.

Jeweler Makes Engines

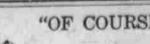
It was the interest which the construction of this first stationary steam engine aroused in him that led Baldwin to take up locomotive building. In 1829-30 the first steam locomotives were imported to this country from England. They attracted so much attention that Franklin Peale, the proprietor of the Philadelphia Museum, determined to have one for exhibition purposes if he could find man who could construct one. He asked Mr. Baldwin to undertake the work. Without having seen a locemotive and with the aid only of the imperfect descriptions that had been published of the competition at Rainbill, England, Mr. Baldwin began operations. On April 25, 1831, the miniature locomotive was put in operation on a pine board track in the museum. The locomotive burned both anthracite and pine knot coal, and the exhaust steam was discharged into the chimney. Two cars were attached, and big crowds went to see the novel spectacle

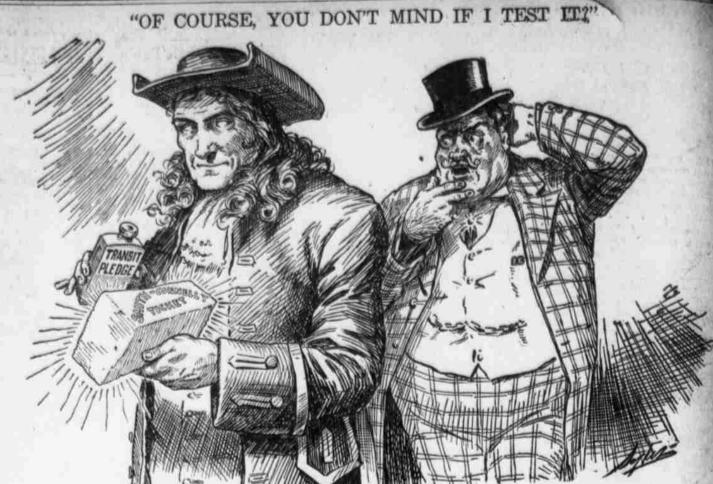
That was the real beginning of the Bald. win Locomotive Works. The success of Mr. Baldwin's model was such that the Philadelphia, Germantown and Norristown Railroad Company, whose cars were then operated by horsepower, gave Mr. Baldwin an order. The difficulties were enormous, because the young mechanic had no plans by which to work. The Camden and Amboy Railroad Company had only recently imported a locomotive from England, and it was then stored in a shed at Bordentown, its parts unassembled. Mr. Baldwin examined the detached parts, and with the aid of a few notes and what he had learned from the model he had constructed for the Phila delphia Museum, started in on his work Most of the work Mr. Baldwin had to do with his own hands, for in that day there were few mechanics competent to do this sort of work and the proper tools were still more difficult to get. On November 23, 1832. Old Ironaides, as the first locomotive was named, received its first test.

One of the things of which Baldwin's is proud is the feat of building a complete locomotive from the raw material in just eight days. The test was made in 1889, when the entire locomotive, beller and tender, and all, was turned out between June 25 and July 2. Wonder what the time would be now?

TYRIAN DYES

Tyre's ruined walls are but as shards or sand:
Fallen the searing tower, the stately faus,
And yet through all the lovely autumn land
The Tyrian dyes remain.
So, seeing how the aster purples gleam,
And the wild sunflower flaunts its guiden fire.
Transported on the magic wings of dream,
The mind goes back to Tyre.
—Clinton Scollard in the New York Sun.





MODERN ROMANCES OF "GETTING ON"

A Few of the Many Instances of the Struggle Up to Fame and Fortune Show That the Old Tales of Success Under Difficulties Are Still New

By CHARLES H. BIGELOW

THERE'S no doubt about it. America is A still a land where fame or fortune or both reward the ambitious boy. The hero tales of a generation ago are being repeated In actual strife for success. The romance of getting on in the world is by no means dead.

In the early part of the year a young woman who speculated in stocks had in her possession 1000 shares of Baldwin Locomotive common stock. On March 3 she needed money badly. The situation was so serious that she could not wait longer, though it was plain that the stock would rise in value. She could have obtained a loan from her bank on the stock, but she knew that she could not secure its full current value. Finally she asked a very prosperous young man of her acquaintance to take it off her hands at 27.

He hesitated, for he saw only a fair investment. He figured, however, that he wouldn't lose, and saw an opportunity to be a Good Samaritan.

Shortly after he bought the shares they began to rise in value, and when the big war orders started to pour in the stock rose by leaps and bounds. The holder of the thousand shares of Baldwin clung to them until a few days ago, when he sold them at 124. Then he found that he was \$96,000 in pocket above his original investment. His accidental entry into the stock market brought him a fortune in about six months.

In Cabinet and Congress

This, of course, was an accident, albeit one of those accidents which manifest a remarkable preference for occurring in America, the

Public life yields many examples of the achievement of success by long and hard struggle such as you find described in boys' books designed to show the young reader what others have done and what he, therefore, may also accomplish. The President's Cabinet contains a majority of such examples. Franklin K. Lai.e, Secretary of the Interior, was a clerk in a California store at three dollars a week before he got the opportunity of sweeping the office floor, washing the inky rollers and distributing the type of a country newspaper. Getting under the surface of things has been one of the characteristics of William B. Wilson, Secretary of Labor. He literally began that excellent habit when only nine years old, for at that early age he had the strenuous task of shoveling coal into little cars away down in a mine.

McAdoo, of the Treasury, began his career selling newspapers. After that he was a farm laborer. Secretary Redfield's father was wealthy until a fire came and made it necessary for the young man to shift for himself. Daniels learned the printing trade. Bryan thought out his first political speech while driving a mowing machine. Oh, but Bryan isn't in the Cabinet. Another former Secretary of State often went hungry while studying law. That man was Elihu

Congress is full of them. Champ Clark at one time in his life fed livestock and chopped wood to pay for his board. Senator Reed. of Missouri, worked on a farm as a youngster and did pretty heavy work for a youngster of seven. Senator Newlands, of Nevada, was forced to the extremity of pawning his watch to meet his board bill. Senator Smoot, of Utah, was once a woolen mill worker. Senator Norris, of Nebraska, was obliged to leave home as a wage-earner at the age of ten. Senator Sherman, of Illinois. a "favorite son" among presidential possibilities, walked to college with all his money in his pocket-seventeen dollars. Senator Cummins, of Iowa, earned his college expenses by working in a carpenter shop and on a farm. Senator Vardaman, of Mississippi, raised money for studying law by cutting ties on a railroad.

A Variety of "First Jobs"

Gallinger, of New Hampshire, was taken out of school and indentured to a village editor in Canada when he was a small boy. He earned eight dollars during the first year. La Follette began work at the age of four teen, carried on a farm of 140 acres, taking care of a large family and providing the expenses of a college education. While at onilege he was heels over head in work and almost broke down from the strain. Senator Bristow, of Kansas, entered upon married life in a one-room house. The list of "upfrom-poverty" Senators might be further ex-

Charles Warren Fairbanks, former Vice President, once worked as a carpenter at \$1.25 a day. Myron T. Herrick, ex-Governor of Ohio and former Minister to France, ped-died dinner palls for farmers. A brick mason is Mayor of St. Louis. A poor Jawish immigrant-he's wealthy now-is Governor of

The Governor of Arizona was a restaurant waiter. The Ambassador to Turkey had to earn for himself and family when he was a lad in his teens in New York's East Side.

In many other lines of activity besides politics and government you will find at the top many men who began way down at the bottom with nothing in prospect except what they could gain by their own effort. Elbert H. Gary, of the United States Steel Corporation, was once a \$12-a-week clerk. Working many hours a day as a telegraph operator was the way William H. Canniff started on the path which led to the presidency of the New York, Chicago and St. Louis Railroad. A much longer road was taken by William C. Brown, who started as a section hand and kept on working until he became the head of the New York Central lines. The arduous task of digging up tree stumps fell to the lot of Robert S. Lovett, but he finally reached the presidency of the Union Frank A. Vanderlip, president of the National City Bank of New York, was employed at 16 in a machine shop with wages of 75 cents a day.

Masters of Amusement The late B. F. Keith, a millionaire amuse-

ment promoter, started in business by exhibiting a freak baby in a Boston store for 10 cents admission. Later he acquired a museum building, and finally a chain of theatres all over the country. The humble job of walter in a "loop" eating house in Chicago was the business beginning of President Weeghman, of the Chicago Federal League baseball club. He now owns 100 m

There are many Philadelphia instances, A reward of \$1.50 a week was all that came to J. Fred Zimmerman, Sr., when he

AMUSEMENTS

NOTICE TO PUBLIC NOTION THE DAY, Mat., 2:18; Evgs., 7
NIXON THEATRE, 52d and Market,
Market St. L. and Surface
Direct to the Door. The Barnam's Circus of All Vaudeville THE NIXON USUAL BIG SHOW AND

FINGER'S 25 MIDGETS

Elephants Ponies Bears WORLD'S GREATEST NOVELTY Most Expensive and Elaborate Bill Ever Officed at Popular Prices. ONLY PHILADELPHIA ENGAGEMENT Baseball Returns Read From Stage Every Day.

METROPOLITAN COMPLETE CHANGE OF PROGRAM nother \$2 Entertainment De Luxe for 25c at Opera Classic THE SENSATIONAL PHOTOPLAY Chimes of Normandy
Allegorical Living
Picture

THE SENSATIONAL
PHOTOPLAY
"The Blindness "LIBERTY" of Virtue" With Stirring Patrietic Music. Vocal Selections by

Arthur Aldridge GRAND Cavalleria
Famous Winter Garden OPERA Trovators
SYMPHONY ORCHESTRA CHORUS OF 50
IRIDESCENT FOUNTAINS Prices Mats. Daily, 15c and 26c. Two perferm-ances Nightly (7 & 9), 15c, 25c, 50c. B. F. KEITH'S THEATRE

GEMS OF FAVORITE OPERAS! Gilbert & Sullivan Revue "Pinafore" "The Mikado" "Pirates of Penzance" "The Gondoliers" STUPENDOUS SURROUNDING SHOW! artey Grapewin & Anna Chance; Gertrude Van-bils & George Moore; Al Galem Company; Ryan & Tierney; Other Features.

CHESTNUT AND TWELFTH STREET

GLOBE Theatre MARKET & JUNIPER STS. A. M. to 11 P. M. 10c, 15c, 25c. Pretty Girls "PIER 23" Musical Connedy CARDO and NOLLS Original Loads RESULTS OF WORLD'S SERIES GAMES PALACE 1214 MARKET STREET BEATRIZ MICHELE "Salvation Nell" ADMISSION 100 WEDNESDAY and THURSDAY MARY PICKFORD in "RAGS"

Charles Chaplin in "Shanghaied" American Theatre Girard Ave. Below 8th In Conjunction With Regular Bill WHERE CHICAGO TRIBUNE'S MOVING PICTURES GERMAN SIDE OF THE WAR (Direct From Adeiphi Theatra)
DALLY S P. M. ALL SEATS, Ioc.
EVENINOS V and 9-10c, 15c, 20c.
Profits to Billed and Crippied Soldi

NIXON'S "On the School Playgrounds" GRAND Musical consents with H. Bren-day 3:18 7 a.s. World's Series by special W REGENT MARKET BOOM ORVENTERED DATES TO DATE TO TOMORROW THE ACRE OF A WAGE STAVE

took his first job in a jewelry shop. Later he obtained a job as stage door tender at the Arch Street Theatre. By hard work plus incessant optimism, he became a power in the theatrical world.

And when we speak of optimists, no one knows a more emphatic type than former Governor Edwin S. Stuart, who is also a former Mayor of Philadelphia. How he started in life tending a bookstand and later became the head of one of the largest establishments in the city is common knowledge among Philadelphians. The late George W. Childs was a newsboy.

And there's no better place to startor stay-than Philadelphia.

NATIONAL POINT OF VIEW The warning of Attorney General Gregory is appropriate and timely, for in the case of iron and steel the American people are neared a complete monopoly today than ever before.

New York World.

Confidence in the future of the canal and in its ultimate completion in perfect and reliable condition is augmented by the assurance that General Goethals has voluntarily determined that for him to leave now would be a sort of descrition of his great task. — Washington Citizen.

There is an American standard that we wish to preserve. This can be done better through a protective thriff than by any other means and when specific duties are substituted in great many cases for ad valorem duties the abuse of undervaluations is largely eliminated. —Springfield Union.

Our schools of theology must no more be de voted to the mere repetition of outworn for mulae, but must address themselves to the task of restating Christian theology to this age, just as Irenaeus, of Lyons, and Tertullian, of Carthage, the great apologists of the primitive centuries, succeeded in presenting Christianity is a way that conquered Greek, Roman and Oriental.—Boston Transcript.

AMUSEMENTS

NIGHTS AT 8:15 MATINEES (THIS WEEK) TUES, WED, FRI. and SAT. BROAD Owing to the great demand for seats for "Daddy Long Legs" Mr. Miller and Miss Chatterton will give extra Friday Matinees beginning Oct. 15th.

KLAW & ERLANGER Present

HENRY MILLER RUTH CHATTERTON

DADDY LONG LEGS 50c to \$1.50 at MATINEES TOMORROW, WEDNESDAY and FRIDAY FORREST-Now Mats. 2:15

TWICE DAILY

D. W. GRIFFITH'S THE BIRTH OF A NATION 18,000 People 3000 Horses

ADELPHI—Beginning Tonight WILLIAM COMEDY TRIUMPH HODGE Happiness" JOIN THE GREAT ARMY OF HODGE ADMIREDS
IN A GALA WELCOME HOME TONIGHT!
NOTE:—If you were pleased by "The Man From
Home." you will be delighted with "The Road to
Happiness."

LYRIC EVENINGS AT 8:15
MATS. WED. & SAT., 2:15
Come tonight—tonight's the night. If you wast used the full benefit of the unexpurged edition of HANDS UP The Piret Big Musical Bhow of the Beater MAURICE PLORENCE WALTON FRANKLIN GREEN

AND 100 PRETTY HUMMING POPINIAYS AND DANCING 1915—ACADEMY OF MUSIC-1916 BOSTON SYMPHONY ORCHESTRA HOLDIST MELBA FARRATION ORCHESTRA Da. Kant. Muck, Season tickets now on sale Conductor HEPPE'S, 1119 Chestnut S. Prices. \$9, \$7.50, \$5, \$3.50. Boxes, \$75, \$60, \$40.

THE WALNUT Phone—Walnut 2021.
THE WALNUT PLAYERS IN THE "VAMPIRE" MATH DAILT (Except Monday) AT 3:15 EVENINGS AT 8:18

PRICES 150 TO The EVENINGS TRIANGLE PLAYS Twice Daily, 2 & Sp. m. RAYMOND HITCHOOCK in "Stolen Magic." "OLD HEIDELBERG," with Deroil's Ulah. EDDIE POY in "A Pavorite Pool." Frank Keenan in "FHE COWARD." 250 good seats, 25c; 3w good seats, 50c, others at 75c. Better once at \$1 and \$1.

Chestnut St. Opera House at bel. 110 MARIE DORO Stanley "The White Pearl"

ARCADIA Kathryn Osterman "THE BLUDGEON"

DUMONT'S DUMONT'S MENSTRELL MATINEE TODAY TO AND ARCH STE Trocadero GIRLS PROM ROSEADI PEOPLES UNCLE TOM'S CABIN