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PHILADELPHIA, MONDAY, MARCH 6, 1916.

Brave men were living before Agamemnon. -Horace.

"RED HERRING" TRANSIT

There is but one kind of transit the peo-ple want, and that is real rapid transit. The Taylor plans are feasible, safe and same. They have been indorsed by the people and they must be translated into fact. must be translated into fact.

DOPULAR revolt against the "red herring" transit plan is not a circumstance to the indignation that will arise when the inadequacy of the substitute is fully revealed and comprehended.

The people of this city have never proposed to tax themselves for the purpose of providing additional capital for the P. R. T. and handing over to it, free of cost, fat subway and elevated lines, which, while of incldental service to the people, would work in particular for the greater profit of the company and the transmutation of old water into gold.

CONSIDER what is planned. L The immediate and independent con-struction of the Frankford L, as step number one.

II. The construction, step number two, of two subways from Erle avenue to Spruce street.

The Frankford L is the cream of possible new subway development. There is not now and never has been any reason for the construction of it with city money, unless it was to be used as a whip to compel operation of a complete new system on favorable terms by the P. R. T.

Step number two is cut off at both ends in such a way as to boost the surface lines and compel the kind of strap-hanging which now exists on the crosstown cars at 52d street during the rush hours. Its chief function would be to relieve the P. R. T. of long-haul fares from the northern section of the city, at no construction cost whatever to the company. The Broad street subway is the "next-to-best" cream of possible transit lines. A private operator could be got to equip and operate it and guarantee \$1,000,000 a year for the

City Hall is feasible, as is shown by the fact that even under the "red herring" plan it is actually proposed the tube shall so run. If the station under City Hall was to be far more expensive than supposed, it was the McNichol company and not the city that was caught, for the company was tied up by as tight a contract as was ever written and the surety companies had given their guarantees that the work would be done. The only excuse for the change will be a saving, estimated, of many thousands of dollars over the original station.

MR. TAYLOR asked for \$50,000,000 where-with to finish his entire program, including a high-speed surface line, on private right of way, to Byberry. That his estimates were fair is abundantly proved by the fact that every contract awarded has been at less than his figures. Yet the "red herring" plan calls for \$85,000,000, and would not give a comprehensive system at all. "It ain't reasonable, Birsky."

THIS talk about being careful, taking plenty of time for deliberation and going slow, is very humorous. The only people who are acting in haste are the Mayor and his Director. They suddenly come along and announce the emasculation of a program which has been under public discussion for years, which has been approved of by virtually every business organization in the city, and which had been tentatively accepted by the P. R. T., yet they sagely say go slow. There has been too much slowness already.

THE "dream" lines might be taken seriously were it proposed to protect the sacred funds necessary for their construction. It will be noted, however, that there is no proposal to have Councils indorse the system as a whole, providing for a loan sufficient to begin all projects, said loan to be issued as needed, which, under recent decisions of the courts, would protect the funds for transit. The Legislature has already once acted favorably on a proposal to amend the constitutional amendment of last November, and the funds which so laboriously were made available for transit are actually menaced. Once let the transit fund be dissipated, and there will be no real rapid transit in Philadelphia for 50 years.

UNDERLYING the whole situation is a condition of the utmost peril. In Mr. Twining as an engineer we have the fullest and most complete confidence. We have never heard of any one who has not. But we regard it as lamentable that it is only as an engineer that Mr. Twining is interested in transit. He conceives it to be his sole function to carry out such projects as the proper legal organisms order. The previous Director, on the contrary, made it his business to consider transit as a whole, in its infinite complications. It was his duty, he felt, not only to see that the lines were properly built, but also to assure a just agreement for their operation; to see to it that the Legislature assisted in the financing of the problem and to bring it about that the maximum service for the whole people should be got from the expenditures authorized. The plan in which Mr. Twining has acquiesced would seem to be devised primarily to fill the surface cars

GAIN, the idea that it is economy to wreck

and not to serve the people.

Tom Daly's Column

SO SPEAKA DA MADRE W'en ees com' Marcha (dees tima da year) You be su'prisa da theengs I can hear Ecf I can seet where nobody ces near.

I can hear theenas cen da aroun', Water, dat's maka no soun'-How-you-call "sap" for da trees-I can hear honey for beea Startin' to climb for da flower. I can seet here by da hour, Hearin' da roots of da grass Seena to da breezes dat pass: Hearin' theenas movin' groun' Wan lectla grave een da groun'.

W'en ees com' spreeng over hollow an' heell, You be su'prise de theengs I can feel Section' alone w'en da house cesa steell.

I can feel theengs een da proun', Lectia theenos movin' aroun'. Roots from da flower an' da tree Seem to be provin' in me. Yes, I can feel cen my side Heem dat was born an' dat died; Ah! he ees part of me steell, So ees no wondra 1 feel All dat ees movin' aroun' Wan leetla grave een da groun

The Worst That Ever Happened THAT'S your most vivid recollection?" asks A A "This is mine: Sueaking into the house by the back way, with the intention of getting off my clothes and hopping into bed to sidetrack a licking, and being surprised in the act by a violent parent at the precise moment I was about to slide my nightgown over my head."

> NEVER SATISFIED Man hopes for the best-The perpetual fretter-When it comes he won't rest Till he gets something better.

The Town's Pet Wheeze WHEELING W. VA. Some load for a barrow.

La

X. Q. Smee. TROY (N. Y.)

Growing a Helen.

Standards of Measure

Standards of measure I have noticed: That throats are always cut from ear to ear. That a desperado is always armed to the seth. C. B. S. teeth

What Would You Like to Be?

A lively, sympathetic, thoughtful and tirelessly active nurse, a graduate of the U, of P. Training School, offers this:

I wish I were a turtle A slow. lethargic turtle. With nothing in this world to do But live and dream the whole day through; Or lie upon a grassy log, Or sit and gossip with a frog. And know no matter what befell I'd but to draw within my shell And let the whole world go to-grass.

Sailor Song

(By our own John Masefield) Oh, there's some men love a lady and a quiet nook that's shady nook that's shady And a cozy little cottage on the lea: Let them have their darling misses, but for me the smacking kisses

Of the wind on the open sea.

And they're some that love the city and expend some useless pity On a "poor, forlorn and homeless" chap like me they've got the queerest notion of a life upon the ocean.

In a ship on the open sea.

And there's some that like to travel through the dust and mud and gravel And they're pleased to think they live a life

that's free: But a place that's more my liking is the king-dom of the Viking.

ship on the open sea



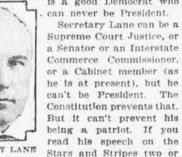
AN AMERICAN WHO CAN'T BE PRESIDENT

Franklin K. Lane a Lover of the

Stars and Stripes Like All Good Patriots Throughout Our

Glorious Land

THERE'S a saying about good Indians. Let Lthere be one about good Democrats. A good Democrat is a Democrat who can never be President. It's a facetious remark, at least intentionally such. Anyway, Franklin K. Lane is a good Democrat who



three years ago you know something of the warmth of his affection for the American flag. It was a splendid conception of patriotic duty and service which he expressed in that memorable address-so fine a thing that it is read in many American schools on every patriotic occasion (as if, by the way, any one day rather than another can be properly set aside for patriotism).

Franklin Knight Lane, of San Francisco, was born near Charlottetown, Prince Edward Island, Canada, July 15, 1864. His parents moved to California when he was about 5 years old. And the Constitution provides that the President must be a natural-born citizen of the United States, or that he must have been a citizen when the Constitution was adopted. And the Constitution was adopted a long, long time ago.

sometimes his job hasn't seemed quite big enough for Lane. Which is an awkward way of saying that Lane seems to measure larger than any job he has ever held. He can't be President, so a good boost can do no harm. (Facetiously speaking again.) Short, thickset, well-knit, a little portly; his dome-like head bald except in back and on top before the earline; his mouth firm, his eyes gray-blue and friendly, his voice as cordial as his couptenance.

What the Flag Said

Lane heard the flag say this: "Let me tell you who I am. The work that

we do is the making of the real flag. I am not the flag-not at all. I am but its shadow. I am whatever you make me, nothing more. I am your belief in yourself, your dream of what a people may become. I live a changing life, a life of moods and passions, of heart breaks and tired muscles. Sometimes I am strong with pride, when men do an honest work, fitting the rails together truly, Sometimes I droop, for then purpose has gone from me, and cynically I play the coward. Sometimes I am loud, garish and full of that ego that blasts judgment. But always I am all that you hope to be and have the courage to try for.

"I am song and fear, struggle and panie, and ennobling hope. I am the day's work of the weakest man, and the largest dream of the most daring. I am the Constitution and the courts, statutes and statute makers, soldier and dreadnought, drayman and street sweep, cook, counselor and clerk. I am the battle of vesterday and the mistake of tomorrow. I am the mystery of the men who do without knowing why. I am the clutch of an idea and the reasoned purpose of resolution. I am no more than what you believe me to be, and I am all that you believe I can be. I am what you make me, nothing more. I swing before your eyes as a bright gleam of color, a symbol of yourself, the picture suggestion of that blg thing which makes this nation. My stars and my stripes are your dreams and your labors. They are bright with cheer brilliant with courage, firm with faith, because you have made them so out of your hearts, for you are the makers of the flag, and it is well that you glory in the making."

What Do You Know?

Queries of general interest will be answered in this column. Ten questions, the dnewers to which every well-informed person should know, are asked daily.

QUIZ

- Was the system of longitude and latinge understood in the time of Columbust
 Is it legal to pay United States taxes with
- a check?
- 3. What is meant by "salient" in war dispatches? 4. Who is the Russian Ambassador to the
- United States?
- About how deep in the water does a minimarine travel in general?
 About what is the difference in time be-
- .tween Philadelphia and San Franciscat 7. What is the average pay of a policman is Philadelphia? 5. Has New Hampshire any sea coast?
- 9. Name a daily newspaper published in fas Francisco?
- 10. What is the speed of a Zoppelin?

Answers to Saturday's Quiz

1. British Honduras.

2. oliere. Frank F. Fletcher, rear admiral.

- 4. Edgar Fahs Smith.
- Four miles. East.
- 7. Twenty-five cents, under the columne art
- of 1873.
 Counting by tens is prehistoric. The dedmal fraction system came in with legarithms, during the seventeenth century.
- Antonio Salandra. Antonio Salandra.
 In area, Los Angeles. Estimated pepula-tions, January 1, 1916, gives Los Angela a slight advantage.

Wheat Production

Editor of "What Do You Know"-Kindly state what the latest statistics of Russia and the United States are in the production of wheat C. W. C.

The United States produced 891,017,000 bushels of wheat in 1914, and Russia produced 710, 960,000 bushels. This is the last year for what complete figures from both countries are avail-



right.

The only two steps, therefore, which are offered as anything more than a dream are of such a character that, considered by themselves, the city would not be justified in spending one cent for the construction of the one, and the other should be an immediate profitmaker.

TT SHOULD be recollected that the neces sity for a four-track subway on North Broad street was based entirely on the feeder lines. With those feeders eliminated, it would be criminal waste to build in effect two subway systems between the same two points, while depriving outlying sections of any relief whatever.

Moreover, the "red herring" plan is in direct violation of two of the salient principles of subway construction laid down by Director Twining himself.

Says principle 3 of the Director's platform; Plan the system as a comprehensive whole and with the underlying idea of operating the lines on the principle of through routing Avoid the so-called looping method of operating wherever possible.

Yet the "red herring" plan proposes two virtually parallel dead-end lines, each one of which violates the principle stated and would continue to violate it until the "dream" extellatons were made. Instead of one throughrouted line, two dead-end lines are offered. Principle 4 of the Director's platform says:

Build the minimum amount of subway ne, as this is the most expensive form of construction, and he nce carries the highest interest charge per mile.

Then, in answer to that declaration, he proposes to construct, as step number two, the most costly part of the subways contemplated in the Taylor plan and puts the ax to every one of the elevated projects but one.

FINERE is little use to discuss engineering - phases. To swing the proposed Arch street side of the loop out along Ridge avenue is not objectionable. The routing through to Manayunk, as an ultimate plan, via the loop, was contemplated also by Mr. Taylor. The value of through routing is not in dispute. Eighter the "red herring" plan, however, it is a distant vision.

in regard to changing the station under City Hall; probably the new station would as almost as well. Nevertheless, it is proper to point out that the McNichol company was under bonds of \$1,000,000 to turn the work over exception, that the task had not been beguin until some of the best engineers in the nation had passed on it, the McNichol commany itself having brought over from New Form the londing authority on underpinning pitters making in hid, and this going under

A the Taylor plans is somewhat awkward in view of Mr. Twining's statement that it will cost 10 per cent. more to build the lines now than it would have cost could the contracts have been let earlier. That is allowed for in the Taylor estimates, but the way prices are increasing, before long it will cost double Even so, however, Mr. Twining's belief that the entire system under his plan would cost from \$3,000,000 to \$4,000,000 less than the complete Taylor plan means that the entire system, in effect, would cost but \$11,000,000 or \$12,000,000 more than the piece system

proposed. Let it be remembered, too, that not until a year after the operation would there be any interest charge on the investment for the city to meet, and interest and sinking fund together, under a 50-year amortization, would aggregate only 5 per cent. This means that the additional share of the gas returns, which the city is to get after 1917, would actually meet the cost of virtually all the additional money, over and above what the Mayor proposes to spend, needed to build the Taylor system in full. Let the average citizen think that over.

TOREOVER, so soon as a public utility M begins to earn dividends, it is no longer charged against the borrowing capacity of the city. It is certain that the Frankford L would come under this head at once; and assuredly, if the volume of business between Erie avenue and Spruce street is going to be so great as to require two distinct sets of double tracks, it will be great enough to earn dividends. The work contemplated by Director Twining, therefore, would probably not be charged against the taxpayer at all. It is on this account that these two projects were always the city's aces in dealing with the traction company.

Nor has the public yet been enlightened as to whether the Mayor plans an operating agreement at this time which will embrace all the lines, not only the Broad street subways and the Frankford L, but the "dream" lines as well. The city, it is very obvious, cannot afford to turn over any part of the new system to the operating company until it has made its arrangements for the operation of all parts. Any other procedure would wreck beyond recovery the city's case.

THE issue is simply this:

\$35,000,000 for "red herring" rapid transit. OF

\$50,860,000 (possibly less) for the complete Taylor system.

So when through this life I've drifted, and at last the anchor's lifted For my voyage to the great Eternity, Then I want to end my roaming, then I want

to go a-homing. In a ship on the open sea. -P. Villain.

Dr. Alexander Hamilton in Philadelphia

Sunday, September 16, 1744 .-- This morning proved very sharp, and it seemed to freeze a lirtle. I breakfasted at Neilson's with Mesara. Home and Watts and went to the Presbyterian setting in the morning with Mr. Wallace. There I heard a very Calvinistical sermon preached by an old holderforth, whose voice was somewhat rusty and his countenance a little upon the four square. The pulpit appeared to me somewhat in shape like a tub, and at each side of it aloft was hung an old-fashioned brass sconce.

In this assembly was a collection of the most curious old-fashioned screwed-up faces, both of in and women, that ever I saw. There were a great many men in the meeting with lines nightcaps, an indecent and unbecoming dress which is too much wore in all the churches and seetings in America that I have been in, unless it be those of Boston, where they are more decent and polite in their dress, the' more fantastical in their doctrines, and much alike their honesty and morals.

I dined with Collector Alexander, and in the afternoon went with Mr. Weemse to the Roman 'hapel, where I heard some fine musick and saw ome pretty ladies. The priest, after saying mass, catechized some children in English, and insisted much upon our submitting our reason o religion and belleving of everything that God said (or properly speaking everything that the priest says, who often has the impudence to quote the divine authority to support his absurdties), however contradictory or repugnant it ed to our natural reason. sick qualm in this chapel, which] with a at tributed to the gross nonsense, proceeding from the mouth of the priest, which, I suppose, heing indigestible bred crudities in my intellectual stomach, and confused my animal spirits. I spent the evening at the tavern with some cotsmen.

Denigens of this metropolis who are in the habit of reserving tables for election should anticipate their celebration by four months. The large time for tumult and shouting will be the night the Republican months. is chosen at Chicago. Election night, 1916, won't be worth staying up until s o'clock on account of $\rightarrow F$. P. A. in New York Tribune.

Oh, Frank, using a preposition to end a sentence with ! And as to your proposition, wait till Bailey, of the Houston Post, sees that!

MAXIMS & SEE YOUF IRST On Ye Harvest Ev'ry man, be he wise or a fool, Finer clay, or a creature of dross, Knows that millionaires gather no wool And a rolling-chair gathers no moss.

AA

Mixes With Politics

Lane is half Scotch, three-eighthis North Irish and one-eighth French. The Scotch atmosphere was in the Lane home. That means, principally, that the Bible was the foundation of that home, and learning was its light. Frank's parents, like true Scotch people, wanted to dedicate one son to the ministry, and Frank was the one selected. He himself fell in with the idea, but gave it up when he finished high school and started into newspaper work. He began as printer's devil and Item hunter. Then he became a full-fledged reporter. That was in Oakland. Berkeley was nearby and in Berkeley was the Unlversity of California. Nothing would do but he must have a college education. So he worked his way through the four years of college by reporting for Oakland and San Francisco papers. And in San Francisco was Hastings Law School. So he worked his way through the three years of law school by the same methods. Then he embarked on journalism as a profession, establishing himself in New York city and later in Tacoma, where he was part owner of a newspaper in the boom days of the Washington city. And after that came the practice of law in San Francisco.

In his college days he mixed with reform politics. California politics was in considerable need of reform. He helped form a young men's league, the object of which was to purify the Democratic party, which didn't need any more purifying than the Repub lican party; nor as much, and that's saying a great deal. James D. Phelan, the new Senator from California, was another member of the league. After a while Lane got still busier as a reformer. A young lawyer and active citizen, he helped draft a new charter for San Francisco, and everybody thought it was a pretty radical document when the job was done. And then somebody was needed in the office of city and county attorney to get the charter honestly interpreted. The bosses acquiesced in Lane's nomination, thinking he couldn't be elected. True, he had no money and the bosses furnished him none, but he adopted what was then the novel expedient of waiting at factory gates for the noon whistle and talking to the men when they came out of the shops. The scheme worked. Lane was already a good campaigner. He was elected. He was elected again and yet again, each time by a larger majority than before. Then he ran for Governor, without money and without price, and was nosed out on the final returns by 3060 votes. Those 3060 votes still smell unfrågrantly-enough said, without making any charges. After that the Democrats gave him the party

vote for United States Senator, and in 1993 Roosevelt appointed him a member of the Interstate Commerce Commission. "T. R." had faith in this good Democrat. Lans held the job till he became Secretary of the Interior in Wilson's Cabinet. Be it said, candidly, that his progressivism hasn't yet stopped progressing. Lane has always second to fit his job, though

NATIONAL POINT OF VIEW

Our neighbor, Maryland, is adopting the budget, and Virginia will come to it also. And And it will be a good day when she does .- Richn Times-Dispatch.

Have we developed any strong national sentiment against waste and in favor of the just application of public funds to public needs as distinguished from the "pork barrel"? If so, we may be forgiven our orgy. But have we?-Albany Knickerbocker Press

We have been talking about conquering the markets of the world while the Powers of Eu-rope were at one another's throats; but after the war we shall have to fight harder than ever to stay in European markets which we have regarded as our own for generations.-Washington Times.

The United States navy needs a complete military organization, a general staff composed of the very best officers in the service, charged with the maintenance of the navy at the highest state of efficiency, a staff that cannot -Kansas City Journal.

If the end of the war should catch us in a floodtide of prosperity and with our markets wide open to European competition, which our inflated wage scales would prevent our meeting, the event will be as disastrous as if had felt the blow of sudden peace. The United States needs above all else practical and wise tariff protection —Detroit Free Press.

Primarily the Haitian-American agreement is intended to assure the maintenance of order in a little neighboring country. But, like the re-cently ratified Nicaraguan treaty, it may also be interpreted as a step toward preparedness. Both documents have been drawn with the thought that an ounce of prevention worth # pound of cure .- Cleveland Plain Dealer.

ON THE DEATH OF A FRIEND

Thou art gone to the grave; but we will not deplore thee.

Though sorrows and darkness encompass the

Thy Saviour has passed through its portals before thee

And the lamp of His love is thy guide through the gloom!

Thou art gone to the grave; we no longer behold

- Nor tread the rough paths of the world by thy side;
- But the wide arms of Mercy are spread to enfold
- And sinners may die, for the Sinless have diad!

Thou art gone to the grave; and, its mansion

forsaking. Perhaps thy weak spirit in fear lingered long; But the mild rays of Paradise beamed on thy waking.

- And the sound which thou heardst was the Seraphim's song!
- Thou art gone to the grave; but we will not

deplore thee: Whose God was thy ransom, thy Guardian, thy Guide! He gave thes. He took thes, and He will restors

Noblesse Oblige

Editor of "What Do You Know"-1. Can you tell me the origin of the famous motto, "Nobless oblige"? Am I right in thinking it was in some connected with the Order of the Garter way 2. Also, Macaulay, in one of his essays, I be lieve, ascribes a great number of things to us schoolboy's learning. The passage begine, "Swij schoolboy's learning." The passage begine, "Swij schoolboy knows * *" I am told, and I would very much like to see what Macaday credits him with knowing. Could you place the guotation? SCHOOL GIRL 1. The saying, "Noblesse oblige," has no con-nection with the foundation of the British Order

of the Garter. It embodies the social philosophy of the old nobility of France. The obligations of the nobility toward those dependent on the were regarded as of the same character as the chloradic of a father toward his child. It would were regarded as of the same character would obligation of a father toward his child. It would be impossible to determine when the phrase wai first used, for it was doubtless frequently in the mouths of men pafore it was written down in book. 2. At so, ut the end of the fourth pape in Macaulay's essay on Milton this passage appears: "Every girl who has read Mrs. Marcel little dialogues on political economy could tea Montague and Walpole many lessons in finan-Any intelligent man may now, by resolute applying himself for a few years to mathematical learn more than the great Newton knew after half a century of study and meditation." If this t the passage which you are seeking, per some reader may be able to tell you when is not the passage which you are to find it.

Posthumous Fame

Editor of "What Do You Know"-Who is be uthor and from what poem are these liss quoted:

Their noonday never knows The height to which they rise, 'Tis night alone which shows How star surpasses star.

It is a poem written on great men not full appreciated in their lifetime. J. MeX Will some reader answer this question?

Dead Reckoning

Editor of "What Do You Know"-I have !" read of a ship that was sailed by dead rec ing. What does this mean? S. Y. ?

Dead reckoning is a calculation of a shirt position without any observation of the has enly bodies. The captain makes a guess, after consulting his chronometer, his company, his is and after observing the mind and after observing the wind.

Hoag's Prophecy

Editor of "What Do You Know"--White it the prophecy of Joseph Hoas, the Quaker, to is found? This prophecy was published in its 18th century and was remarkable for the approximately racy with which it foretold coming events. K. M. G

Can any reader assist K. M. G. to the informe tion he seeks?

Greek Fire

"What Do You Know"-What B G. O. W. Editor of Greek fire?

It is a composition of saltpetre, sulphir at maphtha, first made by Callinicos of Halioper in 668 A. D. Tow soaked in the compound was suried in a lighted state through tubes or test or arrows. naphtha. in 668 A. D. to arrows.

Haberdasher

Editor of "What Do You Know"-What a to origin of the term haberdasher as are a dealer in men's furnishing? KALESMAN

and He will restors for the flaviour has manufacture means manufacture means manufacture means the set of the first Charter. A haportaster is the force, a dealer in hupertasterie, or we do have been computed, happertastery.

and death has no sting, for the Saviour has died!