

Evening Ledger

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PHILADELPHIA, FRIDAY, MARCH 10, 1916.

Because right is right, to follow right
Were wisdom in the scorn of consequences.
—Tennyson.

It is a long way to Verdun, but the Crown Prince seems to be on his way.

The new Secretary of War confesses that he has a great deal to learn. The rest of us know that he has a mighty short time to learn it in.

It is probable that the man who sent \$30,000 from Philadelphia to the conscience fund in the national Treasury is not the one you think it is.

Some people go away from Philadelphia in the winter because it is not hot enough, but for other things are often just a little bit too warm.

It is now up to those who are opposed to holding automobile races in Fairmount Park to give their reasons. There may be some valid ones, but what are they?

Villa was reported to be on his way to Washington to see the President. He evidently decided that it would do just as well to send a message by way of Columbus.

A man who seeks the Presidency of the United States for anything that it will bring him is an audacious fool.
—President Wilson at the Gridiron Club dinner.

The President knows where she speaks.

The enthusiasm with which the suggestion of a patriotic day, to be observed during the convention of the Associated Advertising Clubs of the World, has been received is indicative of the feeling of a vast majority of Americans that it is a peculiarly fit time for them to answer the challenge that this is a "mass-meeting" and not a nation. It is planned to have the celebration in Philadelphia the most imposing thing of its kind ever held on this hemisphere, if, indeed, anything of its kind has ever before been held anywhere.

The Mexicans who raided Columbus, N. M., are described as bandits. When they are across the border fighting Carranza they are called insurrectionists. If Carranza cannot prevent the Mexican outlaws from making raids, the United States will have to do something more effective than watch and wait on his pleasure. Nobody wants to go to war with Mexico, but conditions in the Southwest are rapidly getting to be intolerable.

There ought to be no objection in Washington to the request of the Baldwin Locomotive Works for permission to straighten Crum Creek, at Eddystone, and spend \$100,000 in building a ship basin there. The basin will not interfere with the navigation of the Delaware, and it will enlarge the docking facilities for large ships. The work ought to be done, and it is a proper charge upon the National Government, but there is no good reason for either Congress or the War Department, which has charge of navigable streams, to object to having it done at private expense.

It was morally certain from the beginning that Portugal would enter the war. She has an alliance with Great Britain which requires her to assist that country in certain contingencies. She began to give assistance a few days ago by seizing the German merchant ships that had taken refuge in the harbor of Lisbon to escape capture. So long as Portugal remained neutral they were safe, and when peace was declared they could go to sea again and carry German goods to the ends of the earth. The seizure of the ships was an unfriendly act and Germany has naturally accepted the challenge and declared that a state of war exists. The most important effect of the changed status of Portugal will be to open the ports of the Azores and Madeira to the warships of the Allies which are scouring the seas for German raiders. An incidental effect is that it raises the number of nations engaged from the unlucky 13 to 14. The four States of Germany, Austria, Turkey and Bulgaria are on one side, and on the other are England, France, Belgium, Russia, Italy, Serbia, Montenegro, Portugal, San Marino and Japan.

ROOSEVELT'S HAT IS IN THE RING

THERE is no mistaking the meaning of the statement which Colonel Roosevelt has called from Trinidad to the New York Mail.

His hat is in the ring.

The statement divides itself into three parts. The first is a declaration that he will not be a candidate for the nomination in the primaries in any State, that he does not wish the nomination, and will not be a party to a factional fight to secure it.

The second part is a challenge to the men of heroic purposes and high ideals to nominate him as the man who is able to assist them in carrying out their purposes by realizing their ideals in action. Unless the country is in this mood, he thinks it would be a mistake to call him to lead it.

The third and concluding part is a declaration that nothing can be expected from the present Administration but hypocrisy and infamy.

All this means that if the country wants him he is ready. It is not in his followers to get him. And it is a warning to the man who has not actually hunted for delegates that if they do not stand up for the most vigorous kind of Americanism they will have to reckon with him in the coming campaign, for he is "not in the least interested in the political fortunes" of any man. He may be expected to issue a supplemental statement when he returns to New York. In the meantime, it is worth noting that the Colonel has once more proved that he is a political strategist of the highest rank, for at the moment when every one is congratulating the President on his victory over Congress he reminds the nation by cable from the islands of the sea that there are other pebbles on the beach.

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REAL TRANSIT OR NO LOAN

The people have voted once for the Taylor plan. They will vote for it again if need be, but they will bury under an avalanche of ballots any attempt to fast a makeshift substitute on them.

A MAGNIFICENT plan for transit development was submitted to the people by Director Taylor and adopted by the electorate in Philadelphia with a unanimity rarely accorded any public undertaking.

The Taylor plan was subjected to the closest scrutiny of labor unions, business men's and civic associations, and by interests which would have been delighted by the discovery of any flaw.

It stood the acid test.

After months of intelligent public consideration of every phase and financial aspect of the plan submitted, that plan was indorsed by virtually every organization in Philadelphia which is interested in public affairs.

A special election was then ordered by City Council to afford the people of Philadelphia an opportunity to vote for an increase in the city's indebtedness in the amount of \$6,000,000 for the construction of the recommended system.

Every voter believed that he was voting upon the carrying out of the Taylor plan.

It was the plan which had been approved in every section of the city. It was the only plan before the people.

The electorate of Philadelphia thus by their vote indorsed the Taylor plan with a mighty voice.

Mr. Taylor resigned from the office of Director on January 3 with his great plan adopted by the people, with the financing of construction provided for by enabling legislation and with the construction work well under way, with the initial \$6,000,000 made available by Councils.

The people thus had and still have within their grasp a great municipal transportation machine, planned to connect up every important section to every other important section in Philadelphia in a manner to enable passengers to travel to and fro quickly and comfortably for one 5-cent fare.

The municipal system was skilfully planned so that it could be equipped and operated independently of the P. R. T., only if necessary, as a fatal competitor.

The equipment and operation of the municipal system by the P. R. T. was thus assured.

Mr. Taylor has always recommended and agreed that the P. R. T. should equip and operate the municipal high-speed system in conjunction with its existing high-speed and surface lines on a free transfer basis.

He has pointed out that such operation would virtually connect up every front door with every other front door in Philadelphia by the joint use of the most convenient combination of surface and high-speed routes for one 5-cent fare.

In return Mr. Taylor recommended, and the public agreed, that the P. R. T. should be compensated annually for its loss resulting from this desired co-operation, by being given a first charge on the earnings of the new high-speed system in an amount equal to such losses—the city share in the earnings to be secondary.

The P. R. T. was thus assured against any loss of present income resultant from the establishment of the municipal high-speed system, or the operation thereof by the P. R. T., according to the Taylor plan.

Mr. Taylor's successor in office barely entered upon his duties when he promulgated a plan for the curtailment, emasculation and virtually the elimination of all of the broad provisions made under the Taylor plan for the proper service of the city, presently and prospectively.

Worse than that, the Twining plan would forfeit every provision made by the Taylor plan by which the municipal authorities gained the necessary strategic position to require the P. R. T. either to equip and operate the municipal lines under a fair contract with adequate protection of its earnings or otherwise to face ruinous competition.

The people are aroused. They know their power. Their voice must and will be heard and heeded.

The people demand that the forthcoming loan bill shall provide adequate funds to carry out the Taylor plan in its entirety. They also demand that the loan bill shall be so framed as to designate the routes of the lines which are to be constructed in such a manner as to settle this question for all time.

The people will act for themselves in this matter and settle it by their vote once and for all.

If the loan bill is not framed so that the people in voting upon it financially settle the routes of the municipal lines in positive terms, the loan bill will be defeated.

This is the people's chance.

To defeat the entire loan bill would mean a delay of only a few months pending a second loan election, and such delay, if it be made necessary by political blundering, will be fully justified by the ultimate result, which will bring great and lasting benefits to Philadelphia.

The loan bill must by its terms definitely and finally settle the transit routes, otherwise the people will settle it in their own way. They have the power to do so. No sidestepping will be tolerated.

Tom Daly's Column

Preparedness
Preparedness talk and all that stuff
For statesmen may be good enough,
But when they start to scold
They always leave me cold.

When politicians have their say
I take it for a grandstand play;
I turn, when such are near,
An inattentive ear.

But yesterday, upon my way,
Quite unexpectedly I heard
A most persuasive gent!
And now it's different.

Suppose he sees but talking "shop"?
I listened till he chose to stop,
And wagged my silly head,
Approving all he said.

"Prepare," he said, "for what's at hand
Throughout the length of this great land,
Be ready for the day;
Be ready while you may!"

"Ah! very true. He's right!" I thought,
So, taking out my purse, I bought
A dozen balls and oak
A fine new driving cleek.

What Shall the Poet Sing?
A speech or editorial of recent date
I remark occurred that men of such and such
advocations, even poets, had been led into error
and precipitation of error. So the thought came
to me, "Write a poem discussing 'What Shall
the Poet Sing?' Shall the true poet, the modern
Caedmon, be a nationalist, or shall he be a
universalist; shall he indorse armament, or
must he, to be true to that which is really
noble, insistently call for disarmament? Or dare
he ignore today's problems—ostensibly ignore
them, though really by his expositions of what
literature and history contain in the way of
instruction and guidance he may mold opinion
and affect decisions of nations and thus be-
come a factor far more potent than any
certain work is off my mind I shall strive
to put this into fitting diction—rhyme and
rhythm. All this did I write to a former pupil,
Dernbitz.

TO WHICH WE REPLY.
The thing to write we cannot tell
Until we're sure that Villa fell;
But O! to write a villanelle!
Would tickle this here poet like—anything!

Gems From "Luck in Disguise"
(A novel written in good faith by William J. Foster,
revised and punctuated by L. P. Carter and copy-
righted 1915 by John W. Lovell, Inc., N. Y.)

THIS is Christmas day. We were to attempt
to describe the gaieties and festivities particu-
larly in the Means family, our language
would fall us.

Since it, we will say, long before the morn-
ing twilight appeared in the Eastern horizon,
to shed forth its phosphorescent rays through the
thickly falling snow-flakes, the Means family were
all in full, preparatory to the events coincident
and peculiarly allied to such occasions.

Mrs. Means mingled her voice and person with
the servant and the children, endeavoring to
dispel all gloom, and, if possible, to forget her
grief that so impeded her happiness; despite all
her efforts, her visage gave evidence of an un-
adjusted evil, which was forcibly portrayed in
a sad and strangely melancholy look of her
countenance.

DIANA MUSER.
I need a dress, of mauve and grey
—Its favored colors, by the way—
To hold my sailor, now half worn,
To rivet his attention on
Myself and win his heart for aye.

A difficult Adonis they
Account him; if, then, I essay
To captivate this wary one
I need a dress.

And I need, too, a smart display
Of quips and sparkling repartee
Of bright retort and caustic pun
Of clever irony, and fun
In fact, to hold this fucker gay
I need a dress.

A. A.
FORDS painted, \$15; other cars at reasonable
rates.—Classified Ad.

Why can't folks be reasonable about the
Ford?

The Way It Works
The hair whose left a fortune fast—
It may be safely stated—
Grows dissolute because of that,
But soon the fortune—fit for tat—
Is also dissipated.

The ideal man weighs 150 pounds, has fine hair
lying close to the scalp, is broad between the ears and
his head is long from the brows to the nape of his
neck.—Professor Lewis in E. L.

"Sense our blushes, Prof., and accept our
thanks!"

"I THOUGHT I lived in a republic," writes
S. B., "but the other day I saw this in-
scription on an old building at 5th and Arch:

By General Subscription,
For the
Free Quakers
Erected in the Year
Of Our Lord 1783
of the Empire 8.

Hyper-Hyperbole
SHIP—Let's see who can produce the hip-
hip-hurrawest hunk of hyperbole. Here's
my entry:

Once upon a time there was a graping
landlord who had a witty tenant, whose honest
estimate this landlord foolishly wished. So he
sent the land agent with a pint of moun-
tain dew to find out what Mike thought of
him. The landlord received this report: "If
you were blown to smithereens as small as a
grain of mustard seed, the littlest bitten that
would be left of you would corrupt a whole
nation of pickpockets." M. C. D.

No Novelty
Oh, wherefore waste the angry word
On those whose ways you may deplore,
It's likely most of them have heard
Just what you'd like to say, before.
—Philander Johnson in Washington Star.

Waste not your own words to deplore
What is not waste, for you will find
Some words, though often heard before,
Still leave effective stings behind.

THE CHAMBERED NAUTILUS
Sir—We picked up a copy of the "Nautilus"
for March the other day and this is one of the
things we saw: A publishing company ad-
vertises

460 PAGES
HALF LEATHER
GOLD TOPPED
LEAVES

And now that you got that one how's this:
WANTED—A single room for a man not
smaller than twelve feet long and eight
feet wide. WOODCOCK.

Seeing Things
Once upon a serene night,
I saw a wart-hog in his flight,
Puck a wart from out the sky
And drop it in a miser's eye.

E. B. R.

"GOSH! HE MUST WANT WHAT HE ORDERED!"



COSTA THE REAL PORTUGUESE RULER

Chief Actor in Comic Opera of Politics in Nightmare Republic. Story Goes He Cuts Off Dogs' Tails When Feeling Fierce

AND now it is Portugal. Germany has declared war on Portugal. One might feel sorrier for Portugal, poor little Portugal, if the country were not so wonderfully safe from German armies and German fleets. The German armies have not reached Paris yet, you know, and besides, there's Spain, and Spain is neutral, and as for the fleet up in Wilhelmshaven, why, the fleet is still there. The approach by way of the Mediterranean, moreover, hardly seems practicable at the present time.

And then again, one might feel sorrier for Portugal but for the fact that the man who engineered the whole affair is Afonso Costa. In all the confusion of information about the Portugal of the last few years one name has kept hobbling up at every turn of events. That name is the name of Afonso Costa.

For several years there has been a general expectation that any day the world would hear of the assassination of this foppish-looking tenth-class lawyer and first-class unscrupulous politician. A British publicist, a couple of years ago, declared that "what is almost certain is that Afonso Costa will soon be murdered by some of the republican extremists," and he added that, "with all his faults, there is nobody to replace him." For Costa is the man who has kept the ship of state from running on the rocks; he it is who through hypocrisies and trickeries has enabled his nation to weather the storms of domestic mutinies and conspiracies. He controls the shaky destinies of "the nightmare republic."

"Assassinations" That Failed
It hasn't been clear sailing for the country since the monarchy was overthrown by the murder of Carlos and his son and the deposing of young Manuel. It has been a period of speechless pusillanimity on the part of "the people" of Portugal. Elections a farce, politics a scandal. Not long ago a traveler wrote: "Conspiracy has become a business. It is at present the only business that pays in Portugal. Moreover, it produces a vicious circle of plot and counterplot like the bogus plot and counterplot so profitable to the Russian secret police." How far matters have improved is shown by the fact that Costa still runs the Government. Costa is Costa, and so long as Costa is boss Costa is Portugal.

Costa has filled other important offices since then and is now Premier and Foreign Minister, but he hasn't changed his spots. The ablest man in Portuguese political life, he is o-magoo through and through and a man of unsavory repute in both private and public life. He "selchmes out" his every action. A writer who knows his character says that now, if the worse came to the worst, he would run for cover. "He has done it before, so there is no libel in the statement. Was it not he who hid in a newspaper office when the revolutionists in Lisbon were jamming the Rotunda and the boy king was in flight? So history saith. Was it not Costa also who, when the danger was over, valiantly rushed to the City Hall and proclaimed the new republic? History so records. It also records certain incidents of that exciting period in Portuguese affairs which, if Portugal were not the funny country it is, and Portuguese statesmen not such a self-seeking lot, would read like a comic opera libretto."

You see he hasn't been assassinated yet by royalist or republican extremist, or anybody else. Costa became Minister of Justice in the first Cabinet of the first Government under the republican regime. In seven years, by the way, there have been seventeen different Ministries. Costa chose the job because he knew the "pickings" would be good. In this office he immediately began a long series of "suppressions" calculated to down his enemies and raise his own prestige (such as it was, and is). Those opposed to him were arrested not only because they were said to have spoken ill of him, but also because they were sometimes suspected of laying plans to assassinate him. At one time, in fact, these suspected "assassinations" became the cause of amusement in Lisbon. One poor fellow, arrested in the very act (so it was said) by Costa's friends, was found to have nothing more terrible on his person than a blunt jackknife. Another—this time a small boy—was discovered with a pistol in his hand, but knew so little how to use it that when he fired at the railway carriage in which Costa was about to travel (he failed utterly) to hit the carriage.

What Do You Know?

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

- 1. About how many houses are there in Philadelphia?
2. How does Portugal compare in size with Pennsylvania?
3. Name a formerly great shipbuilding center in Maine.
4. In what State is Albany?
5. Who is the Mayor of Chicago?
6. Is Denver north or south of Atlanta?
7. Name a great American poet.
8. Name the Sultan of Turkey.
9. On which side of India is Bombay?
10. Name a Senator from Florida.

Answers to Yesterday's Quiz

- 1. At the corner of Chestnut and 5th streets.
2. Roosevelt.
3. Jefferson bought Louisiana from Napoleon for \$16,000,000.
4. Nearly six times as large.
5. Two.
6. Yes. Buchanan.
7. Five.
8. The hidden river.
9. State College, Centre County.
10. Three.

Use of "Vise"

Editor of "What Do You Know?"—In business correspondence and in print I occasionally come across the verb, "to vise," used in the sense of validating a document, the sign of the actual agent over the letter or indicating its French origin. Sometimes it is used in the past tense, "vised." On reference to both my French and my English dictionaries I fail to find the word. The first named, however, includes the verb "viser," of which one of the definitions is "to sign." Example: "faire viser un passeport." "Vise" must therefore be the past participle of this verb, and it seems absurd to use with the sign of the infinitive in English, as it would be equivalent to saying "to validated." "Vised," according to this construction, would be "validated." Is there any good authority for this mongrel combination? W. A. S.

Vise in the past participle of the French verb viser, but it has been incorporated in the English language. You will find it in the Concise Oxford Dictionary classed as a noun and as a transitive verb. As a noun it means an indorsement on a passport showing that it has been signed correct, and as a verb it means to mark as correct.

Hall of Fame

Editor of "What Do You Know?"—1. The Hall of Fame is in the Capitol at Washington, Pennsylvania. 2. What is a chancellor in England and in the United States of America? HENRY D. EVANS.

1. There is no Hall of Fame, properly so called, in Washington. Statuary Hall in the national Capitol is the only place which might be called by that name. There is, however, a structure known as the Hall of Fame for Great Americans. It is in New York on the campus of the New York University. It is in the form of a terrace, with a superimposed colonnade connecting the University Hall of Languages with the Hall of Philosophy. On the ground floor is a museum 200 by 40 feet. The colonnade above is 600 feet long, with provision for 150 panels, each to bear the name of a famous American. The names to be inscribed are selected by a jury of 100 distinguished citizens.

2. A chancellor in England is a state or official. The highest judicial officer is known as the Lord High Chancellor, and the fiscal officer of the Government; is the Chancellor of the Exchequer. The chancellor of a bishop or a diocese is the law officer of the bishop, and the chancellor of Germany the chief minister of state Austria and Germany the chief minister of state. In the United States it is the title of a judicial or executive officer. The head of the New Jersey courts is known as the chancellor and the president of Syracuse University bears the same title.

Oil on the Water

Editor of "What Do You Know?"—Will you please tell me where in the Bible I can find the phrase, "Like pouring oil on troubled water." R. C. Y.

Oldest Reader General

Editor of "What Do You Know?"—Who is the oldest general in active service in the German army? FRIEDRICH.

Count Gottlieb von Haeseler, who is more than 80, is said to be the oldest man at the front. He is the oldest adviser of the Crown Prince at Verdun. He retired 13 years ago, but volunteered for service when the present war began.

Route to Valley Forge and West Chester

Editor of "What Do You Know?"—Kindly tell me how to get to West Chester, Pa., by trolley, train, trolley and by foot. Let us know by train, trolley and by foot. Let us know how far these places are from City Hall. CONSTANT READER.

You can reach West Chester by train from the Broad Street Station of the Pennsylvania Railroad. The trolley route is by way of the Railroad, to 49th street, where you change to the elevated to 49th street, where you change to the trolley line. On foot, you would follow the trolley line. The distance is 27 miles. Valley Forge is reached by train from the Market Street station of the Philadelphia and Reading Railroad. There is no direct trolley line, but you can take the Norristown electric car at the elevated terminal at 49th street and in Norristown you can take the bus, which makes frequent trips to Valley Forge. The best route is to take the trolley to Overbrook, Ardmore, Haverford, Bryn Mawr, Villanova, Gulph, King of Prussia and Chadds Ford to Valley Forge. The distance is 22 1/2 miles.