

Evening Ledger

PUBLIC LEDGER COMPANY
Cyrus H. Curtis, President; John C. Martin, Secretary and Treasurer; Philip B. Collins, John B. Williams, Directors.
EDITORIAL BOARD: Cyrus H. Curtis, Chairman; F. H. Whalley, Editor; John C. Martin, General Business Manager.

Published daily at Public Ledger Building, Independence Square, Philadelphia.
Subscription Terms: By mail, postpaid outside of Philadelphia, except where postage is required, one month, twenty-five cents; one year, three dollars. All mail subscriptions payable in advance.

THE AVERAGE NET PAID DAILY CIRCULATION OF THE EVENING LEDGER FOR APRIL WAS 117,810.

PHILADELPHIA, WEDNESDAY, MAY 10, 1916.
Marriage and hanging go by destiny; matches are made in Heaven.—Robert Burford.

"The West is awake!" enthusiastically says Colonel Roosevelt. But is it heroic?
"Foot and du Pont" sounds too much like a swear to be an effective campaign slogan.

Bryan to Speak at Own Expense.—Headline.
And for his own pleasure.

England is building Zeppelins. Apparently, the low-down, ignorant, efficiency-crazed Hunns have some good with them after all.

The Irish rebels are referred to as "republicans," but the way they went after the post-office made them look like pie-hungry Democrats.

There is a play in Philadelphia called "The Devil's Invention." Yet it was reported that the play about politics had gone completely out of fashion.

Are the Methodists planning to drop from the marriage service the promise of the man to endow his wife with all his worldly goods because she gets them anyway?

In New York an enterprising business man has been offering subway tickets for 1 cent apiece. It is reported that several visitors demanded their money back after the ride.

The war is a feat of suggestions for the writer of melodrama. A prima donna is interesting enough as such. When she is also a Countess the plot thickens; when she is arrested as a spy, it positively curdles.

It must be a strange, unhappy feeling for Senator Penrose when he hears himself mentioned, far from here, as a presidential possibility, or finds his name inserted by some ironic jester in a straw vote. Had he served his country as he served his friends—

The question of the Cymric is simply, was she a merchant ship or a member of the navy engaged in the transport of munitions? On the present evidence it is still doubtful whether the submarine commander made so much as a technical error in sinking the Cymric.

Meat prices are to go upward endlessly, it is said. Yet no one is suggesting the possibility of meat cards in America, and, what is worse, there is as little inclination as ever toward economy. Apparently we must feel the bite of want before we learn to husband our goods.

The coroner's demand for more stringent laws for the regulation of elevators comes unfortunately after and not before two grievous accidents. There would be some vestige of an excuse for such fatalities if it were not known to every one that elevators are obtainable which make loss of life impossible for all save those actuated with the motive of murder or suicide.

On the auspicious day when the President calmly reasserted the right to independent action, won by this country 140 years ago, another attempt against its integrity received the punishment it richly deserved. A lieutenant of the German army was found shamefully guilty of conspiring to blow up ships belonging to a country friendly to this nation and engaged in commerce with this country. Robert Fay and his two codefendants will go their way to prison. The sentence imposed on them is light, but were it heavy as doom it would not mitigate the offense of Germany. No one believes the German Government innocent. We have reason only to believe that that Government has learned better.

The addition of the militia of three States and four regiments of regulars to the forces engaged in Mexico and at points on the 1800-mile border still leaves the numerical advantage with armed Mexicans. The new troops that Funston will get will bring his total hardly above that of Obregon, who is believed to have 35,000 men ready for action in the northern Mexican States. But only one-half of the American forces are actually within Mexico—18,000, and are outnumbered two to one. This condition, the Mexican War Minister's refusal to sign the protocol, the latest raid and the ordering out of the guardsmen—"to repel invasion"—actually puts this country for the time in a defensive position toward Mexico, both in a diplomatic and a military sense. The continuance of such a situation even for days would be an intolerable blow at the prestige of a nation that has just dispatched the brief and uncompromising note which has been placed in the hands of the Kaiser.

As usual, the enthusiasts for gang-government have won a trick in the registrations for next Tuesday's voting. Their furious efforts to enlarge registration seemed, on the face of it, a laudable attempt to bring out a large vote for presidential convention delegates. It turns out that only those who registered, whether for party or on a non-party basis, are eligible to vote for the transit loans—or against them. Many Democrats who felt that primary elections this year were superfluous, in view of Mr. Wilson's certain nomination, and many Republicans who, for various reasons, failed to register will have no determining voice in the city's purely local affair. It is a blessing that in spite of these conditions the largest registration in the city's history is to vote next Tuesday. On the other hand, it is reasonably certain that the anti-transit forces are fully enrolled. It remains only to be seen whether they or the men who are working for the city can account for the increase in the number of voters.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his purposes to large crowds and to small crowds, but everywhere he went he left behind him a new group of adherents, pledged to the great enterprise and enthusiastic in its support.

Again and again Providence seemed to take care of rapid transit. When one set of politicians had their knives out the other set was strong in its advocacy of the undertaking. Each of the factions has been, in turn, enemy and friend to the Taylor plan, but never at an important juncture has that plan been without the support of either. For the Taylor plan has been at all times above suspicion, a thing so inherently good that it could serve as a lifeboat for any drowning politician who could tie to it. Amid the chaos of selfishness, trickery and abysmal treachery which has characterized so much of the municipal legislation proposed or secretly contemplated, the transit plan has been a shining, radiant light, with no flaw in it.

That the undertaking should have passed through so many dangers in safety is positively remarkable. The State had to be persuaded to assist in the financing by yielding the personal property tax; permission had to be got to use this taxed personal property as a basis for extending the loan capacity of the city; an amendment to the Constitution had to be passed permitting a further extension of loan capacity for financing transit and port improvements only, under the principle that they would be self-supporting investments, and, in addition, an easier method of amortization was provided. The financing being provided for, it became necessary to educate the whole people to understand the plan and force action by Councils. Thereafter came the first loan vote, which was overwhelmingly in favor of transit, and this was finally followed by an approval of the Taylor plan by the Public Service Commission.

It has run the gantlet and been subjected to every scrutiny, but in no essential feature has even modification been necessary. At last and finally it is before the people, the supreme jury. "They'll be fooled and marched to the polls in droves to scuttle their own ship." The rhetoric is not very good, but the idea is there.

Is it true? Last year, when the city was casting an overwhelming vote in favor of the \$6,000,000 loan, "Dave" Lane was able to line up his territory in opposition. He was able to lead his people "in droves to the polls to scuttle their own ship." He expects to do it again and seems to have assurances that enough other "leaders" will be with him this time to swamp the project. For let every voter understand that if the Taylor plan is beaten now, he will never get another chance to vote on it. A defeat would throw the whole subject back into the arena of controversy, assure the continuance of present intolerable transit conditions for a term of years and guarantee a new deal in which the people could be assured of holding the deuces with the transit company standing pat on its aces.

Were it not that the gang had put so many things over on Philadelphia, threats to kill the loan could well be ignored, so inconceivable is it that an electorate should "sell its birthright for a mess of pottage." But the public has been beguiled or sold out before. It may happen again unless individuals are awake and vigilant.

"When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

It can be proved Tuesday that he was not.

"SHEATHING THE SWORD"
MORE than peace with honor what is now to be desired is a peace which will have some meaning. Such a peace could not have been established twelve months ago. Can it be seen now?

Without question the United States has done much to answer that question in the affirmative. Germany has given up, with all her reservations cast into the rubbish heap by us, her intolerable pretensions on the sea. France has been almost as convincing on the land, for there she has demonstrated the vulnerability of the German military man. The system has not been defeated, but it has been discredited because it has not proved capable of inflicting defeat. England has declared that she will not sheathe the sword until Belgium is recompensed for her misery; but Asquith has gone deeper into the matter and insisted that Europe must be free to choose her own path without the interference of a military oligarchy. Europe may now be assured.

A military oligarchy can exist only so long as the illusion persists that the military arm is destined to victory. A defeated Germany, or at best a Germany thrown back to its former state, may remain militaristic, but it can no longer entertain a superstitious regard for its soldiers. The myth of Germany's destiny as a single, dominating Power has been exploded. The hope of any one nation to place on the head of its ruler the crown which rested on the head of Charlemagne must be abandoned. There can be no Holy Roman Empire based on conquest.

With so much accomplished by the war, enough has been done to give the subsequent peace meaning and dignity. That it is deeply desired is clear. Only emphasis now is lacking.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his purposes to large crowds and to small crowds, but everywhere he went he left behind him a new group of adherents, pledged to the great enterprise and enthusiastic in its support.

Again and again Providence seemed to take care of rapid transit. When one set of politicians had their knives out the other set was strong in its advocacy of the undertaking. Each of the factions has been, in turn, enemy and friend to the Taylor plan, but never at an important juncture has that plan been without the support of either. For the Taylor plan has been at all times above suspicion, a thing so inherently good that it could serve as a lifeboat for any drowning politician who could tie to it. Amid the chaos of selfishness, trickery and abysmal treachery which has characterized so much of the municipal legislation proposed or secretly contemplated, the transit plan has been a shining, radiant light, with no flaw in it.

That the undertaking should have passed through so many dangers in safety is positively remarkable. The State had to be persuaded to assist in the financing by yielding the personal property tax; permission had to be got to use this taxed personal property as a basis for extending the loan capacity of the city; an amendment to the Constitution had to be passed permitting a further extension of loan capacity for financing transit and port improvements only, under the principle that they would be self-supporting investments, and, in addition, an easier method of amortization was provided. The financing being provided for, it became necessary to educate the whole people to understand the plan and force action by Councils. Thereafter came the first loan vote, which was overwhelmingly in favor of transit, and this was finally followed by an approval of the Taylor plan by the Public Service Commission.

It has run the gantlet and been subjected to every scrutiny, but in no essential feature has even modification been necessary. At last and finally it is before the people, the supreme jury. "They'll be fooled and marched to the polls in droves to scuttle their own ship." The rhetoric is not very good, but the idea is there.

Is it true? Last year, when the city was casting an overwhelming vote in favor of the \$6,000,000 loan, "Dave" Lane was able to line up his territory in opposition. He was able to lead his people "in droves to the polls to scuttle their own ship." He expects to do it again and seems to have assurances that enough other "leaders" will be with him this time to swamp the project. For let every voter understand that if the Taylor plan is beaten now, he will never get another chance to vote on it. A defeat would throw the whole subject back into the arena of controversy, assure the continuance of present intolerable transit conditions for a term of years and guarantee a new deal in which the people could be assured of holding the deuces with the transit company standing pat on its aces.

Were it not that the gang had put so many things over on Philadelphia, threats to kill the loan could well be ignored, so inconceivable is it that an electorate should "sell its birthright for a mess of pottage." But the public has been beguiled or sold out before. It may happen again unless individuals are awake and vigilant.

"When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

It can be proved Tuesday that he was not.

"SHEATHING THE SWORD"
MORE than peace with honor what is now to be desired is a peace which will have some meaning. Such a peace could not have been established twelve months ago. Can it be seen now?

Without question the United States has done much to answer that question in the affirmative. Germany has given up, with all her reservations cast into the rubbish heap by us, her intolerable pretensions on the sea. France has been almost as convincing on the land, for there she has demonstrated the vulnerability of the German military man. The system has not been defeated, but it has been discredited because it has not proved capable of inflicting defeat. England has declared that she will not sheathe the sword until Belgium is recompensed for her misery; but Asquith has gone deeper into the matter and insisted that Europe must be free to choose her own path without the interference of a military oligarchy. Europe may now be assured.

A military oligarchy can exist only so long as the illusion persists that the military arm is destined to victory. A defeated Germany, or at best a Germany thrown back to its former state, may remain militaristic, but it can no longer entertain a superstitious regard for its soldiers. The myth of Germany's destiny as a single, dominating Power has been exploded. The hope of any one nation to place on the head of its ruler the crown which rested on the head of Charlemagne must be abandoned. There can be no Holy Roman Empire based on conquest.

With so much accomplished by the war, enough has been done to give the subsequent peace meaning and dignity. That it is deeply desired is clear. Only emphasis now is lacking.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his purposes to large crowds and to small crowds, but everywhere he went he left behind him a new group of adherents, pledged to the great enterprise and enthusiastic in its support.

Again and again Providence seemed to take care of rapid transit. When one set of politicians had their knives out the other set was strong in its advocacy of the undertaking. Each of the factions has been, in turn, enemy and friend to the Taylor plan, but never at an important juncture has that plan been without the support of either. For the Taylor plan has been at all times above suspicion, a thing so inherently good that it could serve as a lifeboat for any drowning politician who could tie to it. Amid the chaos of selfishness, trickery and abysmal treachery which has characterized so much of the municipal legislation proposed or secretly contemplated, the transit plan has been a shining, radiant light, with no flaw in it.

That the undertaking should have passed through so many dangers in safety is positively remarkable. The State had to be persuaded to assist in the financing by yielding the personal property tax; permission had to be got to use this taxed personal property as a basis for extending the loan capacity of the city; an amendment to the Constitution had to be passed permitting a further extension of loan capacity for financing transit and port improvements only, under the principle that they would be self-supporting investments, and, in addition, an easier method of amortization was provided. The financing being provided for, it became necessary to educate the whole people to understand the plan and force action by Councils. Thereafter came the first loan vote, which was overwhelmingly in favor of transit, and this was finally followed by an approval of the Taylor plan by the Public Service Commission.

It has run the gantlet and been subjected to every scrutiny, but in no essential feature has even modification been necessary. At last and finally it is before the people, the supreme jury. "They'll be fooled and marched to the polls in droves to scuttle their own ship." The rhetoric is not very good, but the idea is there.

Is it true? Last year, when the city was casting an overwhelming vote in favor of the \$6,000,000 loan, "Dave" Lane was able to line up his territory in opposition. He was able to lead his people "in droves to the polls to scuttle their own ship." He expects to do it again and seems to have assurances that enough other "leaders" will be with him this time to swamp the project. For let every voter understand that if the Taylor plan is beaten now, he will never get another chance to vote on it. A defeat would throw the whole subject back into the arena of controversy, assure the continuance of present intolerable transit conditions for a term of years and guarantee a new deal in which the people could be assured of holding the deuces with the transit company standing pat on its aces.

Were it not that the gang had put so many things over on Philadelphia, threats to kill the loan could well be ignored, so inconceivable is it that an electorate should "sell its birthright for a mess of pottage." But the public has been beguiled or sold out before. It may happen again unless individuals are awake and vigilant.

"When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

It can be proved Tuesday that he was not.

"SHEATHING THE SWORD"
MORE than peace with honor what is now to be desired is a peace which will have some meaning. Such a peace could not have been established twelve months ago. Can it be seen now?

Without question the United States has done much to answer that question in the affirmative. Germany has given up, with all her reservations cast into the rubbish heap by us, her intolerable pretensions on the sea. France has been almost as convincing on the land, for there she has demonstrated the vulnerability of the German military man. The system has not been defeated, but it has been discredited because it has not proved capable of inflicting defeat. England has declared that she will not sheathe the sword until Belgium is recompensed for her misery; but Asquith has gone deeper into the matter and insisted that Europe must be free to choose her own path without the interference of a military oligarchy. Europe may now be assured.

A military oligarchy can exist only so long as the illusion persists that the military arm is destined to victory. A defeated Germany, or at best a Germany thrown back to its former state, may remain militaristic, but it can no longer entertain a superstitious regard for its soldiers. The myth of Germany's destiny as a single, dominating Power has been exploded. The hope of any one nation to place on the head of its ruler the crown which rested on the head of Charlemagne must be abandoned. There can be no Holy Roman Empire based on conquest.

With so much accomplished by the war, enough has been done to give the subsequent peace meaning and dignity. That it is deeply desired is clear. Only emphasis now is lacking.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his purposes to large crowds and to small crowds, but everywhere he went he left behind him a new group of adherents, pledged to the great enterprise and enthusiastic in its support.

Again and again Providence seemed to take care of rapid transit. When one set of politicians had their knives out the other set was strong in its advocacy of the undertaking. Each of the factions has been, in turn, enemy and friend to the Taylor plan, but never at an important juncture has that plan been without the support of either. For the Taylor plan has been at all times above suspicion, a thing so inherently good that it could serve as a lifeboat for any drowning politician who could tie to it. Amid the chaos of selfishness, trickery and abysmal treachery which has characterized so much of the municipal legislation proposed or secretly contemplated, the transit plan has been a shining, radiant light, with no flaw in it.

That the undertaking should have passed through so many dangers in safety is positively remarkable. The State had to be persuaded to assist in the financing by yielding the personal property tax; permission had to be got to use this taxed personal property as a basis for extending the loan capacity of the city; an amendment to the Constitution had to be passed permitting a further extension of loan capacity for financing transit and port improvements only, under the principle that they would be self-supporting investments, and, in addition, an easier method of amortization was provided. The financing being provided for, it became necessary to educate the whole people to understand the plan and force action by Councils. Thereafter came the first loan vote, which was overwhelmingly in favor of transit, and this was finally followed by an approval of the Taylor plan by the Public Service Commission.

It has run the gantlet and been subjected to every scrutiny, but in no essential feature has even modification been necessary. At last and finally it is before the people, the supreme jury. "They'll be fooled and marched to the polls in droves to scuttle their own ship." The rhetoric is not very good, but the idea is there.

Is it true? Last year, when the city was casting an overwhelming vote in favor of the \$6,000,000 loan, "Dave" Lane was able to line up his territory in opposition. He was able to lead his people "in droves to the polls to scuttle their own ship." He expects to do it again and seems to have assurances that enough other "leaders" will be with him this time to swamp the project. For let every voter understand that if the Taylor plan is beaten now, he will never get another chance to vote on it. A defeat would throw the whole subject back into the arena of controversy, assure the continuance of present intolerable transit conditions for a term of years and guarantee a new deal in which the people could be assured of holding the deuces with the transit company standing pat on its aces.

Were it not that the gang had put so many things over on Philadelphia, threats to kill the loan could well be ignored, so inconceivable is it that an electorate should "sell its birthright for a mess of pottage." But the public has been beguiled or sold out before. It may happen again unless individuals are awake and vigilant.

"When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

It can be proved Tuesday that he was not.

"SHEATHING THE SWORD"
MORE than peace with honor what is now to be desired is a peace which will have some meaning. Such a peace could not have been established twelve months ago. Can it be seen now?

Without question the United States has done much to answer that question in the affirmative. Germany has given up, with all her reservations cast into the rubbish heap by us, her intolerable pretensions on the sea. France has been almost as convincing on the land, for there she has demonstrated the vulnerability of the German military man. The system has not been defeated, but it has been discredited because it has not proved capable of inflicting defeat. England has declared that she will not sheathe the sword until Belgium is recompensed for her misery; but Asquith has gone deeper into the matter and insisted that Europe must be free to choose her own path without the interference of a military oligarchy. Europe may now be assured.

A military oligarchy can exist only so long as the illusion persists that the military arm is destined to victory. A defeated Germany, or at best a Germany thrown back to its former state, may remain militaristic, but it can no longer entertain a superstitious regard for its soldiers. The myth of Germany's destiny as a single, dominating Power has been exploded. The hope of any one nation to place on the head of its ruler the crown which rested on the head of Charlemagne must be abandoned. There can be no Holy Roman Empire based on conquest.

With so much accomplished by the war, enough has been done to give the subsequent peace meaning and dignity. That it is deeply desired is clear. Only emphasis now is lacking.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his purposes to large crowds and to small crowds, but everywhere he went he left behind him a new group of adherents, pledged to the great enterprise and enthusiastic in its support.

Again and again Providence seemed to take care of rapid transit. When one set of politicians had their knives out the other set was strong in its advocacy of the undertaking. Each of the factions has been, in turn, enemy and friend to the Taylor plan, but never at an important juncture has that plan been without the support of either. For the Taylor plan has been at all times above suspicion, a thing so inherently good that it could serve as a lifeboat for any drowning politician who could tie to it. Amid the chaos of selfishness, trickery and abysmal treachery which has characterized so much of the municipal legislation proposed or secretly contemplated, the transit plan has been a shining, radiant light, with no flaw in it.

That the undertaking should have passed through so many dangers in safety is positively remarkable. The State had to be persuaded to assist in the financing by yielding the personal property tax; permission had to be got to use this taxed personal property as a basis for extending the loan capacity of the city; an amendment to the Constitution had to be passed permitting a further extension of loan capacity for financing transit and port improvements only, under the principle that they would be self-supporting investments, and, in addition, an easier method of amortization was provided. The financing being provided for, it became necessary to educate the whole people to understand the plan and force action by Councils. Thereafter came the first loan vote, which was overwhelmingly in favor of transit, and this was finally followed by an approval of the Taylor plan by the Public Service Commission.

It has run the gantlet and been subjected to every scrutiny, but in no essential feature has even modification been necessary. At last and finally it is before the people, the supreme jury. "They'll be fooled and marched to the polls in droves to scuttle their own ship." The rhetoric is not very good, but the idea is there.

Is it true? Last year, when the city was casting an overwhelming vote in favor of the \$6,000,000 loan, "Dave" Lane was able to line up his territory in opposition. He was able to lead his people "in droves to the polls to scuttle their own ship." He expects to do it again and seems to have assurances that enough other "leaders" will be with him this time to swamp the project. For let every voter understand that if the Taylor plan is beaten now, he will never get another chance to vote on it. A defeat would throw the whole subject back into the arena of controversy, assure the continuance of present intolerable transit conditions for a term of years and guarantee a new deal in which the people could be assured of holding the deuces with the transit company standing pat on its aces.

Were it not that the gang had put so many things over on Philadelphia, threats to kill the loan could well be ignored, so inconceivable is it that an electorate should "sell its birthright for a mess of pottage." But the public has been beguiled or sold out before. It may happen again unless individuals are awake and vigilant.

"When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

It can be proved Tuesday that he was not.

"SHEATHING THE SWORD"
MORE than peace with honor what is now to be desired is a peace which will have some meaning. Such a peace could not have been established twelve months ago. Can it be seen now?

Without question the United States has done much to answer that question in the affirmative. Germany has given up, with all her reservations cast into the rubbish heap by us, her intolerable pretensions on the sea. France has been almost as convincing on the land, for there she has demonstrated the vulnerability of the German military man. The system has not been defeated, but it has been discredited because it has not proved capable of inflicting defeat. England has declared that she will not sheathe the sword until Belgium is recompensed for her misery; but Asquith has gone deeper into the matter and insisted that Europe must be free to choose her own path without the interference of a military oligarchy. Europe may now be assured.

A military oligarchy can exist only so long as the illusion persists that the military arm is destined to victory. A defeated Germany, or at best a Germany thrown back to its former state, may remain militaristic, but it can no longer entertain a superstitious regard for its soldiers. The myth of Germany's destiny as a single, dominating Power has been exploded. The hope of any one nation to place on the head of its ruler the crown which rested on the head of Charlemagne must be abandoned. There can be no Holy Roman Empire based on conquest.

With so much accomplished by the war, enough has been done to give the subsequent peace meaning and dignity. That it is deeply desired is clear. Only emphasis now is lacking.

Tom Daly's Column

SPRING poems, from earliest times, have always been supposed to make the long-suffering editor hit the ceiling. Perhaps this one, which dates around the middle of the thirteenth century, started the trouble. Still, for those who know, it's a joy!

WHY BE THE GOATS?
The prophecy was made months ago that if rapid transit ever came before the people for a vote they would be "marched to the polls in droves to scuttle their own ship."

IT WAS in October, 1914, that the EVENING LEDGER fired the first gun for rapid transit and followed it with a series of authoritative articles explaining in detail the comprehensive Taylor plan.

On the day the first article appeared, an able citizen of Philadelphia, whose business it was to diagnose political situations, decided to give this newspaper some advice.

"You are in wrong," he said. "I believe Councils are crooked, and whether they are crooked or not, they won't let anything by that is sponsored by the Blankenburg Administration. Besides, do not forget the powerful interests in opposition. There is not one chance in a million of this transit scheme ever getting to the people themselves for a vote, and if it does ever get to them, don't you know they'll be fooled and marched to the polls in droves to scuttle their own ship? When Lincoln said, 'You can fool some of the people all the time,' he was referring to the people of Philadelphia."

But in the middle of November Director Taylor began his remarkable meetings in all parts of the city. He went about and explained his plan and his