

Evening Ledger

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The press of the nation has been open to a full discussion of both the railroads and the trainmen's demands, and no landslide of public opinion in favor of complete surrender to the latter has appeared.

GET OUT OF THE MIRE, MR. MAYOR

THE people of Philadelphia are tired of vice exposures. They are disgusted and nauseated that at a time when they were expecting great public enterprises to be well under way the "business administration" which they elected to do things should be spending its energies and its power in explaining why it countenanced an open Tenderloin from improper motives later staged a big raid which held Philadelphia up to the scorn of the country.

The people are weary of the Mayor's attitude. They had a right to expect when it was made apparent to him that his administration had been betrayed by a subordinate, that the muck and mire of politics had riddled the police department, which was being used as a mere pawn in the game of factional politics, that the whole underworld was laughing at his efforts to enforce the law through the instrumentality of a man who had prostituted that law and made it a carpet for cadets and procurers to walk on— they had a right to expect in such circumstances that the Mayor would rise promptly to the exigencies of the situation, discipline the men who had so wantonly prostituted the police, and in an instant clear the situation by restoring public confidence in the Department of Public Safety.

Instead, many weeks after the first revelations, when a second Grand Jury has exposed again the iniquity of the whole situation and made it clear that the vice situation is merely another name for a political situation, the Mayor is still telling the public to trust him, that he will eventually be able to do something.

May the public not reasonably ask the Mayor even now to throw aside his lethargy, to assert his independence by cutting the Vare leading strings, to cut the Gordian knot, so far as there is one, and get this horrible vice matter out of the news? Indeed, but a stroke of a pen and the chopping off of a single head is necessary to restore the prestige of the police and assure once more the enforcement of law.

It was a business administration that was promised, Mr. Mayor, an administration to push along great enterprises, to throw splendid energies behind the public movements for improvements, to bring this city to the forefront of the municipalities of the world in the matter of public facilities for doing business. But the administration's energies are wasted in political quarrels. Its time is taken up by compromises with vice.

The city is losing \$500 a day, Mr. Mayor, because authorized bonds are not sold to provide funds wherewith to pay mandamus. No new contracts for rapid transit have been let, nor can any be let until some bonds are sold. The convention hall has not been begun. There are no new hospitals in process of construction. No, a do-nothingism hangs like a pall over City Hall. The money has been voted, but there is no energy to give direction to its expenditure. The days pass and there are more postponements.

Why not, Mr. Mayor, get rid of the Director of Public Safety and so free yourself for the consideration of really weighty problems? In all friendliness, we suggest that you are fishing for catfish in a trout pond. There is nothing to be gained by this emphasis on conditions in the Tenderloin. Get out into a clearer atmosphere, where Philadelphia's great constructive program is waiting for a leader to translate it into a reality. Your administration is not yet hopelessly wrecked. There is still time in which to get busy.

GOVERNMENT OWNERSHIP THE REMEDY
RICHARD OLNEY a few years ago remarked that as a matter of theory Mr. Bryan favored Government ownership of railroads on the anticipated failure of Government regulation, and that as a matter of practice Roosevelt and Taft were favoring a kind and degree of regulation of railroads which made Government ownership both logical and imperative.

Mr. Wilson is going further than either Mr. Taft or Mr. Roosevelt went. He is attempting to fix hours of work and rates of wages by executive decree to be followed by a modification of the freight rates by a similar decree, made effective through the plant machinery provided for rate regulation. Government ownership under these circumstances is only logical and imperative if the investors in railroad securities are to be saved from financial ruin. But the last state of the country at large would be worse than the first if the Government took over the roads.

The public has to bear the burden of all railroad charges now, including every increase in wages. Under Government ownership, with its inefficient management and its political power of the railroad employees, the burden would be heavy indeed. We now pay an average of 7.53 mills per ton mile for freight, but the Government-owned railroads of Germany collect 12.7 mills and the French Government roads 12.8 mills for the same service, or 65 per cent more than it costs here. If we want to find relief from high freight rates, it is evident that we must look for some other remedy than Government ownership.

The complaint of the Brotherhood of Trainmen's chief to the President that sentiment had been manufactured by the railways against the employees, taking the form of telegrams favoring arbitration, would have more weight if the complainants did not profess to be in such a hurry. Just how much sentiment you can manufacture among 109,000,000 people while a brotherhood is holding a stop-watch over you is problematical. It is to be hoped that Mr. Wilson will not be guided in this or any crisis by a few telegrams from the Far West, in spite of his own prediction for urgent measures to detain points. Telegrams on any side of the situation are beside the question.

THE SWEET SIDE OF WAR
War expenses have odd items. Great Britain spent \$10,000,000 for jam for its soldiers and sailors in one year. Henry Ford could do no more—Cincinnati Times-Star.

LET THE PUBLIC DECIDE
The issue raised by the brotherhoods is an issue with the public, not with the companies. Why, then, shouldn't the public pay the cost of the increases demanded?

NATIONAL POINT OF VIEW
There is a bigger thing than security from disorder, than efficiency in industry, than even regular rations and steady work. The bigger thing is liberty and the right to rule one's own life.—Milwaukee Leader.

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Tom Daly's Column

THE VILLAGE POET
Whenever it's a Saturday and I am on the road,
One would desire that comes to me an' spurs me like a good
Is just the wish to be at home with all my travelin' through,
To walk abroad on Chestnut street an' see what news is new.

I look upon the hills an' dales, an' such like, flyin' past,
An' wonder at their nerve who call a train like this one "fast."
They say it often runs as high as sixty mile a minute—
Or is it "hour"?—In any case, there's simply nothin' in it!

Of one thing I am certain sure, no matter what they say,
I traveled on a faster train the day I went away.
For, strange as it may seem, it's true—as maybe you have found—
All trains are nothing more than snails when they are homeward bound.

Here's Pittsburgh! Now, no doubt we'll loaf five minutes here—What? Twenty!
Oh, say, ain't that the limit? Why, two minutes should be plenty!
An' still they charge an extra fare to ride upon this train!

No wonder their poor workmen strike; it must give them a pain
To loaf around here idle when they might be on their way.
I'm sure I couldn't stand it, no, sir! not another day.
All right! Keep your opinion, then, I tell you, though, I've found
All trains are nothing more than snails when they are homeward bound.

That's why, when it's a Saturday an' I am on the road,
One would desire that comes to me an' spurs me like a good
Is just the wish to be at home with all my travelin' through,
To walk abroad on Chestnut street an' see what news is new.

SOMEWHERE out on the western plains we saw a half-dozen female rookies at a railroad station. We've never seen their sisters at Chevy Chase, but we imagine the uniforms are uniform; at any rate, the thought came to us that these earnest women are even more patriotic than our Plattsbury men. For, surely, it must be easier for a man to die for his country than for a woman to look unbecomingly.

Stationary running, rope skipping, tennis and other strenuous leg exercises should help you to reduce them.—Health stuff in New York Evening World.

SOMEONE who saw you hustling from Chautauqua to Chautauqua must have wired Art Samuels about it, for Art sends us a postcard from Creacent Beach, Conn., with this printed on it:
Don't go about so sloven
In clothes that are ill kept.
All wrinkled up and buttons off
As though in them you'd slept.

They say that clothes don't make the man,
You must think that is true;
Please try the art of sprucing up
And see if it won't help you.

FROM THE LITTLE ROCK TRADE RECORD.
The clay was submitted to the fire, as well as the other specimens. It is explained that the roads built of it. If properly prepared, it is especially heavy between 10 a. m. and 2 p. m. and 4 p. m. and 8 p. m.

OCURRENCES



THE VOICE OF THE PEOPLE

Danger at Broad and South Streets Because There Are Not Policemen Enough to Guard the Crossing—What Happens When Nations Plan to Annihilate Their Enemies

This department is free to all readers who wish to express their opinions on subjects of current interest. It is an open forum, and the Evening Ledger assumes no responsibility for the views of its correspondents. Letters must be addressed to the editor, and must be accompanied by a return address, but not necessarily for publication, but as a guarantee of good faith.

DANGER AT BROAD AND SOUTH
To the Editor of the Evening Ledger:
Sir—Why don't the city station a traffic officer at Broad and South streets? With the exception of Broad at Chestnut and Walnut streets, there is scarcely another crossing on Broad street having more traffic. It is especially heavy between 10 a. m. and 2 p. m. and 4 p. m. and 8 p. m.

NOT DECORATIONS ENOUGH
To the Editor of the Evening Ledger:
Sir—In walking along Broad street the other day, I happened to think of the P. O. S. of a convention which is being held in Philadelphia and noticed the conspicuous absence of decorations and other symbols of national patriotism which usually attend such conventions.

THE LESSON FROM ISRAEL
To the Editor of the Evening Ledger:
Sir—In discussing "Peace by Moral Suasion" (see your issue of August 23), E. H. W. of Allentown, Pa., says: "And if their object is to crush and annihilate completely Germany—a proposition which no civilized neutral could or should sanction without protest—we can withdraw not only the moral support we have been giving them but also the material in furnishing munitions and money as well."

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THEATRICAL FOLK SWARM BOARDWALK AT SHORE UNTIL SEASON STARTS
Managers and Performers Swarm Along Wooden Promenade; Will Soon Drift Back to Broadway and 42d St.

ATLANTIC CITY, Aug. 25.—Despite the fact that the theatrical season is practically open now, and will be in full blast within a week or two, the prominent stars and their summer loafing here the last days of a few hours of work and then they are engaged in rigorous rehearsals. Many headliners in the profession have spent the summer here at one particular "hot" place, Broadway, which has been crowded with the many conferences and meetings every day. This resort has developed into a hide-away place for managers who wish to formulate plans for new deals, in a city where they will not be pestered by a busy press.

WINTER'S WORK PLANNED
Vaudeville artists remaining here to much were contacted over the first attempt of the "White Rat" theatrical organization which has started to do many of their wrongs, the principal one being to bring the managers to task who engage a few hours of work and then they are engaged in rigorous rehearsals. Many headliners in the profession have spent the summer here at one particular "hot" place, Broadway, which has been crowded with the many conferences and meetings every day. This resort has developed into a hide-away place for managers who wish to formulate plans for new deals, in a city where they will not be pestered by a busy press.

BIG VAUDEVILLE CIRCUIT.
William Morris, who was interested in advanced vaudeville some years ago, has quietly laid plans for a big vaudeville circuit which will begin operations with a regular traveling combination of vaudeville stars will be the attraction in the theaters secured. When the season first laid the far West was picked out as the best part of the country for the starting of the new idea. Several conferences held here last week gave the impression that many theatres in the East will be attracted to the circuit. One house in Pittsburgh has virtually signed up for the season, and it is claimed that a first-class theater in Philadelphia will run the attraction of this new circuit, beginning in October.

REVIEW OF 1916' A HIT
Last week George M. Cohan's "Review of 1916" played a date here and scored a bullseye hit. It left last Sunday for Chicago by special train, making a round-trip tour of the city, and will be back in December. Then Philadelphia will get a chance to see the brightest and most-entertaining effort of "wave-the-flag" George M. Cohan's latest work, "Mr. Laundry," which is a comedy, entitled, "Mr. Laundry," it being the first eastern production of a well-constructed, dainty comedy by Harry O'Higgins and Harriet Ford. It is expected that the review will have a long run in Philadelphia, Baltimore, St. Louis and other cities.

Answers to Yesterday's Quiz
1. Velocity of speed; momentum is the product of mass and velocity.
2. Which is older, the city of Toronto or Harvard University?
3. Why is the possession of the Nish railway line one of the most important strategic points in the war?
4. What is heliograph and how is it obtained?
5. Who were Marquette and Joliet?
6. Where is Turkistan?
7. What does "A-1" mean?
8. What is the meaning of the phrase "to hand words"?
9. What is a canard?
10. What office is held by Francis Fisher Kane?

Consumption of Water
R. E.—You are correct in thinking the English system is much less wasteful than ours. The daily per capita consumption of water in this city is 45 gallons and in Philadelphia 178 gallons.

Candle
T. A.—Wax candles are not molded on account of the great amount of contraction which wax undergoes on cooling and the difficulty of removing it from the molds. The wicks are warmed and suspended over a basin of melted wax, which is poured over them until they acquire the proper thickness. They are then rolled while hot between two flat pieces of smooth, hard wood, kept moist to prevent adhesion.

Navy and Army Budgets
A. D. L.—The 1916-17 army budget of the United States is \$267,597,000 and the navy budget \$315,000,000. According to the latest estimates available, the Russian army budget for 1914 was \$291,516,103; 1917, \$273,221,424. English army, 1914, \$197,428,100; navy, \$246,840,050. French army, 1914, \$223,509,345; navy, \$113,520,588. German army, 1914-15, \$211,412,292; navy, \$118,328,393. Italian army, 1914-15, \$198,329,150; navy, \$14,265,123. Japanese army, 1914-15, \$27,711,114; navy, \$50,443,750.

Super-Zeppelins
I. N.—The British authorities assert that they have obtained details of the super-Zeppelins which Germany is now building. The principal features of the craft are a length of 300 feet, a beam of 80 feet, a maximum speed of 80 miles an hour, a cruising speed of 4000 feet. The engines, six or seven in all, have a total of 15,000 horsepower. The airship can carry a load of bombs of 50 tons. They are armed with a second 17,000 lb. low and stern and on top of the airship. They carry a crew of 25 men.

MEXICAN FINANCE
Down at Nogales, writes a soldier, some Carranza generals are very busy. They are getting a dollar a day. At night they go down to their headquarters and buy the Carranza weekly salary as general. Carranza there is a financial talent in Mexico and a valuable citizen.

ACADEMIC FREEDOM WITH THE HYMNS
It is Professor Patten's privilege, of course, and any man's to tinkering with these classics of Patten's hymns. But the University of Pennsylvania surely could not be accused of tampering with "academic freedom" if it declined to appoint Professor Patten as its agency in political economy for hymns in Indiana.