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No pleasure is comparable to the standing upon the vantage-ground of truth.—Bacon.

Can "Joe" Call's club move where the police cannot find it?

Mason and Dixon's line receives another rub from the eraser of human nature through the actions of the lynching party in Ohio.

The price of hogs is higher today than at any previous time since the Civil War. And this is surprising, too, considering the increase in the supply of hogs of all kinds.

The tentative agreement to put \$5,000,000 for transit in the new bond issue indicates that it pays for the friends of improved transportation facilities to keep everlastingly at it.

Hall to the eight months "with an R" and the oysters they yield! Also to the cheering fact that, unlike the roaring beefsteak, the "small stew" remains within one's reach, a treasure of the humble.

The Russo-Japanese peace treaty was negotiated at Portsmouth, and that is where the American and Mexican commissioners are to negotiate their peace—but hold! the President has kept us out of war!

At least two women can keep a secret—even the tremendous secret of the killing of a man. Miss Sykes and Miss Lyons were evidently capable of withholding the manner of Edward Boland's demise for an indefinite period.

We are living in an age of what I call factionalism, an age in which classes are disposed to think that the happiness of each class is more important than the general sum of happiness of the entire community; and that the members of each class, denied what they wish, may properly violate the law, destroy property and even lives to secure it. Such a spirit is dangerous. It is evidence of a lack of self-restraint without which the bonds of society will necessarily be loosed.

These remarks, in the course of an analysis of the Clayton amendments to the anti-trust law, are especially pertinent just now when one class is planning to hold up the business of the entire country unless it can get what it wants.

Mr. Garretson admits he has authority to call off the strike after several days of trainmen dogmatism to the effect that no power in heaven or earth or the waters under the earth could rescind strike orders once they were given. The strike will be "off" according to the brotherhood chiefs, with the passage of an eight-hour day by Congress. They give little more than two days for the drawing up, consideration, printing and passage of this law three times in each House of Congress, to say nothing of possible reprinting for typographical mistakes and amendment, and the presidential signature, which doubtless Mr. Wilson will be glad to provide between mouthfuls at dinner. Yet this is an immortal piece of legislation, more lasting than brass, more stable and imposing than the pyramids!

If the Democracy had decided to punish the Republican States for being Republican, it could have devised a more successful plan than is now in operation in the new revenue law. The income tax on individuals and corporations and the emergency revenue taxes, which have produced about \$210,000,000, bear much more heavily on the wealth of the North than of the South or West. One dollar of these new taxes is paid by every \$333 of the wealth of New York, by every \$625 of the wealth of Massachusetts, \$745 of the wealth of Pennsylvania, \$780 of the wealth of Illinois, \$1359 of the wealth of Georgia, \$2739 of the wealth of South Carolina, \$3599 of the wealth of Oklahoma, \$3700 of the wealth of Alabama and \$4099 of the wealth of Mississippi. The Democracy has defended its course by announcing that it is its purpose to tax wealth. These figures indicate that it has taxed not all wealth, but only those kinds of wealth that are concentrated in the States of the North. This may be good politics, but it is not very good economics.

Infantile paralysis, which is supposed to have been brought into this country from Europe, attracted little attention prior to 1904. In the five preceding years only three hundred cases were reported in the whole world. In the next five years eight thousand cases were reported, of which five-sevenths were in the United States. Prior to 1907 it occurred here only sporadically, but since then it has spread over the whole country. It first appeared in New York and Boston. These were the first outbreaks in Minnesota, where it was supposed to have been carried by immigrants and Swedish immigrants.

grants. It became epidemic in 1909 and 1910, and then was quiescent until this summer. It is more virulent this year than ever before. The books say that in previous years the mortality was not high. This year the fatalities vary from twenty to thirty per cent. The disease has increased the August death rate of this city. The death rate for the last week of the month last year was 13.59. For the week ending last Friday it had risen to 15.95. The number of children who died in the four weeks of August, 1915, was seven hundred and twelve. In the same period this year the number has been nine hundred and seventy-two. And the health authorities, to use Doctor Dixon's words, are "sleeping with their boots on" that they may neglect no precaution to prevent the spread of the disease.

GET A SCIENTIFIC RAILROAD WAGE SCALE

THE local transit company sets aside a certain proportion of its receipts for wages. The men thus share in the prosperity of the company. Good times for it are good times for them. The wisdom of this plan was amply vindicated recently, when an effort to take the men out on strike met with absolute failure. Conditions on the steam railroads are different. There are many different classes of employees—station agents, switchmen and telegraph operators, besides the men who run the trains. It is estimated as a matter of fact that the Pennsylvania Railroad actually pays forty-five per cent of its receipts to its employees of all kinds, which is almost double the proportion the local transit company is able to pay. The proportion runs high on all steam roads.

It is just possible that the Interstate Commerce Commission could arrive at a definite percentage of the revenues of a railroad which the trainmen ought to get, segregating the four brotherhoods, owing to the peculiar nature of their employment. This would not mean the same wage for the same work throughout the country, although the differences would not be great, but it would put the whole question of wages on a scientific basis, removing many of the causes for discontent which now exist. It would tend to increase efficiency throughout the service, not only because it would be to the advantage of the brotherhoods to keep to a minimum the number of men sharing in the distribution of the proportion assigned for wages, but also because better service would mean directly higher returns for the men.

The present situation is potentially tragic. It leaves the nation at the mercy of factors over which it has small control. No sooner is one strike settled than another may be on the way. Each settlement is a compromise and every compromise is but a postponement. Scientific management means peace. If it means anything at all. It seems, therefore, that it is the duty of railroad management to devise some scientific basis for wage-fixing, as has been done locally, a basis so obviously founded in justice to the employees that they would find it acceptable. It is a matter of fact, we judge, that among the rank and file of the trainmen themselves there is objection to present loose methods and to these periodical strike situations.

Engineers in particular are men on whom great responsibility rests. They are a special class of workers and entitled to correspondingly special wages. They must be men of more than ordinary intelligence, and they would be willing, we believe, to accept any system of wage-fixing that was fluid and fair. It took the country years to find anything like an adequate system of finance, the system in vogue being utterly unfitted to stand the test of stress and strain or other extraordinary conditions. What the country needs now is a scientific method of wage-fixing for the railroads, with sufficient elasticity to meet varying demands. It is unlikely that Congress can devise such a system, nor is it the business of Congress to do so. It is the railroad managers themselves who will eventually have to take the bull by the horns.

OPTIMISM

ACHICAGO business man says Mr. Wilson has got us out of more trouble than he has got us into than any other President we ever had. His cleverness at epigram is only equaled by his optimism.

THE AUSTRIANS RETREAT

THE Austrian plan to abandon all southeastern Transylvania to the invaders to shorten the battle-line betrays a shortage of men in the Central Powers that would not have appeared had Rumania entered the war a year ago. With the genius of Von Hindenburg at work this shortage may not result at once in disaster for imperiled Austria-Hungary. Germany is reported to be in transports of joy and restored confidence over the elevation to supreme command of the victor of Tannenberg. But genius is not confined to Berlin headquarters. Joffre showed the grasp of the master mind in the way he "played" the various successive blows at his enemy, for undoubtedly the Allied strategists follow his leadership. The Russian, Anglo-French and Italian drives followed each other about a month apart, so as successively to tie up the Teutonic forces and give them no chance for a careful distribution such as would have been possible if all the drives started at once. The fourth move, the launching of Rumania's attack, is timed just to the moment when all available units are placed at points from which they cannot be removed, and the success of this strategy is seen in the Hungarian withdrawal from what would have been a year ago an easily defended mountain range.

Tom Daly's Column

*Poems
Written
by myself
Last Poem*

Whenever it's a Saturday
 And rain is strongly raining
 I often hear my mother say
 Though seldom she's complaining
 Oh dear oh dear these summer showers
 They bring such freezing phizzes
 And just behold this house of ours
 It's crowded with gee-whizzers.

Just what these queer gee-whizzers are
 Will keep you guessing maybe
 But six of them our small house mar
 That's all except the baby.
 She does not care how much it rains
 If she can get the scissors
 But all the rest our house contains
 Are terrible gee-whizzers.

It's gee whizz this and gee whizz that
 From all my many brothers
 Who cannot use their ball or bat
 Nor even any others.
 Oh dear oh dear these summer showers
 They bring such freezing phizzes
 And just behold this house of ours
 It's crowded with gee-whizzers.

THERE are Kings and Kings. One is the crowned pet of the South-East North Street Business Men's Association; then again there's Ferdinand of Bulgaria.

YES, Briton (this in reply to a chirpy query), we read Alfred Noyes's defense of the realm and found it much like his verse, Noyes, but not convincing. If Casement's diary contained confessions "filthy beyond all description" and "touch the lowest depths that human degradation has ever touched," it would seem to prove Casement almost as crazy as Conan Doyle and his brother authors believed and certainly no more responsible than the "emotionally insane" army officer who summarily executed Sheehy Skeffington.

YESTERDAY we sent this message to our friend, J. M. Brooks, of Chicago:

SERVE NOTICE UPON THAT LEFT-HANDED IRISHMAN, J. B. DIGNAM, THAT FIVE DOLLARS SAYS OUR READERS WILL FIND FOR PHILADELPHIA A BETTER RHYME THAN HIS. OUR MONEY IS POSTED HERE. In the meantime, children, try to deserve our confidence in you. Go to it.

GHOSTS AMUCK?
 "Many Germans were found dead in the muck heaps which were once the trenches. Four of them ran forward to surrender so furiously that they scared one of our men.—Our own dear paper."

JOHN PHILIP SOUSA had the honor of meeting our Missus and Helen Prichard, the other evening. We went in to tell him how well he wears and we made it unanimous. John Philip is no slouch at the barney stuff himself. "The Missus and I," we said, "are particularly interested in you. You helped to launch us upon our honeymoon when we married in June—" and before we could add 1896—"This June?" said he.

But that reminds us that there is a man in this town to whom the gods have been so kind—oh, kind beyond his deserts!—that he has found it possible to write enough "Songs" to make a creditable book, creditable at least in size. He has found for his publisher another happily married man, whose son, also happily married, had charge of details. As far as the poet knows, the composer who set up his stuff, the make-up man who assembled it, the president, the kindred and all the rest who had anything to do with it have been of the clan Benedict, which means blessed.

Watch for the book—"Songs of Wedlock"—and tell all your married friends about it.—Adv.

SOME one in the large and sophisticated city of Chicago addressed a letter recently to Marcus Tullius Cicero, care of David McKay, publisher, Philadelphia. THE only day-to-day serial story that ever held our interest was one by Louis Tracy, whose "Wings of the Morning" begins in the EVENING LEADER tomorrow. We like to beat folks to things, ourselves, and so we're starting our own serial today. It's another of George E. Lothrop's famous poems. Here goes for the first instalment:

Napoleon's White Boots
 (Copyright, 1916, by Geo. E. Lothrop, Jr., 95 Brook House, Boston, Mass.)
 Napoleon the Corsican was soon to be crowned a King.
 While great artists and artisans would their rarest treasures bring.
 Amid scenes of wealth and splendor, amid revelry and dance,
 Great Napoleon Bonaparte was to be crowned King of France.
 At his superb coronation the empires and the world would stare.
 To see that an Italian poem was brought as a servant there.

The thrilling scene would be painted by David with his skill!
 And now upon the Paris walls that painting is hanging still.
 All the nations come to see it, from the old world and the new.
 To gaze at the bloody hero who so many thousands slew.
 David, the painter, was jealous; he was jealous of his art.
 So he designed Napoleon's boots that they might play well their part.
 Made of cream-colored morocco, most tiny and trim and bold.
 They should match the crown on his head, that romantic crown of gold.
 As Alastair Collier built them with all the skill he could wield.
 Three pairs were built to suit the King, but two pairs thrived away.
 He was so proud of these gay boots, and so proud of his art.
 That Moll, the court cobbler, worked hard his Majesty's taste to meet.

At last, the coronation came which made Josephine a Queen.
 The pontiff brought from Italy was there to adorn the scene.
 The pope halted to crown this King and his trembling fingers shook.
 The warrior maddened at the sight as the golden crown he took.
 And placed on his head himself, as if he was King, indeed.
 A chip fell on the King's shoulder, an omen of some bad deed.
 Then the cobbler of old ran tripping down to his eye.
 And Napoleon had to wink as the pope's all made him cry.
 Some say the fates were kind to him, that he had a lucky star.
 But his handsome wife Josephine seemed his kindly luck to mar.
 The coronation now was past, and painted the picture grand.
 The cobbler of the King's white boots now began to show his hand.
 He sent in his bill for labor and called it one thousand francs.
 For surely he had made six shoes to honor this King—the crown.
 (To be continued.)



HOW BRIAND BROKE A FRENCH STRIKE

When the Men Stopped Work as Railway Employees He Forced Them to Run the Trains as Soldiers—Justified His Course as Essential to National Defense

CONDITIONS in the United States today are closely parallel to those which prevailed in France in 1910, when Aristide Briand, the Socialist Premier, broke a railroad strike by summoning to the colors the reservists serving on the railways.

The representatives of the workers were in consultation with the Government and the Government was considering ways of meeting their demands. While the negotiations were still pending the strike was ordered. Briand characterized it as a criminal outbreak and virtually an act of rebellion. It was civil war. He used the power of the Department of War to suppress the "rebels."

The strike, which was ordered on October 11, 1910, had been brewing for many months. In April the demands of the men were set forth in a congress of railway employees in Paris. A minimum wage of five francs, or about \$1, a day was demanded. There were other grievances besides that of low pay, varying with the different railroads. The Paris congress decided to ask the Government to arrange a conference between the men and the directors of the companies, and threatened that if the demands of the men were not granted they would attempt a general strike. Nothing came of this demand, and the General Confederation of Labor organized a strike which took place on the southern railroads at the end of May, when 10,000 men went out. The trouble was patched up and the men returned to work early in June. The labor confederation thereupon attempted to arrange a strike on the northern lines. The situation was threatening in July. The railway companies refused to confer with the unions, but professed willingness to negotiate with their own workmen. The National Union of Railway Men, not pleased with the situation, authorized the strike committee to name a day for a strike. Nothing was done until October 11, when a general strike throughout the whole Northern Railway was declared, after a preliminary walk-out of the men from the St. Denis station.

Strike Without Justification
 The Government called out troops to guard the tracks and to prevent sabotage. The managers of the railway said that there was no excuse for the strike, as it had been paying since July the minimum wage asked. The men who remained at work were attacked, and the strikers asserted that they had a legal right to stop work, which they exercised because they had grown weary of waiting for a settlement of their grievances. The next day a general strike on all the railways was called.

This action was met by the Government with an order mobilizing 80,000

Hughes's big issue, of course, is protection.—Wall Street correspondence of Boston News Bureau.

The abandonment of the principle of arbitration is not meeting with the temporary success it promised.—Cincinnati Times-Star.

The President of the United States in the year 1916 is the first man of importance to strike a deathblow to the principle of arbitration.—Albany Knickerbocker Press.

Settlement of the Mexican problem by the processes of negotiation, if found practicable, will satisfy the American people far better than settlement by conquest. We would prefer to settle the Mexican issue at Portsmouth by peaceful agreement, rather than at Mexico City by septuaginta.

Great is the sun, and wide he goes
 Through empty heaven without repose;
 And in the blue and glowing days
 More thick than rain he showers his rays.
 Though closer still the blinds we pull
 To keep the shady parlor cool,
 Yet will he find a chink or two
 To slip his golden fingers through.
 The dusty attic spider glad
 Minors through the keyhole, maketh glad
 And through the broken edges of tiles,
 Into the ladder hayloft smiles.
 Meantime his golden face around
 He hares to all the garden ground,
 And sheds a warm and glittering look
 Among the ivy's thicket nook.
 Above the hills, along the blue,
 Round the bright air with footing true,
 To please the child, he paints the rose
 The garden—'till the world is gone.

"GANGWAY!"

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.

QUIZ

1. What was the "laissez faire" doctrine?
2. What is a marlinet?
3. What is a truck-walker?
4. Explain the phrase "walking the plank."
5. How is "Cholmondeley" pronounced?
6. What is a hantse?
7. Why are "ducks" called ducks?
8. What is a fiscal year?
9. Who are the Walltons?
10. What drug is obtained from the poppy?

Answers to Yesterday's Quiz

1. There are about 114,000 lawyers in the United States.
2. The "Big Four" is the nickname not of a set of railroads, but of one named after four cities, the Cleveland, Cincinnati, Chicago and St. Louis Railway.
3. Whistler, an American painter, considered the greatest of the artists this country has produced.
4. Garibaldi, Italian patriot and liberator, and the military hero of united Italy.
5. Labor Day is a holiday, pausing or drawing in dots, not in line.
6. Bismarck's rights: rights relating to the use or ownership of land adjacent to bodies of water.
7. Parnassus: a mountain in Central Greece, the "Home of the Muses."
8. Crow's nest: the post on a vessel's mast where the lookout is seated.
9. A "ducks" is a "half-cup," almost invariably applied to a small cup of coffee.

Naval Militia

B. P.—The officer in the Navy Department having charge of naval militia matters is Captain F. B. Bassett, Jr.

Religious Statistics

P. T.—At the present time it is estimated there are throughout the world about 569,000,000 Christian adherents, including 270,000,000 Catholics and 170,000,000 Protestants; nearly 400,000,000 Confucians and Taoists, 210,000,000 followers of Hinduism, 220,000,000 Mohammedans, 140,000,000 Buddhists and 12,000,000 members of the Jewish faith. Latest available figures estimate give the population of the earth at 1,628,890,000 people.

Educated Rulers

Editor of "What Do You Know?"—Will you tell me who is the most educated ruler of Europe?

J. S.
 One would be inclined to say offhand "the Kaiser," seeing that your question seems to refer to quantity of education rather than to quality. He is a linguist, being able to speak English and French as easily as German. He has had a thorough training not only in the principles but in the practice of military affairs, diplomacy, legislation, administration, certainly superior in quantity to that of other rulers, for the simple reason that he has had more power and more responsibility than any other ruler except the Czar, who is not credited with much intellectual activity. In the course of his long reign he has kept pace with Germany's great strides in industry and the arts, and even engaged to correct the work of artists engaged on public works. As for quality of education, a pro-Ally would say the Kaiser was the worst educated ruler, because he would say the Kaiser has acted on wrong principles, and an education in wrong principles is worse than none. A pro-German would probably say the opposite.

Canadian Government

H. N. L.—The fact that she is part of the British Empire assures Canada of the protection of the British army and navy should she ever need it. On the other hand, Canada is under no legal reciprocal obligation whatever to help England, or other parts of the British Empire, by furnishing troops or money in case of war. There has been the slightest compulsion upon Canada as a whole to participate in the present war, and not the slightest coercion upon any one of the 599,000 individual Canadians who have ended the foreign service. Canada and her people have done this principally out of loyalty for the empire of which they are a part, from which it is reasonable to infer that they themselves see ample advantage, not obvious to outsiders for remaining within it. Aside from having no foreign relations in its own name, the Dominion of Canada is a complete government with virtually no restrictions that are, or can be, imposed by the British Crown or Parliament. If she likes she can go as far as to include a discriminating tariff on goods from another country, and to "own" parts of the empire. Canada has no voice in the world service, public education, militia, taxation, railway or any of the other major and minor domestic affairs of the Dominion.

THE VOICE OF THE PEOPLE

A Plan Suggested for Settling a Railroad Strike—Where Transit is Not Rapid

This Department is free to all readers who wish to express their views on the current events of the day. It is an open forum, and the Editor will accept of no restriction on the views of its correspondents. Letters will be published, not necessarily for publication, but as the guarantee of good faith.

A PLAN OF SETTLEMENT

To the Editor of the Evening Ledger:
 Sir—If the railroad managers allow a strike then they become insolvent automatically and a reorganization must be appointed and the employees deputized to guard and operate the roads. Or, if it is necessary to have Government ownership, then Congress must at once enact a law of compulsory arbitration and wage adjustment board, the members to be appointed by the President for life at a fair salary. Inasmuch as there will not be a private concern to try to bribe the board, and inasmuch as its members being appointed for life, will of course free them from all political interference, I believe that the employers will be better off than now, and I am sure the public will be better protected. Higher wages will serve as a regulation will become operative at once, as each and every employee would immediately become a member of this department. Within 10 years the Brotherhood would, of course, become defunct because of no new members. No new employees would be allowed to join a labor organization because he could not see the Government and an outside party without being dishonest to one or the other. The Government must never be hampered in its department by strikes.
 ROBERT B. NIXON, JR.
 Philadelphia, August 29.

RAPID TRANSIT A MISNOMER

To the Editor of Evening Ledger:
 Sir—While you are hammering away in behalf of the construction of the new transit lines permit me to have a say about the manner the present lines are operated. Rapid transit is certainly a misnomer for the present trolley system. Any one can be convinced of this if he will take a Fifth Street car at Chestnut street a few minutes before 5 p. m.

Everything will go all right until he reaches Montgomery avenue. He will arrive there a little before the employees of the Stetson hat factory are dismissed. The street inspector of the trolley company will hold the car up until the Stetson people are actually dismissed and until they make their way from Fourth and Montgomery avenue to the car. All this while other cars are arriving and before the first car is permitted to leave there are from five to seven cars in the tie-up. Finally they all get started, and if you are going to take a Glenside car or a Lehigh avenue car you will have to wait there in time to see one going out the avenue, and you will be compelled to wait seven minutes for the next one. With the five minutes delay at Montgomery avenue and the seven at Lehigh avenue you have nearly one-quarter of an hour wasted. By this method everybody is harmed and no one is benefited.

The Stetson people would lose no time in getting home if they were to take the cars as they arrive at Montgomery avenue. The cars would be held up by the inspector. The people getting on the cars south of Montgomery avenue would get to their destination earlier. The company would be in the amount of the wages paid the men they have stationed there. He is not only useless, but an actual detriment to transit. The rule in other parts of the city is that an intending passenger must wait for a car. At Montgomery avenue the rule is reversed. The car waits for the passengers to the discomfort and inconvenience of those who have already paid their fares. I don't believe that another transit company in the universe that pays a salary to a man to delay traffic and why the P. R. T. does is a mystery to all who patronize the Fifth Street car.
 Philadelphia, August 28.

IT'S ON THE CROSS

Russia has conferred the cross of St. George on Verdun, but it is doubtful if that is just. It is a cross it needs under the circumstances.—Indianapolis News.

AMUSEMENTS

STANLEY MARKET AT 10TH 11:15 TO 11:15
SESSUE HAYAKAWA
 In the SENSATIONAL PHOTOGRAPH
 "The Honorable Friend"
 ADDED ATTRACTION
BURTON HOLMES
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PALACE Marguerite Clark
 In "LITTLE LADY EILEEN"

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FIRST MATINEE TOMORROW, 5:00 to 5:30
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LYRIC BEGINNING

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 WITH THE KING OF FUN
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 Geo. White & Cavanagh Lucille
 Beatrice Morella's Grand Opera Setpiece
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 Auger King Sisters; Others.
 Today at 2, 5:30 & 8:00. Tonight at 8, 2:30 to 5:15

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 "Madame Spy" with Harker Clifton
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ABRAHAMSON 8:15 to 11:15 P. M.
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