

Evening Ledger

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THE AVERAGE NET PAID DAILY CIRCULATION OF THE EVENING LEDGER FOR AUGUST WAS 117,856

Philadelphia, Wednesday, September 20, 1916.
I've seen your stormy seas and stormy women,
And pity lovers rather than seamen.
—Byron.

"Wilson money" is plentiful at least now that the odds are two to one on Hughes.

The young woman who thinks that she ought to get a man's pay can do it if she will only marry one.

When it is disclosed that attempts have been made to bring political pressure to bear upon the movie censors to induce them to reconsider their decisions, another reason for abolishing the censors is found.

Monticello, where Jefferson lived, was not quite so ornate a residence as Shadow Lawn, but then the country was not so big in Jefferson's day, even as Jefferson was a man almost as great as his latest successor.

Congressman Rainey, who says that free trade is dead, does not seem to be aware that it died from Republican assaults or that it will be prevented from haunting the halls of Congress by the activity of Republican legislators.

Premier Kalgeropoulos has announced that the new Greek Ministry "will follow a very benevolent neutrality toward the Entente," thereby indicating that King Constantine's German wife will be compelled to go way back and sit down.

After taking time enough to reach a sound conclusion, the Presbyterian ministers voted at their first fall meeting that the Tenderloin raid of last July was without results and merely spectacular. This is the opinion of the secular observers, expressed at the time, confirmed.

The campaign against "dope" made a big bulge in the lines of the enemy when it succeeded in closing the "Arsenal." The illicit dealers are so firmly entrenched, however, that no victory can be expected until the guns of new laws are brought to the front.

Quick lunchers in Chestnut street who discovered yesterday that six-cent pieces of pie had been raised to eight cents and twelve-cent sandwiches to fourteen cents are wondering what has become of Mr. Wilson's promise to reduce the high cost of living.

The appearance of 223 out-of-town candidates and \$5 from this city to take the civil service examinations for positions in the Department of City Transition is encouraging. The best technical service obtainable should be secured, whether the men originally lived here or not. They will live here when they receive the appointments.

That Chicago city employe who was retired on pension a few weeks ago at the age of eighty-four years and died the other day of a broken heart because he had no work to do ought to be honored by a monument in a public square. A city employe who pines for work is so rare that the sole example on record ought to have his memory kept green.

Serbian troops are on Serbian soil—the "Balkan Belgium"—again, taking their red revenge. Doubtless the caving in of the Bulgar right wing has been largely due to their zeal. Not the least remarkable feature of this precedent-breaking war has been that two nations could be dispossessed of their countries and still fight on with full confidence in ultimate victory.

The fall of American mortality to 36.5 per 1000 population in 1915 is encouraging enough to the country generally, but is particularly stimulating to cities. For the tendency has been to increase urban populations at the expense of rural communities, and it is the city deaths that pull down the average. For example, in a year in which Pennsylvania mortality was 14.6, the figures for Philadelphia, Pittsburgh and Scranton were 15.7, 17.1 and 14.8, higher in each case than the State at large. Certainly it had not been for the work which has been inaugurated in baby-saving and general health measures the cities, with their congested districts, would be nearer 20 per 1000. Now there is no reason under the sun why Philadelphia should not approach the lowest mortality in the country, that of the State of Washington, 13.5. But that will be done not merely by saving babies, but by doing as well. Young women saved from fatigue in packed cars, improved factory conditions for both men and women—these are basic causes in the abatement of life.

It is difficult to see how the epidemic strikes threatened in New York City will be averted. The object is to prevent the epidemic from striking in New York City. It is difficult to see how the epidemic strikes threatened in New York City will be averted. The object is to prevent the epidemic from striking in New York City.

Tom Daly's Column

OH, BOYS!
Long before the clock strikes ten
My desire goes leaping
To the quiet of a den
Where I may be sleeping
All my mind and soul again
In the poppies aching
Through the wide-flung windows, when
Frosty airs are creeping
Round the pillow's soothing plen
Where sweet dreams are keeping
Soothing solitudes for men
Till the sun comes peeping
O'er the window sill and then—
Well, then, oh! then, most of all, when
The alarm clock rings and the bed is warmest and the dressiness most delicious we realize that these are splendid nights for sleeping.

Is it not beginning to dawn upon patrons of baseball that there is no dependence to be placed on the "form" of clubs so long as inflated players care nothing for the club or town they play for and little for the game itself so long as they get the money? Would it not be a good idea for cities that want ball clubs to have no professional engaged on their team unless he has been a resident voting taxpayer of the town for at least five years? The game of baseball in the professional line would be much better played if there were more local patriotism in it and less pecuniary profit. There is too much playing of the game for the player's own hand.

THE NATIONAL JOY RIDE PAYS ITS WAY
LIQUOR, perfumes, autos and pearls are still put into the same category by a number of persons who accept surface values as final. These things are called luxuries. Automobile has been another word for expensive pleasure, and the notion has been that the outlay on swift cars is comparable to the financing of American overseas, who take millions out of the country to pay the debts and refurbish the manors of foreign noblemen. Motorboat, by the same token, has meant to many merely that the speed mania had reached the water.

From time to time we hear of another kind of joy ride. A wealthy young man charters a railroad train out West and breaks all records for speed and money-spending to come East to keep a dinner appointment or comfort a sick parent. Yet no one calls the railroads a luxury. There are 250,000 miles of railroad in these 3,000,000 square miles of United States. That is one mile of railroad to every twelve square miles. Roughly, that means eleven square miles badly served by rail to every square mile well served. That means eleven square miles of land of inferior development, value, comfort and resources to one square mile of superior conditions. It means congestion in cities and towns on railroads and the poverty of congestion, and in unserved rural districts a thinning population and the poverty of lack of labor and subnormal enterprise. Summed up, it is the evil of badly balanced, unbalanced and unfair transportation, the results of which are as inevitable to a city like Philadelphia, with its trolley cars, as they are to the whole country, with its railroads.

Into this gap leaped the auto. Suddenly suburban districts were yanked a dozen miles nearer the cities. Farms got into touch with branch railroad lines or even directly with the towns by auto. Realty values began to be equalized. The eleven square miles began to approach the advantages of the one square mile. The water auto—the motorboat—got in its work. Two examples will suffice. Farm land along Chesapeake Bay got a new lease on life because the swift and cheap vessels could take the produce to Baltimore. Islands on the Maine coast that sold for \$100 or \$150 ten years ago now sell for \$1000, because motorboats feed them.

So the national joy ride pays its way. Where one man wastes his substance on five fiddle racing cars, five hundred men are increasing their work-power, developing improved realty and opening up long series of economies and wealth-producing sources with small outlay on cars. It is safe to say that for every billion dollars invested in automobiles there has been produced through them a billion dollars' additional wealth. But there is something deeper to be learned from this than the value of motors. The whole secret of investment lies in this rapid history—that the initial expense of an improvement of known serviceability is the least factor to be considered.

This applies to municipal investment in port facilities, transit, sewers, housing reform and disease prevention as well as to railroads, steamship lines and motors.

VERSATILITY
His (Wilson's) statesmanship is intuitive in its breadth and imagination.—New York World.

YES, it is so broad that it has been on every side of every question and so imaginative that it can see new ways to change its course that no less gifted man could think of.

A LAW WITH TEETH IN IT
If a medicine cures only some and not all of the ailments it promises to cure it is purely a commercial fake. There is nothing technical about such an offense. It has a bad motive—to obtain money under false pretenses.—United States District Court Judge Dickinson.

THESE words of sound wisdom were uttered as the Judge fined some medicine manufacturers for misbranding their goods. There is no more contemptible business than preying upon the fears of the sick for purposes of gain. It has always been contemptible. There were years, however, when the vamps engaged in it could not be punished because the courts were reluctant to extend to them the general law of fraud. The law against the adulterating and misbranding of food and drugs has provided the way to get at the guilty. It seems to be a pretty good way.

MAN GIVES BOY POISON AND FLEES
Speaking of inept heads, the sporting page of a local content, heads the brief annals of a baseball game between two newspaper teams.

JEWISH WORLD BRINGS HOME THE BACON
LE DEBACLE!
Two-st. Mr. Deal!
They couldn't do it!
Let's see what happened to the patmoses yesterday.

HE may get no other monument, so let us erect here this slight tribute to a Judge whose name we're not sure of, but it may have been Riden Tyler Bennett. At any rate, here's the story. In Allegheny County, N. C., one of its citizens had been convicted of moonshining. Upon reconvening court during the Judge's sitting, he was presented one morning with a communication from the prisoner, which read:

Here's to the water that runs on the wheel. For death is something we all must die. If death was something we could buy, I'd buy it. I'd buy it for five and the Rich all die. Whereupon the Judge, addressing the Sheriff, said:
"Bring forth the prisoner; damn it! the Post Laureate of Alexander County shall languish in prison." And immediately he was released.

SIGNS OF WEAR



THE VOICE OF THE PEOPLE
An Englishman Suggests That We Turn Our Navy Over to Great Britain and Trust to Her for Protection in the Future

This Department is free to all readers who wish to express their opinions on current events. It is an open forum, and the views of its correspondents, letters must be signed and accompanied by a return address, but not necessarily for publication, but as a guarantee of good faith.

LET ENGLAND DEFEND US
To the Editor of the Evening Ledger:
Sir—My earnest congratulations to you for the vigorous and admirable remarks concerning the war, which make their appearance daily in your columns.

A similar approval, however, cannot be vouchsafed to the actions of those who advocate a larger navy for the United States. I find such approval irreconcilable with all the patriotism and nobility of my nature, not because a substantial increase would be an intrinsic menace to the stability of the Republic, but rather because such a course is a useless and foolish attempt to supply a supposed want where, in reality, none exists.

THE FITLER SCHOOL CASE
To the Editor of the Evening Ledger:
Sir—The removal of William H. Sowden from the principalship of the Edwin H. Pitler School early in this year is still a matter that engages the earnest attention of the parents of many of the children. Perhaps most of them do not know of the reasons that made it necessary to remove Mr. Pitler from his position, or how contradictory and inconsistent are their actions.

What did happen? The board adopted it November 9, 1915. It is known as Rule 16. It says that when a principal is promoted to higher school he must have an average of 80 in one case and 85 in another, and 90 and 95 to reach the highest schools. Do you see what an opportunity is here opened for favoritism and pull to get in their work? There might be twenty-five persons with an average of 80. Who is to get the plum? The law plainly provides that it was not a question of what his average was. It might be 70 or 90, anything, so long as it was the highest. But what says the rule? Oh, any one of the twenty-five will do. Good! Then I prefer Mr. Jones, who is No. 23.

It is said that the principal of the Pitler School did not have the proper average according to the rule, hence he was removed. The rule is illegal and certainly does not govern when it contradicts the law. The principal of the Pitler School has been illegally removed. The law further provides that no principal shall be removed if he held his position prior to the passage of the school law above referred to. It expressly protects cases where schools grow under the wise direction of a principal and he seeks to retain him; yes, even prohibits his removal.

In the face of this the Pitler School principal is removed. An open violation of the law.
Then, after you will this action of the Board of Education. The principals of the Wayne School, the Widener School, the Leidy School were all in the same class as the Pitler. These schools grew and more classes were added. The principals were promoted and allowed to remain, though in not a single case was the principal among the three highest in effect, respectively the rule. The rule said \$5 was all right. They were safe. But note what has happened since the Pitler case. The board evidently thinks it no longer safe to invoke the rule as witness the most recent transfers. All in fact, since the Pitler case. They are strictly in accordance with the law. The board in effect proposes to save the rule as witness the most recent transfers. All in fact, since the Pitler case. They are strictly in accordance with the law. The board in effect proposes to save the rule as witness the most recent transfers.

PHILADELPHIA PREPARING FOR SOUTH AMERICAN TRADE

New Steamship and Banking Facilities Have Been Provided
Preparations for a largely increased use of trade with South American countries are being made on every hand by bankers, merchants, manufacturers and shippers in Philadelphia.

Prominent among the banks, the Commercial National Bank, Second and Chestnut streets, has inaugurated a special department to look after this business. A ready bank has established connections with more than 300 corresponding banks in the several South American countries and is prepared to transact business for clients in virtually every city of the South American continent.

"We commenced this business last year," said Charles E. Calwell, president, "and we have conducted a large foreign exchange business for years. It is a part of American business we formerly conducted through other banks," he continued, "and now we do it direct, and we find it easy to do so."

"Of course, we have not actually done business with all of our 300 correspondents, but we believe in being thoroughly prepared and in shape to transact the business in any place when it comes. Our banking connections with South American banks have been largely concerned with imports, but the tide is turning, and with the establishment of a new direct steamship line, look forward to handling the financial end of a large export business, and as there are many merchants and manufacturers in Philadelphia who are preparing to export goods to South America, and their number is constantly increasing."

NEW LINE OF STEAMSHIPS
At the Bureau of Foreign and Domestic Commerce, in the Widener Building, E. P. Poe, the director in charge, said his office is the temporary quarters of the Philadelphia and South American Steamship Corporation. This bureau, which is directly connected with the United States Department of Commerce and is also a part of the Philadelphia and South American Steamship Corporation, has taken a very active part in the establishment of this line of steamships between Philadelphia and South American countries.

It is sent out a notice to shippers in this city announcing the establishment of the line, which states there will be regular sailings for freight only from Philadelphia direct to Montevideo, Buenos Aires, Rosario, Rio de Janeiro and from Philadelphia to Brazil. The first of these to sail will be the steamship Carolyn, American built, about October 15. The next is to sail on November 15 and others monthly thereafter.

AMUSEMENTS
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The Famous Russian Singers and Dancers
"The Pool Room" Dramatic Troupe and Other

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"THE HOUSE OF LIES"
Thurs., Fri., Sat.—LOU TELLEBORN
in "THE REWARD OF PATIENCE"
PALACE 1214 MARKET
"BEACH PEARL A TELE"
Thurs., Fri., Sat.—LOU TELLEBORN and CLEO RIDGELY in "Victory of Courage"

THE Market St. Below 11 A. M. to 11 P. M.
Regent Today Last
Frances Nelson & Arthur Ash
in "THE REVOLT"
Thursday, Friday, Saturday—"MISTERS"

Philadelphia Orchestra
TODAY LAST DAY OF FORMER SUBSCRIPTIONS
Heppes, 1119 Chestnut St. Subscribers who wish to renew their subscription for the next season should send their subscription card to the Philadelphia Orchestra, 1119 Chestnut St., Philadelphia, Pa., on or before Monday, September 25, 1916. ADVANCE TICKETS will be on sale from Monday to Thursday, September 25, 1916.

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