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vote of 97,374. Whether he will poll any more no one knows, but he is reasonably sure of that number.
But on the first two days of registration 270,000 Republican voters have already qualified for voting at the primary. It is probable that at least that number will vote, and it is evident that the Organization leaders cannot nominate Judge Patterson unless they have grown 30,000 to 40,000 votes stronger than they were when they put all their strength back of Scott.

YOU CAN DO ANYTHING WHEN THE MOTIVE IS GOOD

This is Why the Government Can Consolidate Railroads When the Financial Bandits Couldn't

NEVER was it better illustrated that the quality of an act depends on its motive than in the Cummins plan for solving the railroad problem.

OF COURSE

THE indorsement of Congressmen Moore for the majority by the president of the Vessel Owners and Captains' Association comes as a matter of course.

MERCIER'S MIGHT

CARDINAL MERCIER, now en route for America, will be in a position to reveal many interesting facts about the war. But his mere presence will symbolize the most striking truth of all—the ineffectuality of brute force as contrasted with undaunted spiritual courage.

CAMDEN'S FAVORITE SON

"I SHALL have a bully good time," said Admiral Henry Baird Wilson last April as he set out to visit his home in Camden, N. J., "but I am awfully sorry 'Hammy' Moore won't be there. 'Hammy' and I are old friends. We went to school together in the late seventies, and I have a high regard for his friendship."

WHAT PATTERSON MUST GAIN

EVERY one is wondering just how many votes the Organization can poll for the slated candidates at the primary election a week from next Tuesday. The only way to judge of the future is by an examination of what has happened in the past. Fortunately we have a recent exhibition of the strength of the Vares organization when it exerted itself to its utmost.

The Cummins plan is devised primarily in the public interest. The railroads in the various districts are to be consolidated with a total capitalization not to exceed their value, and this capitalization is to be fixed under the scrutiny of a federal board. Whatever objection may be raised against it, the primary purpose of the plan is to improve the railroad service for the benefit of the people.

The Cummins bill also prohibits strikes and lockouts. It is assumed that the public has a vital interest in the regular operation of the roads and that anything which will interfere with that regular operation is to be prevented.

The plan suggested for keeping the roads in operation is compulsory arbitration of all disputes. A board containing an equal number of representatives of the employees and of the owners of the roads is to consider disputes about wages and hours of work. If the board cannot agree, then a federal board is to decide, and its decision is final.

There is just as much in the interest of the workers as of the public, for it prevents the waste of a strike and insures to the workers continuous employment under conditions which a fair-minded commission decides to be just. If any man is displaced with the award he may leave his employment, but he may not conspire with others to leave simultaneously, nor may he prevent others from taking the place which he vacates.

The stockholders of the roads are protected by a provision that the rates shall be fixed so as to yield a fair return upon the money invested. They are also to be allowed a period of seven years in which to bring about the consolidations of their properties into the separate groups of railroads in the different parts of the country.

There is no doubt that the plan will be bitterly attacked by those who have advocated a different solution of the problem. The fact that it embodies features of the plan of the security holders, the plan of the railway executives and the Plumb plan will not exempt it from criticism.

So the first thing the people want to know about the Cummins plan is what it does for them. They will be interested to discover that, besides providing for consolidation of existing lines and for compulsory arbitration of wage disputes, it continues the arrangement for common use of terminals when necessary and for the diverting of freight from one line to another by a government board when one line is congested—an arrangement which was made by the federal director of rail-

THE GOWNSMAN

THE GOWNSMAN'S OWN GHOST STORY
THIS tale ought to be dedicated to the National or International Society for Psychic Research, for it is of such stuff as their dreams are. I tell it precisely as I remember it, which is not always in these cases exactly the same thing as precisely as it happened. However, I can vouch for the verity of each detail. Only the name of the ghost has been altered.

MR. MOORE MUST EXPLAIN

JOHN R. K. SCOTT so far forgot the "interests" of his city that he actually once trudged up Capitol Hill during the third session of the Sixty-fifth Congress and took his seat in the House of Representatives during a roll-call. Perhaps his visitation was inadvertent. The light that has been turned on the congressional rollcall figures establishes the fact that J. Hampton Moore answered "present" ninety-six times to Mr. Scott's isolated utterance in the same session.

Philadelphia is well aware how absorbing Organization politics are to those who profit by them. Citizens who interpret fidelity as unwavering attention to the interests of the bosses will forgive Mr. Scott for his single trip to Washington. On the whole he has concentrated upon affairs at home.

Mr. Vares answered rollcall thirty-seven times during the last session; Mr. Costello four times. None of Philadelphia's six congressmen nor her two congressmen-at-large were seen so frequently in the House as Mr. Moore.

THE COMING CONARDERS

THE Cunard Line's promise of passenger traffic with this port carries a double implication. The plan for the new service is proof positive of the commercial importance of Philadelphia. But the project reflects in the old familiar way upon our prevailing hesitation in mercantile marine affairs.

It is a sign of progress that ships flying a foreign flag denote a realization of our commercial possibilities. It would, however, be a far better index of our enterprise did we realize some of these golden chances ourselves.

HAPPY JAILS!

THERE will be no mass-meetings and no indignant memorials to the Governor because the prisoners at the Eastern Penitentiary have been complaining shrilly about their food. The leisureed guests of Warden McKenty have been a long time out of this harassed world. They cannot know what it is like. They would be the last to admit that to be really carefree and safe nowadays one has to go to jail.

In jail there is no worry about the high cost of living. Nor is there concern about a winter coal supply and twenty-five dollar shoes. One is not even overworked. From a safe retreat he may eat, warmed, fed and clothed, and watch fevered humanity pass in these days of trial.

Mr. McKenty said that his men are better fed than the soldiers were. This is doubtless true. And a wise citizenry isn't likely to be agitated about the comforts of a class which it supports in a state of peace which formerly was the cherished privilege of the elect of the earth.

Old General Apathy has been the recipient of a number of swift kicks since the campaign opened. J. Ogden Armour says meat prices are going to fall. As Mr. Armour is in a position to know before he professes, his words have weight. Racine, Wis., determines the assessed valuation of real estate by the amount it brings in rent. "It's but a love tap on the wrist for the rent profiteers."

THE scene is Belluno, a village on Lago Maggiore, ordinarily charming at this particular time, though in August soaked in a period of protracted rain. There were out there two of the children. Comfortably housed in a little hotel on the lake front, we watched the showers as they cast and withdrew their veils over the Isola Bella out to the lake in front of us and waited prayerfully for better weather to proceed on our journey by boat, our parties not to see our Cousin Tobias in Locarno, from side one of these dripping mornings the Gownsmen was shaving at the open window of his room when one of the children ran in with the news, "Cousin Tobias has just gone up the street. Look out at the window. He is not out of sight yet." And looking out to see his Cousin Tobias in Locarno, from side one of these dripping mornings the Gownsmen was shaving at the open window of his room when one of the children ran in with the news, "Cousin Tobias has just gone up the street. Look out at the window. He is not out of sight yet."

THE CHAFFING DISH

Escaped From Jersey
We saw a little old man on Chestnut street asking two postmen how to get somewhere. They were trying to find out if he knew any landmarks by which they could guide him.

Ernestine's Gift of Expression
Ernestine Myers is one of the few top-notch artists who dance as well with her arms as her feet. It's a pleasure to watch her wave her slender, expressive limbs about in any old dance. Her costumes, what there is of them, are delightfully artistic—various.

A Ballade of Summer's Passing
THE shortening days of the fall are here and the cooler nights of the autumn moon.

Princess, September nights are too chill to spoon—
The summer maiden may leave us soon. Pink cheeks are as bonny to kiss as brown—So, hey! for the maiden who rules in town! WARWICK JAMES PRICE.

Literary Notes
All the magazine editors, including genial John Parker, the art curator of the Ladies' Home Journal, are busy getting up their cheerful covers for the Happy New Year issue of the magazine. But it's hard to tell, with the Senate acting the way it is, whether it's going to be a Happy New Year or not.



A Paper and a Pipe

WHEN a man is weary workin' all the day, Handlin' hoe or hammer, tootin' truck or dray, Addin' rows of figures, settin' piles of typs, Nothin's half so restful as a paper and a pipe.

Rockin' after supper in your stockin' feet, Soon you fall to dreamin' of a cottage neat, Pretty little garden, apples gettin' ripe, And a porch and hammock, a paper and a pipe.

What Do You Know?

- QUIZ
1. Who is primate of Belgium?
2. What was the only bequest which William Shakespeare made by will to his wife?
3. Of what European kingdom was Brazil formerly a colony?
4. What is a fosse?
5. Who is the head of the Austrian peace delegation?
6. How much is a farthing worth in American money?
7. In what congressional body must all bills for raising revenue originate?
8. What is a lough?
9. What flower is called the "Rose of Sharon"?
10. What is the meaning of the Latin phrase "Suaviter in modo"?

- Answers to Yesterday's Quiz
1. Mohammed VI is the present Turkish sultan.
2. The word archipelago comes from the Greek and originally meant the "chief sea." Thus it was at first descriptive of the Aegean. Then because the Aegean contained numerous islands, the word came to mean a "sea with many islands," and finally the modern sense of a "group of islands" was accepted.
3. La Rochefoucauld said, "We easily forget crimes that are known only to ourselves."
4. California is the second largest state in the Union.
5. The Pater Noster is the Lord's Prayer.
6. The word describing a certain Welsh village on the island of Anglesey is said to be the longest geographical name in the world. It runs as follows: Llanfairpwllgwyngyllgogerychwyrndrobwllllandsylllogoch. In the postal directory only the first twenty letters are given as sufficient address for practical purposes.
7. Queen Victoria was married to Albert, prince of Saxe-Coburg-Gotha, a small German state.
8. In England the word "clerk" is pronounced as though it were spelled "clark."
9. Grover Cleveland lived in Princeton, N. J., after his last presidential term.
10. General Pershing is returning to America on the Leviathan.