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A FOUR-YEAR PROGRAM FOR PHILADELPHIA

Things on which the people expect the new administration to concentrate its attention:
The Delaware river bridge.
A dredge big enough to accommodate the largest ships.

GORMAN'S JOB

The efforts of Charles Neel, secretary of the municipal Civil Service Commission, to justify the appointment of Frank Gorman, political hand man to a \$4000 job as "statistician" in defiance of the fact that Mayor Moore vetoed an attempt to create such a place for him by councilman ordinance, are pathetic in the extreme.

The disheartening feature of the whole affair is that a body created and sworn to prevent just this sort of hocus-pocus with municipal jobs should have no higher authority than that vested by the setting of such a vicious precedent.

THE MIRACLE ON OUR HANDS

ACCORDING to Assistant Secretary A. W. Williams, "the government never really did intend to sell Hog Island." That this alleged reticence developed mainly as a result of a lack of bidders is at least a possibility. Private enterprise has been loath to embark in the colossal venture. The idea of ownership and operation by the city of Philadelphia hardly passed beyond the stage of an alluring fancy.

Meanwhile the plant is a huge fact, and failure to grasp it constructively means the waste of unprecedented resources and equipment. Mr. Brush, president of the America International Shipbuilding Corporation, believes that the yard should either be retained by the government as an army quarter-master base or else should be used to take care of the \$4,500,000 worth of various materials now stored in government warehouses.

A CULTURAL ADVANCE

The school of fine arts to be opened by the University of Pennsylvania in the autumn is essentially an achievement in concentration, since most of the features composing it are already in existence at the West Philadelphia institution.

It is a sound educational move, however, to emphasize the relationship of architecture, music, sculpture, painting and design. Divisions in art are often artificially drawn and sometimes they are barely discernible save to a mind warped by narrow pedagogy.

The new school at the University, broader in its scope than any maintained under similar scholastic auspices elsewhere in America; aims, it is said, to act eventually in close touch with other art enterprises in Philadelphia. This would bring it in co-operation with the city's new museum and perhaps even with the Academy of the Fine Arts.

reveal to the mind a rich and noble vista of truth and beauty.

It is evident also that a fusion of art resources rather than a narrow separation of them along competing lines means a stimulus to cultural progress in any community. The growth of Philadelphia as an art center is bound up in the new development, of which an intact college department leading to a bachelors degree is a hopeful preliminary.

SIX PER CENT DIVIDENDS ENDED A HOUSING CRISIS

The Example of Bridgeport, Conn., and What It Might Mean to Overcrowded Philadelphia

IT IS no longer possible for every man who contributes labor, capital, brains or material to the business of real estate development to be his own Ponzi.

We are approaching the cold, gray dawn of the morning after a speculative riot. The awakening isn't pleasant. Building, as Mr. Crawford, of the Real Estate Board, observes, has almost stopped and there is nothing to indicate when it will be fully resumed. In this city a definite check has been put upon the population. The condition is not one that investors, craftsmen or operators can regard with equanimity. Idleness and profligate years are in prospect for many of them.

The larger interests of the community are involved in the singular deadlock. Properly a city like this should regard its working population as its most valuable asset. Turn away skilled, industrious and self-respecting men and invite in only those who are willing and eager to live in slums and cellars and you suffer a very definite loss.

So the bankers and business men in Bridgeport, Conn., felt about the matter. And Bridgeport is one of the few cities in the United States that is not bothered by dangerously overtaxed housing facilities, rapacious landlords and a prospect of increasing hardship for the multitudes who have to rent the homes they live in.

There were forward-minded and resourceful citizens in Bridgeport who, confronted with a novel problem in municipal affairs, preferred to follow an accepted rule of good industrial management. They decided to hold their organization together.

They made no sacrifices. They were not philanthropists. But in one respect they differed from many other investors of the hour. They were content with a 6 per cent return on their money. Thus they were able to organize a system of housing development that offers many new lessons to a country in which 25,000,000 people are without proper dwelling accommodations.

Governor Smith, of New York, who has just called a special session of the Legislature to consider the growing problem of the shelterless in and about Manhattan, may be led finally to seek a remedy in the example offered by Bridgeport.

He will find no traces of a miracle in the Connecticut city. He will find an absence of extortionate greed and he will find applied business sense. He will find small dwellings, stoutly and gracefully built, designed by the best architects in the country and set in an agreeable environment, being purchased by tenants with a monthly rental that seldom exceeds \$40.

It is not fair to assume that such houses might be duplicated now at their original cost, though the extensive building operations of the Bridgeport Housing Corporation were carried on at war prices and under war conditions.

All sorts of business men put money into the venture, which was inspired originally by municipal officers working in co-operation with the heads of some of the big manufacturing corporations. No effort was made to cheapen the work. The dwellings are far more attractive than many of the more ornate buildings designed by less capable architects. They are scientifically equipped. The architects in this instance evolved what they called an "apartment unit" in which families pay nominal rent that in time will give them full title to their part of the building.

Bridgeport is no longer "red," though once it was known as a hotbed of unrest and a breeding place for dangerous strikes. Those who capitalized the building program draw their 6 per cent annually and are content.

Last spring in these columns suggestions for a somewhat similar building scheme were urged with energy enough to move the Mayor and others to action.

Mr. Moore had plans. The bankers had plans. Builders had plans of their own. But a succession of elaborate conferences ended in nothing for the simple reason, apparently, that there were not enough people about who were willing to accept 6 per cent on their money.

Larger profits were too easily made in the speculative field.

Small dwellings of the sort that probably will be provided for in one way or another by the New York Legislature are sorely needed here, and the lack of them will continue to be an acute problem for years to come. But thus far no one at City Hall appears to have heard of what was done in Bridgeport, and Mr. Sprout and the leaders in the State Legislature seem still unaware that the question of housing is swiftly becoming one of the most painful of the present decade.

In an interesting table of building costs published the other day, Mr. Crawford showed that the cost of building, based upon current expenditures for material and labor, has almost tripled since 1914. But it is clear that even with present costs large, organized investments in building would be profitable.

pressing for at least five years. And certainly it must seem to any ordinary observer that real estate development on a large scale, supported through the joint efforts of municipalities, private investors and building trades unions, should be profitable, even though it brings no such returns as many landlords and speculators recently have come to expect.

What is needed in this city is a plan much like that which got Bridgeport out of very serious difficulties and the new standard of building which has attracted attention to the Bridgeport enterprise.

Southern architectural principles that are usually applied in inexpensive dwellings were embodied in the building program at Bridgeport. There was little of rickety ornamentation in the houses built for the lively corporation whose methods are now attracting general attention. The houses were built almost exclusively of brick. They are simple and even beautiful in design, and in no case were they planned without a regard for intrinsic grace and for charm of environment.

Architects of talent did their best at a job that interested them. And as a consequence the Bridgeport corporation has long waiting lists of people who are eager to move from older fashioned houses into the "model communities" that were created within a few months.

Philadelphia is more fortunate than Bridgeport and it is more fortunate than New York in having vast areas of nearby land suitable for development along similar modern lines. Yet many thousands of families in this city will face another winter as the prey to speculators and rent profiteers.

No relief is possible before next spring or summer, but relief should be provided then. And relief will be possible if enough men in this city can realize that the problem is not one that concerns individuals alone. It concerns the whole community and bars in many ways upon its social and industrial life.

Unquestionably the city and even the state authorities would heartily cooperate with any group of men who might be moved to suggest an enterprise patterned after that at Bridgeport. The emergency is really serious. It is social. For the time being at least the work of building private enterprise and speculation. So Mayor Moore might properly reopen the discussions that ended lamentably last spring.

If a large and general plan of real estate development were undertaken it is not unlikely that leaders of the building trades would find a way to make concessions of a sort likely to reverse a declining industry, and it is logical to suppose that material purchased outright in quantities sufficient for thousands of houses could be bought at figures more favorable than those cited by Mr. Crawford.

LABOR TRIBUNALS WIN

THE square deal through due process of law is a program which inevitably appeals to the average American temperament.

In Kansas the state industrial court law, which had been made the basis of the Republican primary campaign, has just scored a highly significant victory. Governor Allen, running for re-election, carried every county in the state save one, which contains the largest element of foreign labor. Elsewhere the Nonpartisan League-Labor combination was unable to stem the tide of progress. Elsewhere the individual worker in great numbers supported the court scheme.

The attraction of this method of approaching labor difficulties is very similar to that exerted by the League of Nations upon persons capable of seeing beyond their noses. At the law, impartially and intelligently administered, is unequal to settling disputes between nations or conflict between employers and employees, then the whole structure of it is a mockery.

Some Americans are loath to believe that labor tribunals with a new body of jurisprudence, consistently developed on the old fundamentals, as the cases arise, are as yet in their infancy. That a great hope of appraising the issues fairly is strong in Kansas indicates not that this state is unique, but that it is on this matter representative of prevailing sentiment in the nation as a whole.

The public, capitalists and laborers have seen other methods fail. In Pennsylvania the Department of Labor and Industry has just estimated that strikes have cost the workmen \$3,000,000 in wages. Extreme radicalism will perhaps assert that this is the cost of battling to lead to more than commensurate gains. But anticipated profits are unsubstantial.

A comprehensive hearing in law ought to be able to satisfy such claims of capital and labor as are not grounded in injustice. The expression of this belief by Kansas is heartening and indicative of the right sort of evolution in the republic.

FIREWATER BY WIRELESS

ARE we to suppose, after a survey of the moving case of the Hon. Muggsy McGraw, that bellboys have been licensed to vend firewater?

The Giants' boss was at the "Lambe Club." He consumed, with the assistance of others, three bottles of distillate. He had made his purchase through a juvenile attendant in the place of his sojourn. And the last sound he heard before a water bottle swung in the hand of a person unknown waded him terribly near to the pearl gates, was the voice of the bell-boy beseeching him to buy a fourth bottle.

If the reports of travelers in these United States are true, bellboys can produce the forbidden bottle at a moment's notice and for a price. The news should interest those who are supposed to enforce the prohibition laws. An interesting question is involved. And it should not be difficult to answer.

An opportunity date will be first to of gold opportunity and denounce his opponent as a Ponzi or polonice?

JUNKING THE SEXTANT

Science Within Distance of Running Ships Like the Trains of a Great Railroad System

STEP by step, the genius of man is making navigation of the seas easier and safer and taking from the ship captain much of the worry and uncertainty of conducting his vessel from one port to another in spite of wind and weather.

The day is even visioned now when the merchant fleets of the world will be run like the trains of a great railroad system, with all the controls in fixed centers with the schedules made out in advance and the vessels almost automatically kept to their paths mapped out for them.

When that day comes, the navigation will be done from shore far more unerringly than can be done now at sea and the captain will be merely a conductor, to punch the tickets of the passengers and see that all is kept in order aboard. There will be no sextant, no pelorus, no azimuth mirror, no daily calculations of chronometer errors, and the compass will make its own corrections and keep the ship's head on the course required.

THE latest step is the laying of a sixteen-mile cable down the harbor of New York and out the Ambrose channel. By means of an alternating current of electricity in this cable and sensitive anemophores, one on each side of the ship, a vessel approaching in a fog or in a bad storm can proceed steadily on its way up the narrow channel and entrance and anchor in the protection of the New York harbor. Conditions that would now make such a feat out of the question.

The sounds in the anemophores will guide the ship to the outer end of the cable; that reached, she will proceed and the anemophores will tell immediately if she swerves in the slightest from the water directly over the cable, and she can be quickly brought back on her course. It will be much like the trolley following its conductor, only here the connection will be by means of the impulses propagated through the water instead of through the pole on the car.

ALREADY the wizards of electricity have furnished mariners on our coasts a method of locating their positions at sea with greater speed and accuracy than are possible with sextant and man's fallible methods of calculations.

Just before the war started wireless compass stations, or, as they are technically called, goniometer stations, passed the experimental stage, and when the United States entered the contest these goniometers, in portable form, were used by the government to locate all secret wireless stations whose existence was suspected.

The entire length of the Atlantic coast was also equipped with them, and this important branch of naval work was placed for development in the hands of a Philadelphia, Lieutenant Appley, who had been known here for many years as a maker of wireless instruments for mariners.

Today these compass stations are busy twenty-four hours in every twenty-four, receiving requests from ships at sea for position reports, and the speed and accuracy of the service is such that it is difficult to depend upon them more and more.

THE method by which this most important operation is done is interesting and somewhat unknown to the general public.

Let us suppose a ship is bound up the coast for New York and, somewhere below Hatteras, has struck bad weather, which has made her dependent upon the aid of the goniometer station nearest her position. Her captain, knowing that he may be many miles out of his course, asks the wireless operator whether he can get her position from Virginia Beach or Cape May.

The wireless operator, listening in, finds, perhaps, that he can hear "Cape May" stronger than any other station, so he calls up that wireless office and, getting an answer, sends the signal "QFV," which, in radio parlance, means, "What is my position, please?"

The Cape May station will give him the signal "K," which means "Go ahead," and the ship operator will send his position, which is sending his "tuning" call letters and dashes, these two operators, at Cape Henlopen and Bethany Beach, Del., have been manipulating their goniometers until they are able to determine the exact direction by true compass from which his signals are coming.

These two directions are sent over the wire to Cape May, and an expert at the station, which is known as the "compass-control station," has laid down the two lines on a chart and located the point at sea where they intersected. This is sending his ship's exact position, and Cape May immediately sends it to the operator upon the vessel.

ALL along the Atlantic coast these control stations, with two or three goniometer stations, have been located at every important harbor entrance and give positions for ships fifty miles distant.

At other points along the coast are independent stations that operate with vessels up to 150 miles and give bearings only. The wireless operator at different points he himself lays the lines down on the chart in his chart room and so locates his position.

HARD TO TELL WHICH ONE HE'LL GET LESS FROM

Suffrage is still playing a waiting game. The critic is a skeerter the word smudge cannot kill. Poor little excess profits tax! Hasn't got a friend in the world.

The Bolsheviks are within fourteen miles of Warsaw—one for each point.

John Harleycorn is dead, of course, but his spirit goes harrying on, apparently.

What the country appears to be suffering from is overproduction of political pills.

"Not to put too fine a point on it" the Gorman appointment is at least unfortunate.

Tomatoes must be cheap on Fifty-eighth street, since people can use them to throw at deputy sheriffs.

The Poles are just one lap ahead of the rest of the world in appreciating what the Red menace means.

In New York the definition of "hoorah" seems to be "something everybody but law officers knows where to get."

Of the slacker it may be said in the words of Koko that if Uncle Sam has him on his list he never will be missed.

It will at least be conceded that the fourteen points have more friends in the South than the fourteenth amendment.

Villa's announced intention to embrace his enemies must mean, then, hope that there was plenty of soap in his immaturity bath.

McGraw having admitted his inability to answer the question, "How did it happen?" will not be asked, "Where did you get it?"

Reds fourteen miles from Warsaw—every reader of the classics will remember the exact distance from Wibbleton to Wobblerton.

In order to meet the demand of lawyers for the defense we might just as well call our penitentiaries insane asylums and let it go at that.

Dr. Carl Michel, who rid Vera Cruz of the bubonic plague, emphatically declares inoculation for the disease valueless. "Rats!" he says.

It is interesting to note that there is possibility of our being involved in another European war even though we are not yet a member of the League of Nations.

When the story of the housing problem comes to be written the quiet work of the local building and loan for many years has been given the appreciation it deserves.

We are inclined to think that perhaps the Tennessee legislators have a hazy kind of notion that it is not with such a probability that they know their own business best.

A New York man has shot his wife because she dressed too "young." Happily, most husbands will continue to prefer the dressmaker to the undertaker as an arbiter of fashion.

When Chairman White says he has a hunch that Mr. Bryan will support the Democratic ticket "wholeheartedly," one wonders if he has his union ticket as a grave-digger.

A polo pony was sent by airplane from London to Lympne the other day in time to take its place in a scheduled game. Sports men now take their place with poets in their possession of winged steeds.

Uncle Sam has put an end to the bubonic plague in Vera Cruz. He has just finished a similar job in Europe. But the biggest job, the extinction of the Bolshevik germ, is still to do.

Thomas W. Cunningham would be justified in declining the finance chairmanship job foisted upon him by Vane followers; and there would be far more sensible service and far more fun; incidentally, in now take their place hoisting the Varette on his own petard.

Having received on good newspaper authority the information, first, that the speeches of Governor Cox would be a success, and second, that they read better than they sound, we unhesitatingly arrive at the conclusion that he means what he says when he says what he means.



Harper in the Birmingham Age-Herald.

NOW MY IDEA IS THIS! Daily Talks With Thinking Philadelphians On Subjects They Know Best

BRUCE M. WATSON On Garber's Successor

NEED for the best available man in the country to fill the vacancy of superintendent of public schools in this city is emphasized by Bruce M. Watson, secretary of the Public Education and Child Labor Association.

Mr. Watson says that we should procure the best man, even if it is necessary to make a world-wide search.

"Philadelphia should have the best educational system in the country," he said. "This is the greatest opportunity that the Board of Education has ever had to raise the school system to a high standard. The choice of a new superintendent is the most important thing in improving this system that the board will be called upon to do. A new man should be the head and front of the school system—in fact as well as in name."

"No man worthy of the job will be likely to accept the post unless three important conditions are observed.

"The salary must be made more attractive. No man of sufficient caliber will come for \$9000, the present salary. Cleveland pays \$12,000; Pittsburgh and Seattle pay \$10,000. A dozen cities pay more than Philadelphia.

"A man worthy to head the Philadelphia school system should receive not less than \$15,000 a year. If more money is necessary to attract the right man there should be no hesitation about paying it. The extra few thousand involved would be infinitesimal in comparison with the worth of that man to the city both in dollars and cents and in other ways. There are many corporations in this city where the responsibilities are not nearly so great, yet which pay far greater compensation to the executive head.

Must Have More Freedom "There should be a longer tenure of office. Three years should be the very shortest term to begin with. No fit man is likely to accept the post if he cannot be assured of a term at least as long as this.

"Absolute freedom of action and power under the rules of the board to administer the public school system in the way that he sees best should be accorded the new head. He should not be curbed by petty policies. This freedom former superintendents in this city have not had.

"The board need not fear, in granting the new freedom to this coming administrator, that he will take the bit in his teeth and run away from them. A man big enough to qualify for this post would have shown by his administrative record in other cities that he is not so foolish as to refuse to work in harmony with the board.

"Philadelphia needs the best man procurable. The teachers want him, the principals want him, the people of the city want him. Educators in general want him, and the board has agreed that we ought to have such a man.

"Philadelphia is the third largest city in the country, and it is time that it should have a school system commensurate with its standing. Millions of dollars are spent annually to conduct Philadelphia schools. The cost recently has been about \$13,000,000 to \$14,000,000.

OPPOSE WIDENING STREET

Board of Surveyors Objects to Cost of Fifteenth Street Project

The proposition to widen Fifteenth street from Market to Filbert street under the Pennsylvania Railroad, and to the project was based upon the estimated attendant damages of \$701,400. This sum, it was maintained, would be excessive in comparison to the advantage to be derived from the improvement.

Action was also withheld at the same meeting on the widening of Fifteenth street from Market to Filbert street, under the Pennsylvania Railroad, and returned with a negative report the proposal to strike Elgin avenue, from Cottman and Center roads to Glendora avenue, a distance of two blocks, from the city's plans.

In its comment in the negative report the board states that if the property is to be condemned and taken under the improvement traffic would be secured by taking only the first floors of the properties in the form of an arcade, the report stated.

THE STANLEY

MARKET ST. 16th 11 A. M. to 11 P. M. MARSHALL NEILAN PRESENTS FIRST SHOWING OF "Don't Ever Marry"

NEXT WEEK—NORMA TALMADGE IN "YES OR NO"

PALACE 1214 Market Street 10 A. M. 12, 2, 3, 4, 5, 7, 9, 11 P. M. A MASSIVE SPECTACULAR TREMENDOUS DRAMATIC POWER

"A Common Level" With Edmund Breese and Claire Whitely Added Charlie Chaplin in "The Immigrant" WEEK "SEX" Featuring LOUISE GLAUM

ARCADIA 10 A. M. 12, 2, 3, 4, 5, 7, 9, 11 P. M. JACK PICKFORD "DOUBLE-DEEDED" DECEIVER

VICTORIA Market Street 9 A. M. to 11 P. M. "Dangerous Days"

CAPITOL 724 Market Street 9 A. M. 12, 2, 3, 4, 5, 7, 9, 11 P. M. THOMAS MEIGHAN in "THE PRINCE CHARM"

REGENT Market St. 16th 11th ENID BENNETT in "HAIRPIN"

GLOBE MARKET STREET AT JUPITER CONTINUOUS VAUDEVILLE Wrote's Ruda, "Sweet Sweeties"; Others

CROSS KEYS 60th & MARKET STS. 2, 3, 6, 9, 11 P. M. PRIMROSE MINSTRELS

BROADWAY Broad and Boyer Aves. ERNEST BRANDS & COMPANY ALICE BRADY in "SHINERS"

METROPOLITAN OPERA HOUSE 3 SHOWS—2, 7, 9, 10, 9:00 P. M. ADMISSION—25c and 50c FINE ARTS PRESENTS

Up In Mary's Attic The Picture That Has Taken Philadelphia by Storm

Bathing Beauties in Person ENTER THE MOVIES!

Each lady attending above performance up to Thursday evening will receive a complimentary photograph. Select most beautiful girls. Starring in movie. Address on back. At box office. Winner \$100.00. ANNOUNCED SATURDAY—AUGUST 21. A chance of a life-time to be starred in a Fine Arts Production.

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SAMPWRECKED AMONG CANNIBALS
WILLOW GROVE PARK Everybody is Whistling the New SOUSA SOUSA AND HIS BAND
People's Theatre ALL THIS MAIDS OF AMERICA WITH BOBBY BARR AND GEO. LEON
BIJOU JAZZ BABIES Trocadero 10th and Arch, Mat. Daily "BEAUTY TRUET"