NIGHT EXTRA

EVENING LEDGER

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HUGE LAND GRAB HID IN COURT BILL BY ITS PROMOTERS

Acquisition of City Block Contemplated in Measure Jammed Through Councils Over Mayor's Veto—Map of Property Defaced to Conceal Northern Boundary.

Executive Clark Says Public Is Not Interested, and Judge Brown, Asked to Explain Omission, Declares He Is Not Answering Conundrums.

A great land grab to be put through by the Vare-McNichol-Penrose-controlled Councils is back of the bill to condemn land for the Municipal Court at 21st and Race streets. The bill was passed Tuesday over the Mayor's veto. On the surface the Municipal Court plan meant the purchase of a small corner lot at 21st and Race streets.

But the real scheme is the acquisition of an entire city block and the construction of buildings which would cost $60,000. Real estate agents say the speculative possibilities are enormous. This explains the frantic mustering of a vote big enough to override the Mayor's veto of the preliminary bill.

The scheme will cost Philadelphia nearly $2,000,000 unless it is blocked. The price of the land needed will exceed $1,000,000, and the buildings will run the price up another $500,000.

The opening wedge was the bill to condemn land at 21st and Race streets, now the property of the Magdalen Home. It seemed innocent enough, as the cost of the property would not exceed $150,000. For buildings on this site $400,000 of the loan bill money had been appropriated. Mayor Blankenburg and many others opposed even this expenditure as extravagant.

HUGE SCOPE OF THE GRAB.

To all appearances the Municipal Court plans were to be confined to the purchase of the Magdalen Home property and the construction of buildings costing no more than $400,000.

But the Municipal Court offices at City Hall gave out an architect's sketch showing the proposed buildings.

This was the key to the grab secret.

It showed that the Magdalen Home property was less than a fourth of the land the court proposed to use. And the buildings to be put up could not be built for less than $500,000.

The land to be condemned for the Municipal Court is not big enough to accommodate even one of the proposed buildings. Yet thus far there has not been even a whisper that more land would be needed.

Only three boundaries of the Municipal Court site were given in the architect's sketch map. The name of the street on the fourth side was mysteriously missing. This was important, because it left the size of the grab open to conjecture. Some who saw the map said that the tract shown must be intended to run only to Winter street. Others believed it went all the way to Vine street, thus extending the grab more than 700 feet.

In any case the property on the map extends 140 feet and possibly 260 feet further north than the promoters ever said it would.

ORIGINAL MAP DEFACED.

But a close look at the map explained why the name of the northern boundary line failed to appear.

It had been blocked out by sticking a piece of paper over the name on the original sketch and photographing it before sending the picture to newspaper offices.

Instead of the missing name there was a strip of dead white three inches long which entirely concealed the name of the street.

The Magdalen Home site is relatively so small that only a part of the "Administration Building" would fit in it. The "Courts Building" is at least 40 feet from the northeast corner of the Magdalen property, the "Hospital Group" is far off to the east, and more than 100 feet west is shown the "Detention Group."

Officers of the Municipal Court grew reticent when asked to talk about the map.

Fred C. Simon, executive clerk to the court, was said to know the name of the northern boundary. He refused point-blank to tell what it was. He refused to say who drew the map.

"The public is not interested," Simon declared. "It is not news. No one cares about that. The public knows very well what fine work this court is doing, and when we have any information to give out the newspapers will get it."

Pressed for the name of the architect, Simon finally declared that he was the judge of news of the Municipal Court and he deemed the architect's name of no value to the public.

"The plans are not yet definite and I cannot tell you the name of the street," he said.

JUDGE BROWN UNINFORMED.

Later Judge Brown was asked about the northern boundary.

"It is Winter street," he said, "and the architect who drew the sketch is John T. Windrim. That is what you wanted to know, isn't it?"

"Do you know why the name of the street was omitted?" he was asked.

"I don't know anything about it," was the answer.

"Didn't you notice the white mark instead of the name of the street when you saw the sketch?"

Judge Brown said he hadn't noticed it.

"But don't you know why the street was blocked out?"

Judge Brown turned on his heel and walked toward his office.

"I'm not answering conundrums," he said at the door.

The vote by which the opening wedge was forced through over the Mayor's veto was that of Dr. William D. Bacon, a Penrose supporter and noted gang man. Judge Audenried declared he had no right to a seat in Select Council, after a recount of the votes in the Forty-fourth Ward. Dr. Philip H. Moore was the man legally elected, according to Judge Audenried. But Justice D. Newlin Fell, of the Supreme Court, granted Bacon the privilege of holding his seat until the Supreme Court reviews the proofs against him.

STEAMSHIP DOMINION'S CABINS BRING 220 TOURSTS

680 Steerage Passengers on Vessel Due Here Late Tomorrow.

Cabins crowded with returning American tourists, the American Line steamship Dominion is expected to dock at the foot of Washington avenue late tomorrow or early Monday morning. The vessel, commanded by Captain Ingham, sailed from Liverpool on September 14 with 220 cabin and 680 steerage passengers. Two-thirds of the cabin passengers are women. Among the passengers are:

Mrs. W. Altman, Miss E. Altman, G. Altman, Miss J. G. Beebe, Miss Mary Bernart, B. L. Bowen, Mrs. G. Bowen, Mrs. M. A. Bradney, Mrs. A. J. Briggs, Miss M. A. Briggs, Miss Julia Brown, Mrs. N. Bruck, Miss Helen Bruck, Dr. Joseph Crooker, Mrs. Florence Crooker, Miss Annette Cunningham, Miss Elizabeth Cunningham, Mrs. J. Hull Davidson, Miss Anita de Lagnna, Miss C. S. Drerr, John Duffy, Mr. and Mrs. H. Fleisher, Miss Mabel Freeland, Mrs. K. Gable, Mrs. S. Gartner, Miss E. Gartner, Mrs. G. W. Haight, Mrs. Martha Harrison, J. B. Irooman, Mrs. Levering Jones, Miss Charlotte Jones, A. Kathe, Mrs. C. Kock, Miss Kovarick, Miss Elsa Lawbach, Miss A. F. Learned, Mrs. N. C. Learned, Mr. and Mrs. Lindblad, Miss Minnie Loy, Mr. and Mrs. F. Lungard, Carl Lungard, Miss F. Lungard, Mr. and Mrs. J. C. Matthesson, C. A. McCann, Mrs. S. J. Medd, Mrs. Beatrice Moranz, Rudolph Moranz, Vincent Moranz, Beatrice Moranz, Rosaline Moranz, Miss Mary Murray, Miss R. Munroe, Mrs. A. O'Donnell, Mrs. Mary O'Donnell, Miss Louise Olsen, Mr. and Mrs. R. Santell, Mrs. Lucy N. Scattergood, N. G. Schmutzler, Mrs. Shakleton, Miss Agnes Shakleton, H. Squire, Miss J. L. Stitt, Miss H. Tomey, Mrs. R. Walters, Miss A. B. Ward, the Rev. Henry and Mrs. C. D. White, Miss Elizabeth E. White, the Rev. Patrick Keating, Robert McCracken, Dr. Herman Hersch.

GULF OIL COMPANY ORDERS ANOTHER BIG TANKER HERE

Craft 406 Feet Long, With Capacity of 2,205,000 Gallons.

Despite the handicaps under which shipping is laboring because of the European conflict, the Gulf Oil Company continues to have ships built for its service between North Atlantic and Texas ports. It has just placed an order with the New York Shipbuilding Company for the construction of a large tanker, similar in detail to the Gulfoil, Gulflight and Gulfstream, recently completed by the Camden shipyard for the oil company. The vessel will cost about a quarter million dollars.

Like her sister ships the new craft, as yet unnamed, will be 406 feet 6 inches in length, 51 feet beam with a depth of 29 feet 2 inches. She will have a capacity for carrying 2,205,000 gallons of oil in her 22 tanks. Her engines will be fitted to burn either oil or coal. A powerful automatic machine will enable her to tow barges in safety whenever necessary. The officers of the tanker will have spacious quarters.

SIX ACCUSED OF MURDER

Men Plead Not Guilty and Will Be Tried Later.

Six alleged murderers were arraigned before Judge Searle, in the Court of Oyer and Terminer, today. All entered pleas of not guilty, and will be tried later. They are as follows:

Louis Deveraux, 2411 Ann street, for killing Anna May Lukens, on July 15; Akili Shimono, 828 West Venango street, for killing Granville S. Morgan, on September 1; Salvatore Porta, Pleasantville, N. J., for killing David Sposito, on August 2; James Davis, Negro, 509 South Nineteenth street, for killing Allan Brooks, on June 27; Hezekiah Strothers, Negro, 917 Watt street, for killing David C. Speller, on June 12; John Bradford, Negro, 1916 Bainbridge street, for killing Irene Bradford, on June 22. John Hines, 2069 Lombard street, entered a plea of not guilty to a bill of indictment, charging him with voluntary manslaughter in causing the death of Frank Massey, on August 25.

Housework Brings On Fatal Attack

Mrs. Katherine Helverson, of 912 West Arizona street, dropped dead in her home this morning. A physician who was summoned said that death was due to heart disease brought on by household work.

REAR ADMIRAL McLEAN WAITING FOR HIS SHIP

Beating Minnesota to Port, He is Staying at Hotel Here.

The battleship Minnesota has been found and Rear Admiral Walter McLean is happy. Since yesterday he has been conjecturing as to its whereabouts, for he came here with much speed from Washington to hoist his flag, but there was no ship in sight.

Word reached the navy yard this afternoon that the Minnesota would arrive at League Island at 5 o'clock, but as there is many a slip between the dock and the ship, the Admiral is going to stay right at the Bellevue-Stratford until he hears that she is in. The Admiral had a wearisome trip around League Island yesterday looking for the boat.

It is possible that the Minnesota had to dodge some alien warships, which would account for her delay, but no one at the yard knows why it is taking her so long to come here from Hampton Roads.

The ship will be here late this afternoon, unless she loses her way in the Delaware. She passed the Breakwater many hours ago. Friends of the admiral say they are not surprised to hear that he beat a battleship to port, for he is known as a man of quick action.

GIRL ACCUSED OF STEALING HELD NEAR PITTSBURGH

Cedar Avenue Physician Took Her From Reform School.

Alexandria Kaminski, employed until ten days ago, by Dr. James C. Higgins, of 5548 Cedar avenue, who took her from the Glen Mills Reform School, is under arrest at Pittsburgh today, charged with stealing $1000 worth of jewelry from the Higgins home. Detectives Ford and Patterson left for Pittsburgh this morning to bring her to Philadelphia.

Dr. Higgins secured the girl's release from the reformatory on September 1. On September 13 she complained late at night that she had a toothache and was sent to look for medicine in the doctor's office, where the Higgins' jewelry was kept.

Next morning she disappeared and $1000 in diamonds and other stones was missing. Detectives Ford and Patterson learned the girl had a brother in New Kensington, Pa., near Pittsburgh, and notified the police there. Yesterday they received a message stating she had been arrested. It is not known whether the jewelry was recovered.

MEN WITH 43 CHICKENS AS LUGGAGE PUZZLE POLICEMAN

Two Early Morning Travelers With Three Sutcases Arouse Suspicion.

Three suit cases filled with dead chickens, in the possession of Pasquali Gallaro and Julius Sandino, of 1633 North Fairhill street, early this morning, aroused the suspicion of Policeman Reeves, of the Branchtown station, when he met the men at York Road and Township Lane. Gallaro and Sandino were arraigned for a hearing later before Magistrate Renshaw at the Central station.

Reeves did not stop to count the fowls when he discovered the contents of the suit cases. He took the men to the Branchtown station and obtained the assistance of the night house sergeant and several members of the night force. They found 43 chickens in the suit cases. Each fowl had been dispatched by wringing its neck.

The police believe Gallaro and Sandino stumbled into a hennery somewhere in Montgomery County.

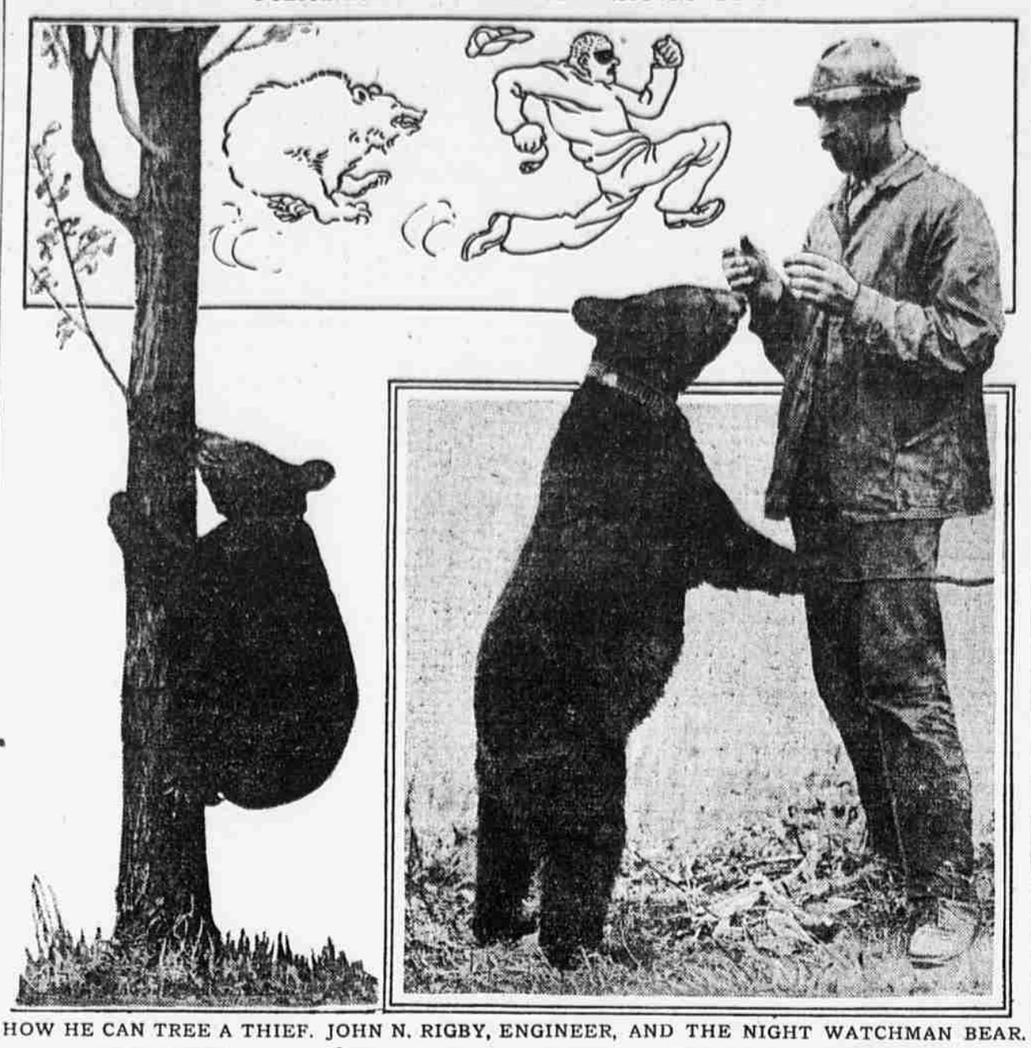
BOY RUN DOWN BY AUTO

So Slightly Injured He Insists on Going to Work.

Sixteen-year-old Raymond Mathews, of 2032 East Orleans street, thought so little of the injuries he suffered early this morning when he was run down by an automobile on Broad street, above Erie avenue, that after being treated at the Samaritan Hospital he insisted on going to work.

The autoist took him to the hospital in the machine. Mathews had escaped with contusions to the scalp and bruises. Physicians thought he should take a rest, but the boy insisted on going to his work at the National Biscuit Company.

POLICEMAN BRUIN PATROLS FACTORY BEAT



HOW HE CAN TREE A THIEF. JOHN N. RIGBY, ENGINEER, AND THE NIGHT WATCHMAN BEAR.

'BOSS,' A BLACK BEAR, DOES NIGHTLY DUTY IN PLACE OF POLICE

Besides Having a Mighty Punch in Each Paw, This Watchman Does Not Sleep Soundly.

There is a black bear doing police duty in Eddington, Pa.

Eddington does not know just what to think of its force, but some persons, especially the children, are enthusiastic over it. Others regard the force with suspicion, but all treat it with the greatest respect. It weighs in the neighborhood of 200 pounds and has a mighty punch in either paw.

The bear was sent to D. C. Hanna, manager of the Philadelphia Pure Rye Distilling Company, from the Maine woods as a joke. But the bear was no joke. Mr. Hanna decided that as a little pet at his home, 4262 Parkside avenue, a bear would not be a hit among the neighbors. He recalled that he was in need of a night watchman at his plant, so he named the bear "Boss" and gave him the job.

The distillery covers nearly 20 acres of land, and "Boss" patrols all that. At night his headquarters are in the company's offices.

Boz is six months old and already is as large as a Newfoundland dog. He has an amiable disposition and plays with the cats of the distillery, but he has an inherited aversion to dogs. Rocks, the bull-dog at the plant, he chases, and Malt, the Irish terrier, he ignores.

It was decided yesterday that a bath would not hurt Boss. What is more, the bath was deemed almost imperative. Captain Albert Quigley and John Hart, Government officers detailed at the distillery, and John Rigbey, the engineer, escorted Boss to a pond on the company's property. Boss waded in one side of the pond and out the other and disappeared in the underbrush.

Captain Quigley, Hart and Rigby gave pursuit.

It was an hour later that they met a Negro walking along one of the roads. He was looking anxiously over his shoulder and walking as if in a hurry.

"Ah you lookin' fo' a dog, ah maghty big dog?" asked the Negro.

"We are looking for a bear," returned the rescue party.

"Mah goodness me, dat was him, dat was him," exclaimed the Negro, and he hurried along without further explanation.

Boss was found a mile further on. He had located the Delaware River and was having a swim. Rib Rigbey called him and the bear came ashore. He climbed a tree and there he stayed until he was dry. Many a bear has had a man up a tree, literally and figuratively. Now "Boss" was up a tree.

It was different with the track inspector's train on the New York division. He saw the bear yesterday, stopped his train and had it backed up to get a second look. Then he climbed out of his observation car and made Boss' acquaintance. Both seemed to be pleased at the meeting.

Rigbey is the man to whom Boss shows the most respect. Rigbey is not afraid of a bear, but Boss did not know that at first. Boss nipped Rigbey on the hand. He may have been joking in a bearish way, but Rigbey did not appreciate the humor. He slapped the bear on the tip of the nose, and if there is one thing which disgusts a bear and takes the fighting ambition out of him it is just this.

The bear eats, just like a policeman. He is not particular what he eats, and stays at it for hours.

SAFETY CARNIVAL OPENS; CUP AWARDS BY DR. BRUMBAUGH

German Singing Societies and Boy Scouts Also Take Part at Convention Hall Exercises.

Philadelphia's great "Safety First" carnival was formally opened this afternoon under the auspices of the Home and School League at Convention Hall, Broad street and Allegheny avenue, with music by the Police Band, and unfurling of a flag by the Boy Scouts, and singing of the national anthem.

The celebrations this afternoon and tonight at the Convention Hall are in the way of a wind-up to the preliminary campaign. There were drills, demonstrations and gymnastics by children of the public schools this afternoon, the presentation of the Mary V. Grice Cup to the primary school answering in the most practical way questions on safety, a demonstration of Boy Scout activities and an exhibition drill by 32 members of the Police Special Drill Corps.

One of the most significant features of the exhibition tonight will be the parade of the "Reconstructed Fourth Association." A cup will be presented tonight by the Home and School League to the grammar school answering questions in the most practical way. Dr. Martin G. Brumbaugh, the Republican candidate for Governor, will present the cup.

The United German Singing Societies of this city will join in songs just preceding the big pageant of world peace and safety. This will consist of a series of pictures contrasting war and peace and has been worked out on an elaborate scale.

Members of the local Fire Department will participate in an exhibition drill in connection with which there will be shown lantern slides on accident prevention and safety first work. The firemen also will give a demonstration of how they work in quelling a big blaze and in making rescues.

GIRL CRUSHED BY CAR

Critically Injured When She Loses Footing on Tracks.

In an effort to dash across the street before the approach of a trolley car yesterday at Sixteenth street and Ridge avenue, Ida Riever, 8 years old, lost her footing and was crushed beneath the car's weight.

She was taken to the St. Joseph's Hospital unconscious. Her condition is critical.

WIFE CHARGES CRUELTY

Woman Declares Man Dragged Her About by the Hair.

Thomas Ellison, 3033 Granaback street, whos wife accuses him of dragging her around the room by her hair, was held today under $600 bail for court by Magistrate Campbell at the Front and Westmoreland streets police station.

According to Mrs. Ellison, her husband snatched a $5 bill she had received from one of her lodgers and ran out of the house. He returned late at night and dragged her out of bed by the hair, according to the story told the police. Policeman Boynton answered her cries for help and arrested Ellison.

THE CHAUFFEUR'S LUNCH

Traveling through New England in his touring car, a Cincinnati man, with his wife and two daughters, stopped one day for lunch at a good hotel. After the meal was over the automobilist said to the waiter:

"Bring me the bill, please. We have had four sandwiches and four pieces of apple pie. Wait a moment, though. What has the chauffeur had downstairs?"

"The chauffeur, sir," replied the waiter, "had a parm'esan omelet, a grilled brook trout, lamb cutlets and peas, an ice, a cup of black coffee, a 15-cent cigar and a pint of champagne."—Houston Post.

PASSING OF ROACH SHIPYARD ENDS ITS TROUBLED HISTORY

Sheriff Sells Plant Which Furnished Many Vessels to United States Navy and Merchant Marine.

"Going, going, gone." These words and the bang of the Sheriff's hammer sounded the death knell today of one of the landmarks that has made the port of Philadelphia internationally famous. The words marked the passing of the shipbuilding plant established more than 40 years ago by John Roach at Chester. It was sold at a Sheriff's sale at 10 o'clock this morning.

The sale marked the fifth financial reverse the plant, consisting of 20 acres of land, shipways, machinery and other equipment, has had since its inauguration in 1872. But it is believed that this famous old shipyard will never again "come back" as it has done previously.

FINANCIAL VICISSITUDES.

John Roach, founder of the company, opened the way for this country to build warships unsurpassed by any other nation and blazed the trail for the establishment of the now all-powerful steel industry. His financial vicissitudes are history. His plant went into the hands of a receiver upon four occasions, but always managed to struggle back to a paying basis. Before Roach took over the plant it was known as the Rainer shipyard. After Roach's death his son, John B. Roach, operated the shipyard. It later became the Delaware River Iron Ship and Engine Building Company, and as such failed four years ago.

HUNDREDS OF IRON SHIPS.

One hundred and fourteen iron vessels were constructed under the Roach management. Nearly 300 were completed later. Among them were vessels which proudly fly the American flag today. Many of the Ward Line vessels were built there, as were a number of steamships for the Ocean Steamship Company of Savannah. The Persian, Quantico and Lexington were built for the latter company. They now ply to and from this port in the Merchants and Miners' Transportation Company's service. The Harvard and Yale, Long Island Sound steamships, and the American and Hawaiian, pioneer vessels of the American-Hawaiian Line, were also built upon the shipways sold by the Sheriff today. The City of Savannah, constructed for the Ocean Steamship Company, completed seven years ago, was the last big steamship to use these ways.

Shipping men recall the days when as many as 10 vessels under construction at one time were to be seen at Roach's. The work done at the plant did much to earn the appellation of the "Clyde of America" for the Delaware River. A famous old clipper ship, the Tillie E. Starbuck, was one of the first vessels ever built at these yards.

BIRTH OF NEW NAVY.

The fame of Roach's shipyard is as closely aligned with the growth of our navy as it is with the history of the merchant marine. Some of Uncle Sam's first iron ships were turned out by John Roach. The gunboats Alert, Huron, Chicago, Atlanta, Bennington, Boston, Concord and Puritan were completed under his direction.

In 1883 the Secretary of the Navy called for bids on four vessels, the Atlanta, Boston, Chicago and Dolphin. Roach was one of the bidders. He then owned in addition to the shipyard, the Morgan Iron Works and a steel making plant at Thurlow, just above Chester. His bid amazed other shipbuilders and the Navy Department. It was $315,000 below the next lowest bidder and $774,100 below the estimate of the Advisory Board. Roach had found, by experiments, he could produce steel of required quality at a price lower than his competitors could.

Politics played an important part in the fulfilment of these contracts and when the Government rejected the Dolphin upon completion the heart of John Roach was broken and he died a few years later. He had labored sincerely and earnestly to make the ship an honor to his name. The proof that he did so is shown in the fact that the Dolphin, which was later accepted, is doing active work in the navy today, when other craft built later have passed into oblivion.

THE WEATHER

Official Forecast

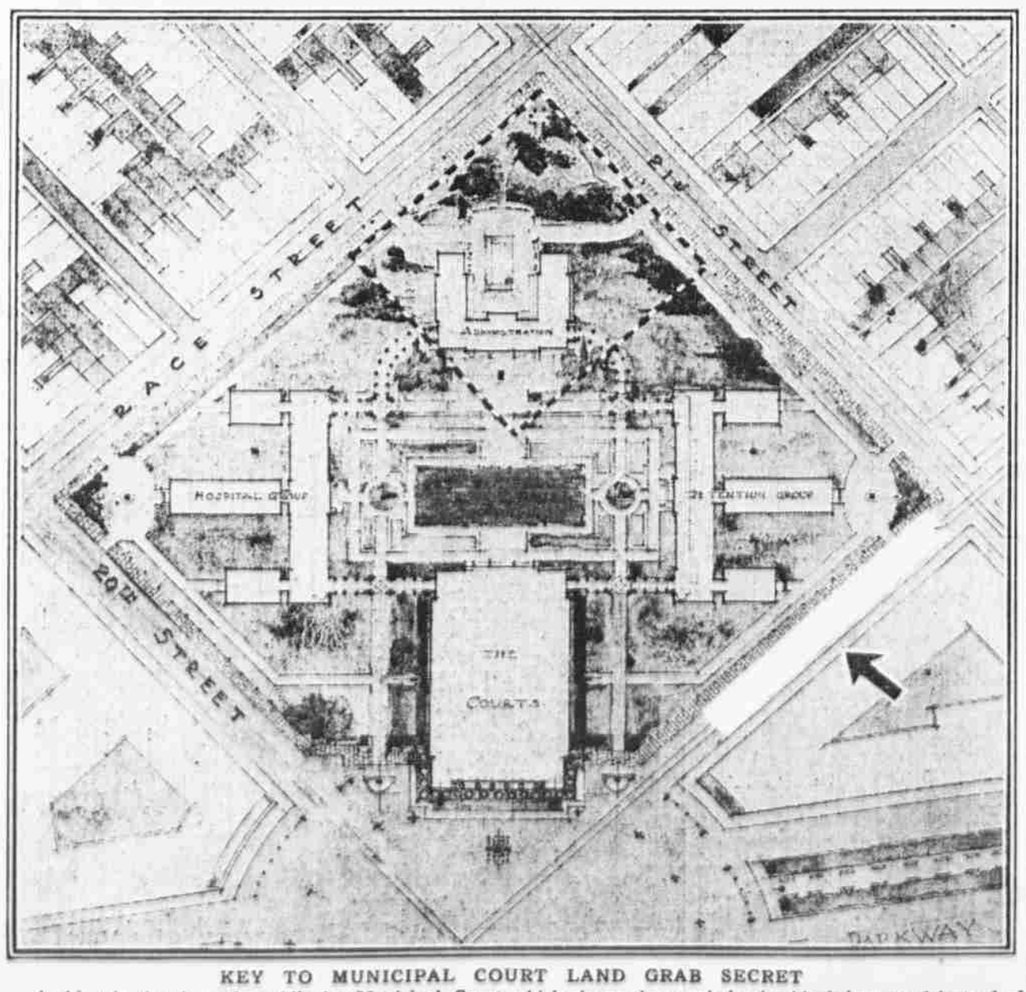
WASHINGTON, Sept. 26.

For eastern Pennsylvania and New Jersey—Fair tonight and Sunday, with light frost tonight in exposed places; moderate northwest winds.

The Southern storm caused rain yesterday along the middle and south Atlantic coast, but has passed northeastward over the ocean and is apparently at some distance southeast of New England this morning. The skies have cleared over the Atlantic States, and fair weather is reported from all parts of the country this morning. The temperatures have fallen slightly at most places east of the Mississippi River, and frost occurred last night in some places in the Lake region and the Ohio Valley. The temperatures are rising in the northern plain States on the advance of a disturbance that is moving in from the far northwest.

Observations made at 8 a. m., Eastern time:

Station.	8 a.m.	Low last n't.	Rain-fall.	Wind.	Veloc-ity.	Weather
Abilene, Tex.	60	56	..	Calm	0	Clear
Atlantic City	52	50	..	NW	14	Clear
Bismarck, N. D.	44	44	..	NE	4	Clear
Boston, Mass.	52	50	..	NW	18	Cloudy
Buffalo, N. Y.	46	40	..	NW	8	Clear
Chicago, Ill.	54	54	..	W	10	Clear
Cleveland, O.	48	46	..	S	6	Clear
Denver, Col.	52	52	..	S	8	Clear
Des Moines, Ia.	48	46	..	SE	4	Clear
Detroit, Mich.	48	46	..	NW	4	Clear
Duluth, Minn.	48	44	..	SW	22	Clear
Galveston, Tex.	68	68	..	NE	10	Clear
Hatteras, N. C.	64	62	1.92	N	32	Clear
Helena, Mont.	58	58	..	S	4	Cloudy
Huron, S. Dak.	54	54	..	SE	20	Clear
Jacksonville	84	60	.02	N	12	Clear
Kan. City, Mo.	54	52	..	SE	6	Clear
Louisville, Ky.	48	48	..	S	8	Clear
Memphis, Tenn.	56	54	..	NE	8	Clear
New Orleans	64	62	..	NE	10	Clear
New York, N. Y.	50	48	..	NW	24	Clear
N. Platte, Neb.	52	52	..	S	6	Clear
Oklahoma, Okla.	52	52	..	E	4	Clear
Philadelphia	52	50	..	NW	10	Clear
Phoenix, Ariz.	76	74	..	E	8	Clear
Pittsburgh, Pa.	44	42	..	N	4	Clear
Portland, Me.	48	48	..	N	20	Cloudy
Portland, Ore.	56	54	.06	S	12	Cloudy
Quebec, Can.	44	36	..	NW	6	Cloudy
St. Louis, Mo.	54	52	..	SE	4	Clear
St. Paul, Minn.	46	44	..	S	4	Clear
Salt Lake, Utah	66	60	..	NW	4	Cloudy
San Francisco	56	56	..	W	4	Clear
Scranton, Pa.	44	42	..	NW	8	Clear
Tampa	68	66	.12	NE	8	Cloudy
Washington	54	50	..	NW	8	Clear
Winnipeg	44	44	..	SE	6	Clear



KEY TO MUNICIPAL COURT LAND GRAB SECRET

Architect's sketch made public by Municipal Court which shows that a whole city block is wanted instead of small plot asked for in Councils. This small plot is shown by the dotted lines in the upper centre of the plan. The sketch was sent to newspapers with the name of the fourth side boundary blocked out as shown, supposedly to conceal the huge extent of the contemplated grab.