

LIST OF AMERICAN SURVIVORS CABLED BY U. S. CONSULATE

State Department Gets 52 Names From C. E. Lauriat at Queenstown, Who Says Only 684 Were Saved.

WASHINGTON, May 8.—Total survivors of the Lusitania number 684, according to a State Department cable received from the American Consulate at Queenstown at 4 a. m. today. This cablegram, signed by C. E. Lauriat, says, after adding four names to an earlier list of survivors: "Very few others. Several unidentified corpses. Total survivors 684. Americans preceding Saturday afternoon reach London Sunday."

The four names are: N. N. ALLIS, PATRICK SLATTERY, MR. BYINGTON, MRS. BROOKS. The earlier message received from Lauriat at 3 a. m. follows: "Following American survivors. Other names will follow. Total saved, 700 of all nationalities." Then was given these names: O. S. GRAB, MAJOR AND MRS. EARL AND TWO CHILDREN, MRS. JESSE TAFT SMITH, CHARLES C. HARDWICK, STEWART B. PEARL, ARDY PEARL, MRS. STANLEY, L. B. LINES, C. F. HILL, ROBERT RANKIN, MISS LONEY, MRS. WILLIAM DOHERTY AND INFANT, WALLACE PHILLIPS, WILLIAM MACADAMS, J. H. HOUGHTON, JOHN M. SWEENEY, OGDEN H. HAMMOND, E. BROOKS, CHARLES T. JEFFERY, MRS. C. H. LUND, ARTHUR SHEPPARDSON, DR. D. V. MOORE, CLINTON REINHARD, HERBERT LIGHT, J. LINNEN, JR., EDITH WILLIAMS, JAMES G. LEARY, THOMAS SIDDELL, MRS. JOHN WOLFENDER, MRS. NINA HOLLAND, GEORGE KISSLER, MRS. THOMAS MESH, GEORGE A. KESSLER, L. L. MURRAY, ROBERT KAY, H. R. LOCKHART, OWEN CANNON, DWIGHT C. HARRIS, FRED S. JUDSON, ED M. COLLINS, E. C. WRIGHT, R. M. GAUNTLET, S. M. KNOX, PATRICK O'DONNELL.

The spelling of several names does not accord with the official passenger list, but is probably due to errors in transmission.

ONLY TWO OF 30 FROM HERE REPORTED SAVED

Continued From Page One. Some guess at the probable gravity of the tragedy. A young and pretty Irish girl collapsed in the offices of the Cunard line this morning, when she was unable to learn anything of the whereabouts of the Lusitania. She told officials in the office that she wished to learn whether Patrick Collins, the engineer, had been saved. When they could give her no assurance that he had been among the rescued she became hysterical, and collapsed in the arms of her mother, who took her away before her name could be ascertained. Collins, she said, lived in the neighborhood of 15th street and Glenwood avenue, but she was too much wrought up to be able to give the exact address. The first to learn the good news of rescue was Mrs. Samuel M. Knox, who had been prostrated by fear for her husband. She received a telegram from Queenstown at 9 o'clock this morning with the one word "safe." Mr. Knox, who is president of the New York Shipbuilding Company of Camden, was on the Lusitania, going abroad on business. Mrs. Knox sat through an art play in the Stevens School, 21 West Chelten avenue, Germantown, and afterward was summoned to the residence of the fact that the Lusitania had been torpedoed. Her daughter, Miss Jean Knox, was participating in the play, which was directed by Miss Violet Oakley, artist.

Miss Oakley received a message telling of the disaster early in the afternoon, but refrained from telling Mrs. Knox, deciding to await confirmation of the report rather than cause her friend possibly needless anxiety. When the play was over Miss Oakley told Mrs. Knox, who returned weeping to her home, 310 West Upsal street, Felham. At her home she collapsed, and a physician was summoned. She spent a sleepless night, begging for news and constantly talking of the disaster, fearing that the worst had been learned and was being kept from her. Early this morning she learned that her husband was among the survivors.

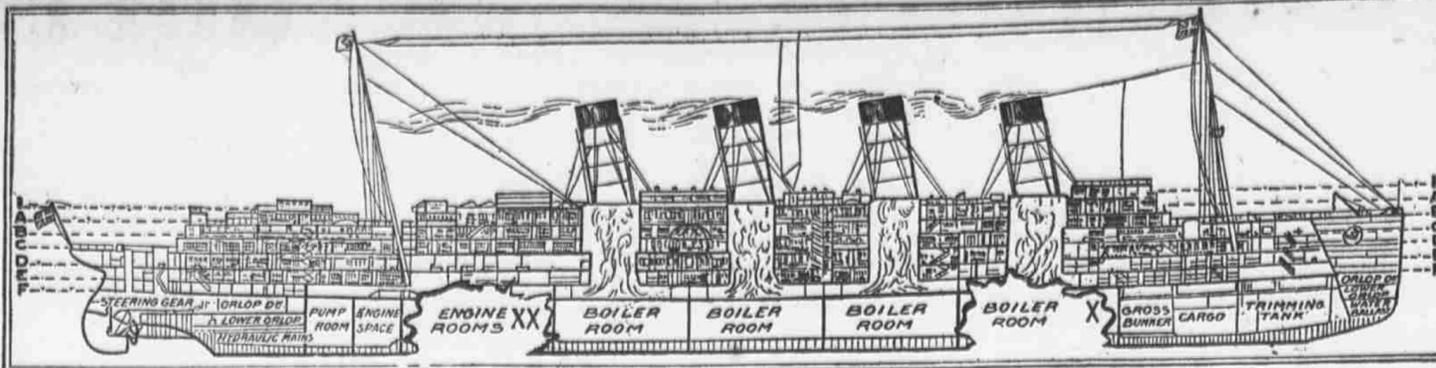
BIG CONCERNS REPRESENTED

Three large industrial concerns of this city had representatives on the Lusitania when she left New York. Besides Mr. Knox, William Sterling Hodges, the Paris representative of Baldwin's Locomotive Works, and Paul Crompton, vice president of the Surpass Leather Company, were on the big liner. Mr. Crompton was accompanied by his wife, six children and a nurse. The Cromptons are widely known in Philadelphia, and the news of their daughter's loss came as a great shock to their friends. No definite news of their fate has been received. Hollister Sturges, a business partner of Mr. Crompton in the Surpass Leather Company, has received a cablegram in reply to his inquiries, stating merely that there is at present no indication that the Cromptons have been rescued, but that all the lists are not complete. Mr. Crompton, who is an Englishman by birth, came to this city nine years ago. Since then his home has been in Chestnut Hill. His decision to return to England was not related in any way to the war. It was his intention to make frequent trips to this city, though his family would live abroad.

LAUGHED AT WARNING. Miss Dorothy Allen, of 146 Oxford road, a daughter of the late Dr. Richard Allen, sailed on the Lusitania to be the guest for the summer of Mrs. Crompton, who had planned to take a house in London. Miss Allen, a graduate of Holyoke in the class of 1911, is a member of the Golfers Club, 300 Spruce street, and of the Frankford Country Club, and is a noted tennis player. She is 25 years old. Mr. Hodges, whose home is at 1822 North 19th street, was accompanied by his wife and five children. He was accompanied by his wife, six children and a nurse.

Reports indicate that the Lusitania was struck by two torpedoes, fore and aft. One seems to have struck in the neighborhood of the boiler room at X and the other at the engine rooms at XX. Both are vital spots. On line No. 1 are the navigating bridge and officers' rooms. Line A indicates the boat deck, B the promenade deck for first-class passengers, C the upper deck, on which are the second cabin staterooms, D the saloon deck, on a level with which is the first-class dining saloon; E the main deck, below which are the engine and boiler rooms and coal bunkers.

LONGITUDINAL SECTION OF SUNKEN LINER AND POINTS WHERE SHE WAS HIT



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to represent the Baldwin Locomotive Works in the sale of locomotives to the French Government. Mr. Hodges' mother, who lives at the same address, said today that her son had laughed at the possibility of the Germans attacking the liner. He had returned only 10 days ago from Liverpool on the Lusitania after spending three months in Paris on business. His wife was formerly Miss Sarah Gremmer, of 10th and Cumberland streets. McADDEN CANCELED PASSAGE. Others had not had the confidence of Mr. Hodges that the torpedoing of the liner was an impossibility. John H. McAdden, millionaire cotton broker of this city, had engaged passage on the Lusitania, but had canceled it because he had a premonition of disaster. The Rev. Basil W. Maturin, of Oxford university, who two weeks ago, was the guest of Mrs. Caldwell Rivinus, 210 De Lancey place, sailed on the Lusitania. He is widely known in Philadelphia, having been for some time rector of St. Clement's Episcopal Church. Father Maturin was formerly a member of the Anglican High Church community known as the Society of St. John the Evangelist. In 1897 he became a Roman Catholic, and was received in the Jesuit College of Beaumont, Later Cardinal Bourne, Archbishop of Westminster, gave him an important post. He is the author of "The Price of Unity" and other works. Two weeks ago, when visiting here, Father Maturin preached in St. Patrick's Catholic Church, 20th and Rittenhouse streets. During his stay here he was entertained at dinner by Mr. and Mrs. Logan M. Bullitt at their home in Torresdale.

Charles H. Robinson, who was employed by the Walkover Shoe Company, had lived in Tulpehocken street, Germantown, for the last year. He was ordered above to take charge of the company's Regent street store in London. He was accompanied by his wife. Harry J. Keser, who, with his wife, sailed on the Lusitania, is first vice president and cashier of the Philadelphia National Bank, at 41 Chestnut street. The Kesers live in Jenkintown, and have one son, Floyd Keser, a student at the University of Pennsylvania. It was the intention of the Kesers to remain abroad some time. The son was to join them later when the college year ended. The Jenkintown home was kept open. Young Keser has been spending much of his time at the Philadelphia National Bank, at 41 Chestnut street. The Kesers live in Jenkintown, and have one son, Floyd Keser, a student at the University of Pennsylvania.

SAILED ON WAR BUSINESS. It is believed that Mr. Keser's visit to England had something to do with the reported orders said to have been given the Baldwin Locomotive Works for war munitions. Samuel Vaudelin, vice president of Baldwin's, is a director of the Philadelphia National Bank. Alva B. Johnson, president of the Philadelphia National Bank, was in the city when he became a director of the Federal Reserve Bank. Gloom overcast the Philadelphia National Bank today. Every one in the institution from the president, Levi L. Rue, down to the office boys, was concerned over the safety of Mr. Keser, the first vice president, and Mrs. Keser. Mr. Rue anxiously awaited news of his associate. Mr. Keser was well-liked by his colleagues at the bank and had a host of friends.

TO VISIT MOTHER. David Todd, of 549 Chester avenue, has been in the flower business here for some time. He is an Englishman and was on his way home to visit his mother, who is ill. Todd is 23 years old and is engaged to be married to Miss Mary Davis, a daughter of Mr. and Mrs. George Davis, of the same address. FIANCEE PROSTRATED. Todd's fiancée is prostrated by the news that the liner was sunk. She is in tears when seen at her home. If it had not been for the pleas of Miss Davis and her mother, with whom he boarded, Todd would have sailed long before he did. Each time that he made

up his mind to go he decided to take passage on the Lusitania as the ship least likely to be torpedoed, and each time he has yielded to the entreaties of Miss Davis.

Another seeker for information was James T. Holmes, whose grandmother, Mrs. John Francis Varcoe, was returning to Birmingham on the Lusitania after a year spent in this country. While in this city Mrs. Varcoe lived at 21 North 56th street with her daughter, Mrs. Mary Holmes. The latter also is prostrated with fear that Mrs. Varcoe is among the lost.

George Nicoll lived at 225 North Creighton street and had been night clerk at the Young Men's Christian Association. He is a British citizen and a native of Dundee, Scotland. He was on his way home to engage in the automobile business there. While here he lived with Mrs. Agnes Smith, his sister, at the North Creighton street address, and had many warm friends in the city.

TAKE CHANCES TO WED. If Mr. Nicoll was one of those that went down with the Lusitania, it was because he thought it was "worth while to take a chance" to go to Scotland to marry Miss Margaret Todd and see his parents at the same time, instead of bringing his fiancée to this country. Nicoll was a physical trainer at the Central Branch Y. M. C. A., Arch street above Broad. He sailed on the Lusitania despite the warnings of Mrs. James Smith, his sister, of 225 North Creighton street, with whom he lived here. She told him he would be in danger.

transferred. They are Mr. and Mrs. Catherine, John Allen and Frank Murray. Miss Sarah Curran and her sister, of Bristol, and Miss Margaret McKeever, of Atlantic City, escaped the fate of Lusitania passengers by a narrow margin, according to Rodger McGinley, 1591 Callowhill street, a steamship agent, who booked their passage. Booked for Ireland to visit relatives, they had booked passage on the Cameronia, and were among passengers of that ship who were asked to transfer to the Lusitania. At the last moment they and about 20 other persons were refused passage on the big ship, because Cunard officials did not think it expedient to delay sailing to accommodate third-class passengers. The young women were willing to pay for cabins, but it was too late to make a change, and they returned to this city, sailing yesterday on the Transylvania.

Although his name does not appear on the official passenger list, his friends believe that Dr. S. M. Pearmain, vice president of the Securities Service Corporation, of 1435 Walnut street, sailed on the Lusitania. On Friday night he telephoned to his home, at 1335 Spruce street, that he intended to sail on Saturday. He also told Samuel H. Lewis, manager of the Newport Apartments, 1335 Spruce street, that he was going on the Lusitania.



CAPTAIN W. T. TURNER, Commander of Lusitania, who is reported rescued.

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26 FROM STEERAGE KNOWN TO BE SAFE

262 Still Missing of 288 Carried Third Class on Giant Liner From New York.

- NEW YORK, May 8.—Of 288 steerage passengers on board the Lusitania, the following 26 are known to have been landed: E. DUCKWORTH, R. WOODWARD, W. DAWSON, GEORGE WARD, MRS. WARD, ROBERT STOCKTON, SAM SHARP and SON, GEORGE STENS (probably STEVEN), M. STERNCHIL, JOHN A. BALDA, J. HOOKS, B. RAMPSON, MARGARET VALENTINE, L. SHEPPARDSON, E. SHEPPARDSON, H. H. ARPE, GEORGE STEELE, THOMAS DHEININ, T. SNOWDEN, CYRIL GRINSTEAD, EDITH WILLIAMS, ROSE HOWLEY, GEORGE HARRISON, J. FERREZZINCHI, M. ERELINE.

Pleads Guilty of Manslaughter. POTTSVILLE, Pa., May 8.—Louis Travo, of Bunker Hill, near Hasleton, today pleaded guilty to voluntary manslaughter in causing the death of Jerome Fitzgerald, of that place, by stabbing him on December 27, in self-defense. He had been arraigned for murder, and the Commonwealth finding that it could not prove malice, he was permitted to plead guilty of the lesser crime. He told his story on the witness stand and he blamed drink for it. The court will pass sentence next week.

APPALLING LOSS OF LIFE ON ILL-FATED LUSITANIA

Continued From Page One. soon killed, and as the injured continued to arrive they were sent to the naval and military hospitals for treatment. RESCUE WORK VIGOROUS. At Cork the same conditions prevailed, the hospitals being filled with injured men and women taken into port by tugs, trawlers and torpedo boat destroyers. Officers of the ships in the rescue fleet declared that the weather conditions were perfectly favorable, otherwise the loss of life, appalling as it was, would have been much heavier. Throughout the night so many alarming and sensational reports arrived from Kinsale, Queenstown and Cork that the Government finally established a censorship, allowing only news of apparent authenticity to be distributed. Every possible relief agency has been thrown open for the care of the survivors. The naval and military authorities are uniting with the civil authorities all along the southern Irish coast to give aid to those who escaped from the lost ship. George E. Chamberlain, the United States Consul for Queenstown and Cork, is looking after the Americans.

FIVE OFFICERS AND 51 MEN OF LUSITANIA SAVED

About 700 of Crew Missing and Probably Went Down With Ship. NEW YORK, May 8.—The local Cunard offices announced today that five officers and 51 members of the Lusitania's crew were saved. The officers are Captain Turner, Chief Steward Jones, Second Officer Lewis and the second and third engineers. About 700 officers and sailors are lost, probably because below decks at the time of the torpedoing.

CONSULS HERE WON'T TALK

German, Austrian and British Officials Refuse to Discuss Sea Tragedy. The news of the great loss of life attending the sinking of the Lusitania was received with varied interest at the consulates of the belligerent nations in this city. The clerks in the office of the German Consul, Dr. George Stobbe, expressed regret that many lives were lost. Doctor Stobbe would not make a statement. The remarks attributed to the effect that he was "overjoyed" were said by him to be untrue, as he was not present at his office at the time. George von Grivicic, Consul for Austria-Hungary, said that the matter was one that did not directly concern his own country and that, in absence of any communication from the home government, he preferred not to discuss it. Wilfred Powell, British Consul, sent his Japanese servant to say that the Consul had nothing to say.

PITTSBURGH MAN SAFE

Sister Receives News From F. J. Lucas, Lusitania Passenger. PITTSBURGH, May 8.—The following cablegram was received this morning by Mrs. Arthur Morris, who conducts a grocery and confectionery store at 4611 Forbes street, from her brother, Francis J. Lucas, in Queenstown, who was a passenger on the Lusitania. "Safe and well. Lucas." Mr. Lucas came to this country eight months ago from his home in Birmingham, England, and was on his way back to England to enlist.

30 PERSONS FROM THIS CITY ON LUSITANIA

The following is a list of Philadelphia passengers on the torpedoed liner, including a former Philadelphian. Samuel M. Knox, 310 West Upsal street, Germantown, president of the New York Shipbuilding Company. Saved. Mrs. Stanley L. B. Lines, of Toronto, Canada, formerly Miss Ethel Lamping, of Ridley Park. Saved. She formerly lived in this city. Harry J. Keser, of Jenkintown, vice president of the Philadelphia National Bank. Mrs. Harry J. Keser. William S. Hodges, 2926 West Lehigh avenue, Paris representative of the Baldwin Locomotive Works. Mrs. William S. Hodges. Master W. S. Hodges, Jr. Master Dean W. Hodges. David Todd, 549 Chester street, a florist. George Nicoll, 5138 Funston street. Charles E. Robinson, London representative of the Walkover Shoe Company, lived at 500 Tulpehocken street, Germantown. Mrs. Charles E. Robinson. James B. Mitchell, 5390 Glenside avenue. Paul Crompton, St. Martin's and Hartwell lanes, Chestnut Hill, vice president of the Surpass Leather Company, 9th and Westmoreland streets. Mrs. Paul Crompton; their six children: Stephen Crompton, John Crompton, Alberta Crompton, Catharine Crompton, Rameily Crompton, an infant. Miss Dorothy Allen, 1405 Oxford road, Frankford. John Catherwood, West Chester. Mrs. John Catherwood, West Chester. James Baker. Miss Isabella Hunt. Alexander Harkins. James Richardson. John Allen. Frank Murray, 9th and Walnut streets. Miss Annie Dick. Passengers from New Jersey and Pennsylvania follow: Herbert Light, an actor, of Broadway and Chestnut streets, Camden. A. B. Foley, 713 Hamilton avenue, Trenton, N. J. Francis Fox, 324 Cleveland avenue, Trenton, N. J. Miss W. Baker, Atlantic avenue, Trenton, N. J. Mrs. E. J. Brammer, 5 Charlotte avenue, Trenton, N. J. Probably saved. John H. Reed, Genesee street, Trenton, N. J. Samuel Hutchinson, Orange, N. J. Samuel Prudhoe, Monaca, Pa. Second class. Mrs. James Tierney, Pittsburgh. Second class. Mrs. Anna Tierney, Pittsburgh. Second class.

QUICK RALLY FROM SEMIPANIC IN STOCKS

Early Fall in Prices in Wall Street Followed by Sharp Upward Turn.

NEW YORK, May 8.—From semipanic conditions at the opening this morning, caused by a flood of selling orders, which came from all sections of the country, the stock market suddenly turned strong and prices throughout the whole list advanced generally, losses of as much as two, three and four points at the beginning of the session being regained. On the upturn many issues went above the final figures of yesterday. The early selling soon gave way to a brisk buying, which came from all quarters of the room and from outsiders who were hunting bargains. This caused unusual activity, particularly for a Saturday session, which is only two hours long. The pace soon became so rapid that the ticker giving the quotations could not keep up with the market, and in order to keep as near as possible with the market the first figure on quotations was dropped early in the day, only the last figure and the fraction being used. The copper stocks, in which there has been a large amount of trading recently, led the upward movement of the market, and they ended the day with advances of good-sized fractions.

GERMANS HERE SILENT AS TO SEA TRAGEDY

Refuse to Discuss Sinking of Lusitania and Seem to Prefer Neutrality.

German in this city are not rejoicing over the sinking of the Lusitania. Former residents of the Fatherland who live in Philadelphia refuse to express any opinion relating to the destruction of the famous ocean greyhound. The sinking of the Lusitania wasn't the only subject discussed in cafes, restaurants and other places where Germans frequent. Patrons of German resorts who sa about tables talked about different things. The loss of the ocean liner was discussed, but those who spoke about it were careful not to express any opinion. It seemed that everybody wanted to be neutral. At the headquarters of the German Turn Verein, at 2300 North 4th street, were several members of that organization. A caller at the place asked several Germans today why they did not approve of the blowing up of the Lusitania by a German submarine. "No German-American is anxious to see innocent women and men die," said one German. Other members refused to make any comment for publication. At the German Seaman's Home, 1402 East Moyamensing avenue, none of the inmates cared to make a statement. In saloons visited by Germans there wasn't any drinking of toasts over the sinking of the ship. Neither was there any sign of general rejoicing.

Wilmington Brewery Men Strike

WILMINGTON, Del., May 8.—All the members of the Brewery Workers' Union in this city quit work because the brewers refused to allow them a \$1 a week increase and a "closed shop." Today, another conference has been called in hope of settling the matter.

PRESIDENT TO AWAIT DETAILS OF DISASTER BEFORE TAKING ACTION

American Policy Not Determined, But Nothing Precipitate Will Be Done. Wilson Gets News at Links.

Senator Stone Insists Germany Has Right to Sink Any British Ship—Sees No Reason Why American War Attitude Should Be Changed.

WASHINGTON, May 8.—The United States today is faced with the problem of whether it will help Germany to "strict accountability" for the loss of American life in the torpedoing of the Lusitania.

The American policy has not yet been determined upon. There is a tendency in Germany by the United States when the former announced its submarine policy and its war zone blockade furnished basis on which the American policy can be maintained by the American Government in dealing with the Lusitania incident is the question.

President Wilson will take no precipitate action. He is awaiting all possible information regarding the tragedy before determining on procedure.

The President went out golfing this morning, but left word with his White House attaches to send any new details that were received to the links. No special Cabinet meeting has been called.

Administration officials do not consider their apprehension that American public opinion may be inflamed to a high pitch by the disaster, and may demand immediate action, but there is a tendency in some circles, however, to minimize the international phase of the disaster, on the score that the Lusitania was an English vessel and that American passenger liners were in a position of peril. It is declared that torpedoing of the Lusitania furnishes a graver complication, because it was an American vessel.

The issue involved in the sinking of the Lusitania is similar to the case of the Palapa, an English liner, which was torpedoed, and upon which an American citizen, Leon C. Thrasher, was killed. It is, therefore, probable that the Lusitania case and the Lusitania tragedy will be considered together in whatever action the American Government may take.

Rumors are flying about Washington today that the President may call on the Congress to consider the matter, but these reports are without foundation. Owing to the disaster, Secretary of War Garrison today abandoned the trip on which he was to have left tonight to inspect Tennessee and Alabama river and harbor improvement work.

He said nobody suggested to him that the trip be given up, but he did not want to be away when such "interesting" things were happening.

OBJECTS TO OUTSIDERS AS WILLOW GROVE GUARDS. Constable Refuses to Approve Appointment of Park Deputies.

NORRISTOWN, Pa., May 8.—When Henry Severn, for eight years constable of Moreland township, was asked by the county board to approve of the appointment of a number of deputy constables suggested by the Willow Grove Park Association for duty at the park, he said that as he understood it a number of them are from outside the township, Philadelphia and other places, and that he did not propose to make his office a rendezvous for appointments outside his district.

Constable Severn concurred in the appointments of a number of the deputies whom he knew to reside in Moreland township. The constable had been cited into court to show cause why he did not approve of appointments suggested by the Willow Grove Park management.

Under recent law the constable of a township must put his O. K. on all deputy constables.

THE WEATHER Official Forecast

WASHINGTON, May 8.—For eastern Pennsylvania: Fair and somewhat cooler tonight and Sunday. Showers covered the Atlantic and eastern Gulf States, the upper Ohio basin and most of the Lake region during the last 24 hours, and were heavy in some of the Southern States. Conditions are clearing west of the Appalachian Mountains and in the Lake region, but cloudiness continues along the Atlantic slope. Seasonable temperatures continue from the Miami River eastward, except for a slight excess along the Atlantic slope, with frost or freezing temperatures are reported from many places in the Plains States.

U. S. Weather Bureau Bulletin Observations taken at 8 a. m. Eastern U. S.

Table with columns for Station, 8 a.m. Bar., 8 a.m. Temp., 8 a.m. Wind, and Velocity. Includes entries for Philadelphia, New York, Boston, etc.

POLICE COURT CHRONICLES

When summer approaches the thoughts of Joseph Fagen turn to woodland and stream. He yearns to live in the open and be strenuous. Fagen became especially enthusiastic in this direction today after he had a few drinks. He tried to buy a rowboat in the neighborhood of Front and Girard avenue, and was much depressed to find that none of the storekeepers thereabouts had any in stock. The light of two brooms lying beside a small box gave Fagen an idea.

He dragged the box and brooms to the middle of the street. Then jumping in the box, he used the brooms for oars, and in fancy rowed at a rapid rate down the imaginary stream. Numerous young men encouraged him and all was going well until a big battleship in the shape of a trolley car happened along.

Fagen was informed that he was in the Rapid Transit zone, but he ignored the car's pilot and kept rowing. Policemen Evans, who was attracted by the crowd, sought to bring about peace, but his efforts were futile, so the commandant seized the craft of Fagen and took him to the Front and Master streets station.

Fagen tried to impress Magistrate Scott with the fact that he was on the water wagon, but the judge was somewhat skeptical. "I understood that you were rowing a boat on the trolley tracks," he said. "I was willing to stand for justice, but I'll have to draw the line at rowing on the trolley tracks. This is the first time I've had the pleasure of your acquaintance. I'll give you another chance."

It is generally agreed that one can find trouble quickly by shaking a red rag in front of a bull, but William Evans found it just as speedily today by another means. Evans became imbued with the idea that he had been especially selected to bring about peace among the warring nations of Europe. He obtained a clothes prop, to which he attached the American, German, English and French flags, and launched into an attack on all the countries of Europe in the course of a speech at 24 street and Girard avenue. He was greeted at times with cheers and again with hisses. It appears that a quantity of liquid refreshments which he acquired before the speech made him somewhat inconsistent, and as a result the speaker frequently became involved in triangular and quadrangular arguments.

Finally, when he mixed the subject up with the Revolution and the Spanish War, the controversy with his candid criticism became an uproar. When Policeman Gallagher arrived he told the international peace-maker to "beat it."

"I demand the right of free speech," declared Evans.

"All right," said Gallagher. "I'll give you lots of chance to talk. Then he took the orator before Magistrate Scott, at the Front and Master streets station. "Now I'll tell you the histories of all the countries of Europe," said Evans, addressing the Magistrate. "I have a library at home," said the judge, "and I'll give you half an hour to take your lectures to your other neighborhood. Evans made a quick exit."

Funeral of H. W. Bartels Monday. The funeral of Heinrich W. Bartels, who died in Albuquerque, New Mexico, last Sunday, will be held on Monday afternoon at 2 o'clock at the Chambers-Wylie Memorial Church, Broad and Spruce streets. Mr. Bartels is survived by his widow, Laura E. Bartels, who before her marriage was Miss Laura E. Gosselin.

White Rock WATER. Ask for it at Cafe, Club or Restaurant.