WORKING PEOPLE WILL SAVE TIME AND MONEY BECAUSE OF TAYLOR HIGH-SPEED PLAN

Thousands of Hours a Day to Be Gained by Transit Improvement of City Administration-Impetus to Economic and Social Life.

Written especially for the Evening Ledger and Public Ledger.

ONE stellar accomplishment of the Blankenburg administration that cannot be denied by any one is the actual start of construction of the new highspeed transit lines. Over successive barricades, thrown up by mercenaries of an invisible and powerful opposition, A. Merritt Taylor, Director of City Transit, carried to success his determination to give citizens a proper means

of egress, north and south, from the downtown business district. Contracts have been let, and the dirt is flying. That an essential portion of Mr. Taylor'slor's comprehensive transit system has been lost for the moment to the public is the great achievement of Councils, that millstone of deadweight hanging for the last four years upon the neck of every effort in the public good put forward by Mayor Blankenburg and his associates.

The Broad street subway will save 21 minutes in the time required to travel from City Hall to Broad street and Olney avenue, reducing the journey from 43 to 22 minutes. It will save 11 minutes in getting from City Hall to the Philadelphia Navy Yard, reducing the trip from 28 to 17 minutes. The Frankford elevated will cut 25 minutes off the time necessary to reach Frankford from City Hall, reducing the time one way from 55 to 30 minutes. Mr. Taylor estimates that the Broad street subway will save 25,000 hours per day to about 930,000 people, while the Frankford elevated will save 11,000 hours per day to about 368,000 people; enough money having been appropriated by Councils to begin the construction of these two lines.



A. MERRITT TAYLOR Director Department of City Transit,

"Employer and employe benefit alike whenever a larger number of persons are brought into closer contact with more places of employment," Mr. Taylor said. "This is the great advantage of high-speed lines to the economic life of an industrial city. The rapid increase in the area of the built-up sections, and the corresponding increase in the distance people must travel to their employment, has imposed burdens upon the existing surface railways which they are incapable of handling with economy and dispatch.

More Persons Will Be Able to Own Homes

"But the benefits to the many more than make up for the temporary losses to the operators of the surface lines. For one thing more people will plan to own homes, and they will start buying, for they can invest in the certainty of continuous emplo ment as the field of opportunity for their employment at points remote from their homes will have been broadened. On the other hand, this increase in the amount of permanent labor will serve as an inducement for new manufacturers to locate in Philadelphia, as they know they will be able to draw readily from sources of labor in sections of the city remote from

Mr. Taylor believes Philadelphia has passed out from the era of narroy ommunity life; away from that gray, dull existence of the old world where workingmen lived in the shadow of the shop; their amusements, their devotions and their whole cycle of living confined to a restricted area.

"Such a colorless, dependent life is not in keeping with the ideas of the modern free American workingman," he said. "He wants to use the city's amusement parks, all of them; he wants his children to have the full advantages of educational institutions, those distant as well as nearby, and, when faid off during slack times, he wants to be able to sell his services elsewhere, and still live at home. High-speed interurban lines, with a five cent fare, does this for him. Then, when his children grow up, and go out to work, no matter how far off their place of employment, they are able to come home, and the family is kept intact until the young folks marry and set up their own

Population of 2,000,000 in City and Nearby Suburbs

"Within 16 miles of City Hall Philadelphia has a population of over 2,077,287 -one-third as large as New York, the equal of Chicago and one-fourth greater than Boston. The land area available for development in Philadelphia exceeds that of New York, of Chicago, or of Boston. At the present time we have an insignificant stretch of high-speed transportation, compared with that of other great cities-the single line out Market street, which comprises about 15 miles of track, and represents an outlay of barely \$17,000,000.

What Mr. Taylor planned for Philadelphia and what the city got because of the blocking tactics of Councils forms an interesting comparison. Let us briefly glance over his original program for rapid transit development with universal free transfers, a universal five-cent fare. The lines to be constructed, equipped and operated under an agreement

with the management of the existing surface and elevated lines were: First. The Frankford elevated line from a point of connection with the

present Market street subway-elevated at Front and Arch streets to Frank-Second. The Darby elevated line from a point of connection with the Mar-

ket street elevated line at 30th and Market streets to Darby. Third. The recommended Broad street subway, with such branches as may

be determined upon, and the delivery loop in the heart of the city.

Fourth. The Camden tube from a point of connection with the present Market street subway at or near Front and Market streets to the Pennsylvania Terminal in Camden. Fifth. Later, when the delivery loop is ready for use, the northwestern

subway-elevated line, extending from the City Hall station, thence beneath the Parkway to a point near the Green street entrance of Fairmount Park, thence northwardly over 29th street to Henry avenue, out to Roxborough.

Sixth. If needed by reason of failure of the Philadelphia Rapid Transit Company to co-operate by permitting the use of the Market street subwayelevated to connect up the Frankford and Woodland avenue elevated lines, a Chestnut street subway for that purpose.

Straight Five-cent Fare Part of Project

Mr. Taylor also planned for the operation of the existing and new transit facilities of the city as a unit, and, with the exception of the Camden tube, the issuing of free transfers wherever the surface lines intersected the highspeed lines. His intention was to insure for the public a five-cent fare for any complete forward journey between any two points within the city. Exclusive of the Camden tube, the cost to the city of the new lines recommended for Immediate construction was estimated at \$45,582,000, and in lieu of the right to operate the new lines in connection with their present lines, the operator was asked to spend \$11,996,000 for equipment.

No use to cry over spilled milk, but it is worth recording that, had Councile joined hands with Mr. Taylor and they presented an undivided front in the city's interest, the original plan would have gone through, and the future of a universal five-cent fare been guaranteed to the public. Instead, Councils authorized a makeshift program which prevented Mr. Taylor from effecting definite arrangements for future operation of the lines.

Councils only appropriated the necessary money for the beginning of construction of the Broad street subway and the Frankford elevated structure. There were also changes effected in the routes, one being to extend the Frankford line into an onen and undeveloped district, increasing the estimated cost of the whole line from \$6,510,000 to \$5,310,000. The Darby line, the Roxhorough lipe and the Camden tube were killed entirely, as was the delivery loop in the atown business district. Clearly the powers in Councils simed to defer the final settlement of the city's rapid transit problems until such time as the Mayor and his Director of City Transit were under the control of Jim and Ed

If Philadelphia desires to let the same men who gave away the city's works adjust for all time to come its transit problems, then the coming ction is of misor importance from a transportation standpoint. But if Philadelphia aims to protect the future of interurban transportation, then ettzens had best look to the election of a mayoralty candidate who is pledged to keep up the fight for a 5-cent fare and the abolition of the extra-fare suchange ticket for one ride in a forward direction.

The construction of the delivery loop, which was halted in Councils, ally guaranteed a 5-cent fare from Frankford to League Island. No nched management of existing lines in any city is likely to deal fairty th the public unless it fears the possibility of a competitor. The delivery op was important because it insured a competitor operator, as it was ned to connect the new Frankford line and the new Broad street subway. thout the construction of a connecting link between the new lines the

MELLEN, ON STAND, BEGINS HIS STORY OF HIGH FINANCE

Government's Star Witness in New Haven Conspiracy Case Called After Waiting Half a Day

GREETS LATE ASSOCIATES

NEW YORK, Oct. 20 .- After flauratively "champing at the bit" for half a day, Charles S. Mellen, star witness for the Government in the New Haven conspiracy case, finally took the stand today in the United States District Court and launched into his amazing story of stock manipulation and high finance that

After having once been called to the stand, only to be side-tracked while the Government identified some 570 documentery exhibits, Mellen, who had sat since opening court among the accused mil-lionaires, most of whom greeted him cordially, showed visible satisfaction when finally called. The morning's delay, however, seemed to make him ill at ease when he took the stand. What is your occupation?" Mellen was

'Grass grower."
"What?"

"Farmer - agriculturist." explained Mellen, with a smile.

He then was asked to detail his railroad career, which began with a clerk-ship at Concord, N. H., in 1869. In 1893 he went with the New Haven as vice

president. Later he was summoned by J. P. Morgan to become president of the New Haven maps all the New England transportation lines, steam, electric and water, with which the New Haven ever had dealings. R. V. Lindabury, counsel for Rocke-feller, will cross-examine Mellen, and the accused directors were predicting that the fur would fly when Lindabury put Mellen on the grill. It was clear to be seen during Mellen's testimony that the de-

fendants and the defense lawyers were keen to get at him. Delancey Nicoll, counsel for Lewis Cass Ledyard, arose and shook hands heartily with Mellen, who entered court unattended shortly before the proceedings began, and slapped him on the back. Lindabury took no notice of the former

New Haven president.

Mellen chatted with the defendants,
Robertson and Hemingway, until court convened. The Government's star wit-ness took a seat within the rail.

The Government began the presentation of evidence by calling Arthur Clark, for 25 years secretary of the New Haven, to identify books and papers, check

50 KILLED IN PARIS FACTORY EXPLOSION

Bodies of Many Women Taken From Destroyed Building in Heart of City

PARIS, Oct. 20,-Many women were cilled and wounded when a large Government factory in the Rue Tolbiac was blown up this afternoon. When news of the disaster was received at the Governbuildings Premier Viviani hastened to the scene.

Fifty bodies had soon been taken from The explosion occurred in one of the most populous quarters of Paris. President Poincaire visited it shortly after the

GIRL BEARS GRILLING IN SUIT AGAINST MAN

Continued from Page One

became engaged to a young man at a time when Gaskill, whom she loved, was undergoing a periodical revulsion of feel-ing for her. She said he returned to her September, 1914, and asked her to marry him. At times, she said, he complained bitterly of her accepting attentions from the younger man. He reminded her that if she married him she would receive every comfort of life, could travel, live with him at Mount Holly and wear expensive clothes, while if she married the young man she probably would have to take in washing. She turned the "nice young man down." The following April Gaskill again asked her to marry him, she said, and after considerable urging on the part of the lawyer her parents con-sented to the marriage, which was to take place soon

take place soon.

No attempt has yet been made to introduce as evidence the 77 letters and postal cards which Gaskill admitted yesterday he addressed to Miss Abrams. Some of these were addressed to "My darling Kathryn," "My dear Kathryn," and were signed "Your Uncle Bob," "Your lover B."

SYNOD TO FIGHT RUM

Reformed Church Organization Allies Itself With Anti-Saloon League

The Eastern Synod of the Reformer Thurch in the United States today voted to become an ally of the Anti-Saloon League in its fight against liquor on the ecommendation of the Social Service Commission at the 169th annual meeting held at the Trinity Reformed Church, Broad and Venango streets. The Rev. Dr. Theodore F. Herman, chairman of the commission, recommended that one clergyman and one parishioner be ap-

pointed as trustees of the league.

Members of the Reformed and Lutheran churches were scored by the Rev.

James M. S. Isenberg, pastor of the Trinity Church, for "trailing behind the brewers and helping to elect liquor men to the Legislature." Heretofore, the Church has regarded the liquor question as an individual matter.

The Rev. Dr. D. E. Souders reported.

3000 accessions to the church from among the Hungarians miners in western Penn-

The Rev. E. L. McLean, secretary of the ministerial relief fund, urged con-tributions. The Rev. W. J. Muir, dean of the Allentown College for Women. urged Pennsylvania girls to attend the college instead of going to New England schools, where, he said, they bacame infidels. The meeting, which opened Monday, will continue tonight and tomor-

MANY AT NEW CAFE OPENING

Mayor, Penrose and Associates Guests of Widener Building Restaurant

Many men of prominence attended the private opening last night of the New Arcadia cafe is the basement of the Widener Building as guests of the management. Among those present were Mayor Blankenburg. Senator Pearose. Former Governor Stuart, George 2. Graham, Receiver of Taxes W. Freeland Kendrick. Assistant District Attornsy Joseph P. Bogers. Dr. Joseph Nett. Samuel B. Stetson, Edwin R. Widener, Horace Trumbailer. Toward B. Franch H. R. Hollingshead, Judge W. H. Sheemaker, N. B. Kelly, Judge John M. Paterson, Judge W. F. Ferguson and Judge

CARNAGE AND RUIN MARK GREAT CHAMPAGNE BATTLE

German Soldiers and Defenses Alike Crushed to Dust by Bombardment-Living Buried Alive and Dead Brought From Graves

Vivid accounts of the carnage and devastation caused by the terrific fire of the French artillery in the recent victorious offensive in the Champagne, as witnessed by Frederick Palmer and William Philip Simms, were received today. These correspondents were the only Americans to visit the battlefield, where what was probably the greatest battle of the war was fought.

(Copyright, 1918, by United Press.)
PARIS, Oct. 20.—In the middle of the Champugne battlefield my first impression was that Judgment Day had come; that I had been left behind to roam the disrupted earth alone.

As far as the eye could see undulated one vast pitted waste of chalk, with snage of annihilated forests sticking up, gaunt and white and covered with dust, against the skyline and with arms and legs and other fragments of dead men lying like common garbage on a titanic

This was the work of the French artillery. Here the Germans had been. Here many were still-rotting. Hell's furies seemed to have been fore-

stalled and outdone. For three days I was permitted to wander over the ground recently won by the

French. I had talked previously with many offi-cers and men concerning the efficacy of the French shellfire, but even thus pre-pared, and despite what I had hitherto observed personally, I was totally sur-prised by what I saw.

Over tens of square miles virtually vegetation was left. Even the rabbits and rate had not escaped.

3,000,000 SHELLS FIRED. Almost 3,000,000 shells were hurled into this area in three days, digging pits from 5 to 75 feet deep, the latter 130 to 150 feet across. As a result of this concentrated fire the whole country was covered with a white powder.

A general told me the German troops were so demoralized that droves of prisoners the French took were sent to the rear without other escort than a single guide; that many were almost insane for Numerous entire French regiments

have been trying to clean up the battle-field ever since the struggle, but without seeming to make headway, so vast is Excavations bring to light daily fresh war stores or huddles of putrifying Ger-

mans, as if this were some new Pompeli.

What I took at first to be the stump of a shell-torn bush turned out to be a or a aneli-torn bush turned out to be a crisp red hand on a human arm pro-truding from a caved-in trench. What seemed to be an old sack had a human foot inside. A discolored blue sweater had a man's trunk within it

This man-made earthquake shows what is now necessary if an advance is to be Without the earthquake the advancing infantry would be paralyzed the German guns formerly used against the Gallic forts as the French soldier-clerks and farmer boys struggled with the enemy's barbed-wire defenses.

The Germans had woven entire forests with this barbed wire, under cover of which they had dug trenches which zigzagged eight feet deep along the entire

GUNS IN STEEL TURRETS. The front was supported by a multitude of machine guns and many four-inch, steel turrets with revolving tops, all save the tops embedded in the ground. These held each a 50-millimeter rapid-fire can-non, and to serve it, three men who, the French say, were locked in.

I personally inspected a captured turret the doors of which were fastened with chains outside. The captors declared that three unwounded but unconscious Germans were found inside.

The general commanding the French 4th Army told me that it took two months to prepare his part of the attack. He constructed about 500 kilometres of new trenches, some wide enough for two horses to pass, and many new railroads and dirt roads.

I personally rode along a new dirt road 13 kilometres long, laid so that troops and convoys could pass, day and night, without being seen owing to cuts and improvised hedges.

When all was ready the artillery cut

The battle which took two months to prepare was virtually over in one day, as subsequent fighting was really a settling-down process. Local attacks and counter-attacks are still occurring, but the original result has not been materially changed.

CANNON EVERWHERE. The cannon seem to touch wheels. There are batteries everywhere, their crews active in correcting ranges on new enemy positions, in response to telephone calls from hidden observers near the German lines or wireless commands from specks hovering in the sky.

Aeroplanes on both sides are exceedingly busy photographing the opposing trenches and plotting them to scale. Air duels are almost of hourly occur-rence, but usually result in the invader's

return to his own lines, as he has more important work to do than to bring down an enemy aviator. The French claim their advance was gained with small losses, but considering conditions, even had the Gallic losses been

enormous, the Champagne victory would have been cheap. The country was not only electrified, but the French troops are surer than ever that they are fully equal to the mightiest blow Germany has to My personal impression is that the line will stick about where it is all winter, as indicated by the statement of the gen-

as indicates by the statement of the gen-eral I talked with, to the effect that much preparation is necessary to score an ad-vance under present conditions. One, therefore, is inevitably led to ask the question: "When will the war end?"

ORATOR DODGES MISSILE

cient Apple, Aimed at C. O. Pratt, Finds Target on Nose of Man in Audience

When C. O. Pratt, Franklin party candidate for Council from the 33d Ward, stood up in an automobile at the north plaza of City Hall, at 1 o'clock this afternoon and began to talk to the crowd in denunciation of the Organization, a man on the sixth floor of the building hurled from the window an object which was not possible to snalyse or identify until after the catastrophe.

Somebody saw the man throw the object and Mr. Pratt ducked. It wouldn't have hit him anyway, but it did hit Barney Sheffield, who lives on Porter street pear 18th, on the nose Scopa after that it became clear that the object had been a rather old apple. At least small places of matter found in the immediate vicinity of Sheffield and the auto-had been apple.

By FREDERICK PALMER PARIS, Oct. 20.-All the ground to the ridge of the horizon was taken on the

first day" said an officer standing in a

first line French trench in the Champagne region from which a wave of men fifteen miles long, on the morning of September 25, dashed forward, winning from one to five miles before the tidal rush of soldiery was stopped. I was the first correspondent to view the great battlefield. I looked across a

rolling land with groves of dwarf pine which rise out of almost snow white ex-cavations, chalk burrows, trenches, communicating ditches traverses and re-doubts, where German military science and industry had sought impregnability in vain.

The population in the camp of Chalons, near which the French fought to regain their old review ground, is very meagre. For a year this has been the object of a relentless sapping warfare.

PERTHES IN RUINS. Only the village of Perthes was in sight

rom where we stood and its cluster houses had become the typical pile of ruins which marks shellfire. The cor-respondent, walking over the course of the French advance, witnessed the results of the most powerful defense attacked by the most powerful assault of the war.

The famous hill, the butte of Tahure, the occupation of which clinched French success, resembles any small wooded eminence. To the north shells could be seen bursting over the Somme-Py rail-road. That important German line of transportation was cut, as the French gunfire rendered it useless.

An enormous amount of labor was accomplished by the French in preparation for their advance. French in preparation for their advance. French engineers built a transport road 10 miles long. Sappers dug a winding communication ditch six feet deep, six feet broad and five miles their deep. long. This trench was cut through chalk the consistency of soft stone

GATHER BOOTY.

The object of this long, deep ditch was to enable the French soldiers to advance without being subject directly to the shell fire of the Germans. Although the fight-ing had been over for some time, there were still many unexploded German shells and hand grenades lying upon the ground. The French soldiers were busily at work gathering in and sorting the captured accourrements in order to com-

Occasionally we come across a shell hole or a dugout where German dead were buried. In one grave were 34 corpaes; in another were 16. In some instances the inscription upon the cross over a grave related, that both French and Germans were interred there.

Where the graves were so new that there had not been time to erect a cross we sometimes saw bottles stuck neck first nto the earth. Inside the bottles we pieces of paper bearing the name of the dead man. Nearly every inscription that we saw on the graves of German and French alike bore the words: "Killed on the field of honor."

FRENCH LOSS SLIGHT.

Considering the immensity of the opera-tions with at least a million men on each side, and the fighting taking place over a narrow front, the small number of French casualties was amazing. Officer who had participated said that the German losses were much more heavy than the first official estimate and must have been at least 150,000. Twenty-five thou-sand Germans were captured, which was a very small proportion to the number killed by high explosive shells and in trench-to-trench fighting.

The barbed wire in front of the firstto bits in the preliminary bombardment so that it offered absolutely no resist-ance to the advance when the French soldiers swept forward. Soldiers agreed that the rush of the

first line was a "walkover," as there was no rifle nor machine gun fire, due to the long and violent French bombardment. The first serious resistance from the Germans developed on the second line. It was impossible for the French artillery to smash all the Germans' sec-ond-line trenches on a 15-mile sector and to blast away all the barbed wire en-tanglements. Consequently the advance had to pause at some places or slowly cut a way forward.

GERMANS NUMBED. The most formidable German position

was the redoubt of Troubicot, which had mitrallieuses on every side, deep, dun-geon-like cellars, and sandbag galleries which had been pounded into heaps of dust by the high explosives. The French infantrymen marveled to find a few Ger-mans still alive, but their senses were numbed by the artillery fire. Occasional-ly a fragment of dried human flesh and a bit of green German uniform were still visible in the wreckage. "If we can take that with our guns

we ought to take anything the Germans can build," said the Prench soldiers when they saw the ruins of the redoubt of

A significant bit of German strategy was revealed by the fight. A long ditch had been dug through the woods in front of the German lines and the French, in advancing, naturally took shelter in it. However, the Germans had a masked ma-chine gun at one end of the ditch, hidden by branches, and this was turned upon the French.

"However, we took the gun," said the French officer who had led the advance

French officer who had led the advance in that direction.

The roads and light single track rail-ways which the Germans had built to supply their trenches all contained good materials which are now being used by the French, the old German trenches be-ing turned into new works for French

Both sides are now holding their new positions, with the Germans having settled Jown in front of the new lines of the French. There are occasional machine gun duels and aeropiane fights and occasionally a shell bursts over their landscape. Probable Tragedy at Target Shooting LANCASTER. Pa., Oct. M.—This morning while Harold Shoft and a companion, of East Willow, were shooting at a target, the rifle in the hands of the companion was accidentally discharged, shooting Shoff in the back. The shot pussed through his body, inflicting a wound which is believed to be fatal.

TOO LATE FOR CLASSIFICATION

HELP WANTED-FEMALE

MEN IN FIGHT OVER SUFFRAGE

Nearly Disrupt Rally Conducted by Miss Bertha Sapovitz This Afternoon

Afternoon

A white man and a negro got into a lively fist fight in Bth street near Chestnut this afternoon over a suffrage argument and nearly disrupted a rally under the auspices of the Equal Franchize Society. Miss Bertha Sapovita was speaking at the time.

The crowd backed away to form a ring for the combatants, who clinched. They were rolling around in the street when a big reserve bluecoat started to fight his way through the crowd. By the time he reached the scene the men had disappeared.

"The antis of New Jersey," said Miss Sapovits, 'may rant of victory if they wish. We will not object to whatever slory they can get from associating them selves with all the corrupt interests of

PHYSICAL TEST LAW CALLED DETRIMENTAL BY TRADE UNIONISTS

Dr. Alice Hamilton Tells Safety-First Congress Why Labor Opposes Examination Law

CHARGE UNFAIRNESS

The viewpoint of labor, which fears the gradual growth of the "safety first" movement, was told today in an address by Dr. Alice Hamilton, of Hull House, Chicago, and a colleague of Jane Addams, before the National Safety Council, in convention at the Bellevue-Strat-

safeguard against accidents is what these men regard as an infringement on their rights." said Doctor Hamilton. "It 'acraps' a man more than 40 years old, or bars him. The workmen feel that this works an injustice, for many States have no insurance regulations to protect the workmen. The physical examination law, they maintain, is beneficial to the employer and detrimental to the employed it is a step against trade unionism."

Refusal to grant automobile licenses to persons who drink was advocated by J. C. Rose, of the Pennsylvania Rail-road, in an address on automobile grade crossing accidents before the railroad ection of the council.

This action would reduce to a minimum said Mr. Rose, the ever-increasing number of smash-ups at crossings. The keynote of his speech was that "booze" is the bugbear of business. He said that drunken automobilists are responsible for the ma-jority of grade accidents. "Not 48 hours ago I stood on the corner

of 15th and Market streets." said the railroad official. "for just 10 minutes, during which time four automobiles came up to the curb within my view and the occupants of each in turn got out and went into nearby saloons. Would you went into nearby saloons. Would you want to commit your family to the care of a person operating an automobile who had even taken one drink of liquor? I insist that a license should not be issued to a person who induiges at all in intoxicants. This may seem drastic, but if you will take the suggestion home at night to your own fireside you will agree with me that it is not unreasonable. "I have noticed that of late intoxicated

automobile drivers are severely with in some courts, but the punishment usually follows some serious damage for which there is no redress. Why not eliminate this hazard by the more cer-tain way of refusing a license to a rum drinker?

Mr. Rose said it would cost \$600,000,000 to remove all of the 13,027 crossings on the Pennsylvania Raliroad, and added that the Pennsylvania system had expended more than \$66,000,000 during the last 12 years in improvements, resulting in the elimination of more than 1000 cross-He urged the passage of a Federal law requiring that every person ap-proaching a grade-crossing should stop at least 10 feet from the crossing and stop, look and listen before crossing the tracks. The penalty for violation, he suggested, be fixed at \$50 and costs.

\$1000 TABLE 'SOLD FOR A SONG'

Cost Mayor Reyburn That Sum and Fetches \$7.50 at Auction of Household Goods

The famous old Reyburn billiard table a marvelous creation of mahogany, joined and inlaid, and costing \$1000, was sold to a second-hand dealer for \$7.50 today, on the second and last day of the sale of the housefurnishings of the late Mayor John E. Reyburn's home at 19th and Spring Garden streets.

The table, which was rich in memories, had been used by the famous politicians of the last decade. More than 109 persons were attracted to the Reyburn mansion by the sale, which was conducted by Samuei T. Freeman & Co., auctioneers. An Oriental rug in the late Mayor's bed-room sold for \$100. The administrators of the estate are Joseph W. Moorehead and former Congressman W. S. Reyburn.

American Held by British LIVERPOOL, Oct. 20.—Robert Hamer, aged 60, who says he is an American millionaire and the owner of much property at Washington, was arrested today for not registering as an alien. He was remanded for trial.

GERMANS GAIN IN DRIVE ON RIGA FIGHT ON STYR

Von Hindenburg's New Ot. fensive Threatens Czar Naval Base

AUSTRIANS CHECK FOR

BERLIN, Oct h The Germans have advanced against the Russians northeast and northwest a Mitau, announced an official report in

atternoon,
Farther south, General von Linkings is still fighting along the Styr.

"Russian attacks northwest of Deress and north of Rafalevka have been pulsed by the Austrians," said a Viera official statement today.

"Russians isolated in places in the Cantorijsk district have gained the war bank of the Styr, where an engagement continues."

continues."

The report dealing with the easien theatre of war is as follows:

"Field Marshal von Hindenburg's and advanced northeast and northwest of Mitau. General von Lipsingen's sing continues fighting on the Styr on General.

AUSTRIANS QUIT CZERNOWITZ AS SLAVS BREAK LINE

Owing to the Russians' success in heating the Austrians' line on the Styre River, the latter have seen forced a evacuate Czernowitz, it was said in Bucarest dispatch today.

Czernowitz is capital of the Austria crownland of Bukowina, southeast of Galicia. It is an important town is miles southeast of Lemberg. The Skin have occupied it twice before on the occupion of their Cracow and Carpathus drives.

SLASHES GIRL'S CHEEK WITH RAZOR; ESCAPEN

Young Woman, Heroine of Kitnapping' Case, Attacked on Way to Work

Miss Alfia Resso was hurrying along he streets of "Little Italy" this mirethe streets of "Little Italy" this min-ing, fearing that she would be late to the uptown restaurant where she is en-ployed. At the corner of 5th and Can-arine streets a man who was seams against a doorstep sprang ferward whipped out a razor, slashed the set across the left cheek, dropped his reseand vanished.

As soon as the news reached the M and Christian streets station the poli-remarked that the name of Alfa Res

remarked that the name of Alfa Rems sounded familiar and looked up records which showed that eight months are she had figured in a kidnapping which want a kidnapping at all, or, at least me under the searching eye of the law for when it came to the point, Alfa, the 29 years old, refused to tell anything about the kidnappers, although, a maintained, kidnappers they really wer. She had been spirited away to less non, she said, and, now that she had gotten back safely to Philadelphia is details of the matter were no languarybody's business but her own.

They taxed the girl with this old me They taxed the girl with this old me-fortune when she was treated for the razer slash today. She replied that she believed her assailant was one Giusaya Tottiro, of Marcus Hook, and for Tettin

Special Policemen McGinn and Fields in mediately began to search, without however, the slightest success.

The girl lives at the southeast come

then went to her work. ASQUITH TO QUIT CABINET LONDON BELIEVES

treated at the Pennsylvania Hospital and

Continued from Page One

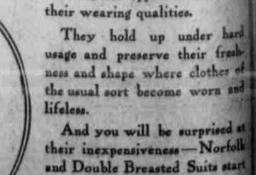
what he considers the Government drifting, inactive, undecided policy at he war's most critical stage. It is known that he had been thinking of resignal The existing Cabinet deadlock men generally referred to as a truce, is out the conscription question.

The plan the pro-conscriptionists finds agreed on provided for exemption of a workers engaged in munition making general manufacturing, exporting, min or railroading, and for districting to country, compulsion being resorted only in districts failing to furnish to quotas of voluntary enlistments. They insisted, however, that a hill this effect be formulated immediately avoid loss of time if Lord Derby's platfor stimulating voluntary enlistment fails. This the anti-conscriptionists refused to concede.

Large Sale of Small Propertie Another big block of properties Another big block of property old Weightman estate has been self bigs. Anne W. Penfield and Fractic Courtland Penfield for a price said to about \$550,000. More than 140 property class dispose figure in the deal. The estate disposed a large part of its smaller heldings this city last year.

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