

DEATH TOLL OF AUTOS PROMPTS WARNING TO DRIVERS AND PARENTS

Director Krusen Advises That
Children Be Kept Off Streets
and Proposes Severe Tests
for Chauffeurs

ANOTHER BOY STRUCK

Another name has been added to the record list of those injured by automobiles and motorbuses in this city, but a day has passed without addition to the auto death toll. The total now is 51 in Philadelphia since January 1.

In an effort to check the growing list of auto deaths and accidents, Director Krusen has issued a warning to reckless drivers and to parents against letting children play in the streets while the young driver is in the car. The car was owned by James R. Sewell, 510 S. 13th street, and was driven by his son William.

BOY HIT BY AUTO.

After the accident, the injured boy was placed in the ambulance and rushed to the hospital. With a sigh of relief, the Sewells, both father and son, welcomed the news that the boy's injuries were not serious. The younger Sewell surrendered to Policeman Carrow. He will be arraigned before Magistrate Price today.

Director Krusen, of the Department of Health and Charities, in a statement, calls attention to the fact that 252 persons were killed by moving vehicles in this city last year, a death toll twice that of typhoid fever and scarlet fever combined. He said:

"During the first four months this year, 181 deaths already have been recorded, with the greatest charge made against automobiles. While many accidents are due to reckless driving, by far the greater number are due to thoughtlessness and carelessness on the part of pedestrians when crossing the streets.

"Children are frequent victims of accidents by moving vehicles. It is, therefore, the duty of parents to forbid them to play in the streets and to caution them against the dangerous practice of catching on behind street cars, motorbuses, trolley cars or of holding on to moving vehicles while skating or cycling. They should be taught not to cross the street in the middle of the block, but only at the regular street crossings. This city might well adopt the use of 'play streets,' where traffic is suspended and where children may play to their hearts' content, especially in districts where playgrounds are not provided.

PREPARES STRICT TESTS.

"It seems reasonable also that drivers of motor vehicles should be required to pass a suitable physical examination, with particular reference to their vision and hearing. A technical examination to determine their proficiency in running a motor-driven vehicle is also in order. This should apply also to motorcyclists, who by their reckless and daring coasting between and about other moving vehicles are responsible for many avoidable accidents. New Jersey has already adopted the plan of physical and technical examination of drivers of motor-driven vehicles to safeguard the public from accidents.

"Drivers will avoid many accidents by lessening the speed at all times. They should abolish the practice of crossing the path of approaching street cars or of speeding past the automobile just ahead. Furthermore, the overtaking of automobiles will be less frequent if competent drivers are at the wheels.

"Particular caution should be observed at railway crossings, where accidents often result from carelessness or failure on the part of drivers to heed warning gongs and whistles."

PIANO BUSINESS BOOMS

Prices of Second-Hand British Instruments Soar as Result of War

LONDON, May 26.—One of the most curious results of the war is a veritable boom in the second-hand piano business. The reason for this is that the work of making munitions for the war at the front has enabled so many people to think of a piano who never thought they would own one and have added income is just enough for them to afford an old instrument.

"Less than two years ago," explained a dealer, "pianos, if more than 20 years old, were a real drug on the market, and many dealers could not get enough of them to sell for very fair prices. I paid a customer the same price for a piano that he paid me for it 16 years ago."

BRITAIN SHORT OF GASOLINE

Drastic Restrictions in Use of Fuel Forecast

LONDON, May 26.—Drastic restrictions in the use of gasoline, especially for pleasure cars, are forecast in the morning newspapers. The Board of Trade declares that the supply of petrol will not last through the summer at the present rate of use. One remedy considered is an inhibition on pleasure automobiles Saturdays and Sundays and a rigid restriction of their use on other days.

It is stated the "daylight saving" law has aggravated the problem by a noticeable increase in the use of pleasure cars during the extra hour of daylight.

I. W. W. THREATEN WORKMAN

Display Dynamite at Old Forge Mines. Shots Exchanged

SCRANTON, Pa., May 26.—Shots were fired yesterday at Old Forge, where the Industrial Workers of the World have been in control for three days, but no bloodshed resulted.

Three men, wearing buttons of the Industrial Workers, called at the home of John Fontana, a union man, and displaying three sticks of dynamite, informed him that unless he kept away from the mines his home would be destroyed. No attempt was made to work the mines yesterday.

ENGLAND CAN AFFORD WINE

War Restrictions on Sale of Liquor Does Not Check Imports

LONDON, May 26.—Notwithstanding the restrictions on the sale of spirituous liquors as a result of the war, England is importing just as much wine as at least as before the war.

During last year its imports were 19,119,374 gallons, against 11,440,324 gallons in 1913, when the Rhine wines were not cut off and the French exports had not declined. During the first two months of this year the imports increased over the corresponding period in 1913. It is said that the imports from Portugal have been very heavy during the last six months, exceeding those of any similar period.

Increase Suburban Train Service

MERCHANTVILLE, N. J., May 26.—The South Jersey Commuters' Association announced that the Pennsylvania Railroad has granted two new trains on this branch, beginning May 23. A train discontinued two years ago, leaving Philadelphia at 10:40 a. m., is to be resumed, and there will be a train leaving for the city at 3:25 p. m.



PULLING FOR TEMPLE
Mrs. John Kofoed (above) and Mrs. James Connell are two more of the band working to land the \$250,000 fund for Temple University.

TEMPLE FUND RACE ON HOMESTRETCH

\$15,000 Must Be Raised Before
Night to Win Contingent Subscription of \$5000

The prospect of raising \$15,000 before tonight in order to win a contingent \$5000 additional for the Temple University endowment fund confronted 200 members of the campaign teams when they set out today on the last few hours of work. If the amount subscribed by tonight reaches \$95,000, some one who will be known only as "a friend of Temple" will give the \$5000 needed to bring the total up to \$100,000.

There is much mystery in the identity of the "friend of Temple." Dr. Wilmer Krusen, director of the Department of Public Health and Charities and a trustee of Temple University, announced the offer of the contingent \$5000 from a telegram he read at the luncheon in the Hotel Adelphi yesterday. The telegram was from "out of town." Doctor Krusen would not name the donor. It was reported the anonymous donor had not even revealed his name to the campaign leaders.

The result of the last day's campaigning will not be known until tonight at the closing banquet in the Hotel Adelphi. Team workers will spend the whole day calling on last-minute prospects and those who have been known as willing to contribute after the success of the campaign was assured. It is known that many of the teams are holding back revelations of big sums they have won subscriptions for during the week. The teams which run the highest total for the campaign will be the permanent winners of the silk banners which heretofore have been passed to a new table each day as the reward for the best day's work.

BLIND BOY SCOUTS ON HIKE

Twenty-nine Youngsters to Spend Week End at Fort Hill

Twenty-nine blind Boy Scouts leave town this afternoon for a week-end stay in the Whitemarsh Valley, there to camp and study nature, in addition to preparing for special examinations.

During their stay, which will end Tuesday, the boys will camp on the estate of Alexander Van Rensselaer at Fort Hill. The estate is five miles north of Chestnut Hill, from which place the boys will hike this afternoon on their first lap of the jaunt.

With the Scouts will be their nine-piece drum and bugle corps. While in camp they will have patrols of eight, which will change every day, each patrol having entire charge of the cooking, police work and similar duties. There will also be military drills, bugle calls, foot races and knot tying, while much valuable knowledge of the woodland will also be gained.

JUDGE APPROVES FIST FIGHT

Right Way to Settle Quarrel, He Says, But Imposes Fine

BATON ROUGE, La., May 26.—Adjutant General McNeese and A. D. Stewart, a prominent New Orleans hotel man, each paid a \$150 fine in City Court today for their prearranged fist fight on the Capitol lawn yesterday, which they designated as "an affair of honor." Judge Odum, in imposing the fines, said:

"Personally, I approve of this method of settling a difficulty between gentlemen, but it is against the law and I will have to fine you."

WALNUT MERCHANTS, VEXED, CALL OFF DAY AT CIVIC EXPOSITION

Business Association Statement
Says Show Management Failed
to Make Certain Arrangements
for Celebration

NEITHER SIDE WILL TALK

Walnut Street Day will not be observed at the Philadelphia Today and Tomorrow Civic Exposition today as at first announced. The Walnut Street Business Association, at the last moment, sent out announcements to its members that, "as the management has failed, through misunderstanding or otherwise, to provide certain arrangements for the occasion," there would be no Walnut Street Day. The announcement, however, adds: "You should make it a point, nevertheless, to visit this wonderful civic exposition, which will remain open until June 10."

Asked why the date had been canceled, E. J. Berlet, president of the association, said he did not care to discuss the matter other than to present the announcement itself. An effort was made to get A. W. Rogers, director of the exposition, to ascertain why there had been a failure, "through a misunderstanding or otherwise," to provide "certain arrangements" for the occasion, but Mr. Rogers had gone to Boston to attend his mother's funeral, and his assistants professed to know nothing about the matter.

The association was to have discussed plans for the widening of Walnut street and for the removal of car tracks, projecting steps and unsightly signs.

These plans have not yet been called to Council's attention, the association preferring to wait until the loan bills were approved, but they will be presented, according to present expectations, before the summer adjournment.

The exhibition of the organization is almost the last one in the northeast corner of the museum. It includes about 100 models, architect's drawings and photographs. Among plans on view are those of the new apartment hotel at 19th street, facing Rittenhouse Square; the Professional Building, at 16th street; the Brumbaugh Building, at 15th street; and the other new building at the last corner.

According to a person who said she was in charge of the children's bureau, which has an exhibit at the exposition and for that reason declined to give her name, the agency which is devoted to the service of dependent and neglected children, finds it difficult to obtain work for mothers who have children.

Browning, King & Company

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belted backs.

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\$3.75

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flannel suits,
\$15, \$18.

Straw Hats
Shirts
Neckwear

1524-1526
Chestnut St.

NEW YORK BANK MAY OPEN BRANCH BUSINESS IN SPAIN

U. S. Commercial Attache Moves to
Increase Trade

PARIS, May 26.—Dr. Charles W. A. Vedits, the United States commercial attache at Paris, has just returned from Spain, where he made an extended investigation into the industrial and commercial system, particularly with regard to opportunities

for the investment of American capital and the attitude of the Spanish Government and business world toward American enterprises in Spain.

Doctor Vedits also discussed with King Alfonso, Count Romanones, the premier, and numerous Government officials, the prospects for increasing trade between the two countries. This was the second visit of the commercial attache to Spain in recent months, the first being at the personal request of King Alfonso.

He had several lengthy conferences with

the King, who manifested the greatest interest and discussed with him some ideas of his own which would tend to the greater development of Spain. One of these is a proposed fast direct electrically operated railroad from the French frontier to Madrid, to supersede the present one, which follows a roundabout route and differs in gauge from that of the other European roads.

It is announced that as a result of the conference one of the largest banks in New York is considering the possibility of establishing branch banks in Spain and also in Portugal.

Doctor Vedits thoroughly investigated all phases of commercial activity, the market for American goods in Spain and everything making for an increase in the business between the United States and Spain. The methods by which the German have captured much of the Spanish trade also were under consideration.

Doctor Vedits, during his stay in Spain, observed an increased feeling of cordiality for Americans, which he believes augurs well for a new era of trade relations.



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The Huge Outlay Involved

(The eleven editions which have appeared at regular intervals throughout the last 148 years have cost more to produce than any other ten works (of reference or anything else) in any language and more than any twenty other works published in English.)

The English Dictionary of National Biography has now reached its seventieth volume. The German Encyclopaedia of Ersch and Gruber, begun more than a century ago and still incomplete, has passed its 99th volume. The New English Dictionary, still incomplete, has cost a huge sum, though largely a labor of love. The Century Dictionary, the greatest work of its kind yet published in America, has cost to date more than a million dollars; and there are other large works of reference in French, German, Spanish and Russian.

And the Encyclopaedia Britannica has cost more than the ten largest of these together.)

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A Long Sweep of Time

The beginnings of the Encyclopaedia Britannica go back to a world which would seem to us very strange—a time when there were few stage coaches even in England and very few in America; when the first modest steam engines of Watt were beginning to make England the great coal-producing country of the earth, and her industrial empire was being founded upon the discovery of a way to smelt iron with this same coal.

George III was King and the greater Pitt—Lord Chatham—was Prime Minister. George Washington, Jefferson, John Adams, were then little known leaders of the English Colonies which sparsely settled the eastern shore of America. The only American of European fame was Benjamin Franklin.

Link-boys with torches still lighted the gentry through the murky streets of London. A candle was the most brilliant light that any king in Europe could boast. Most people in the Colonies wore homespun clothes. Terrible epidemics were frequent; sanitation was almost unknown and highway robberies abounded in all the countries of Europe.

A voyage to America required from six to ten weeks, or more; shipwrecks were many and a great number died en route from scurvy and other diseases.

The Golden Age

The Encyclopaedia Britannica, in its 148 years of existence, has seen and chronicled almost all the great inventions and discoveries which have made the modern world what it is. It was born two years after Watt took out his first patent for the steam engine, and while the spinning jenny and power loom were being perfected. Its successive editions have described the rise of England's great manufacturing industry and then that of Europe and America; the first locomotives of Stevenson; the first steamboats of Fulton; the first steamships to cross the Atlantic; the building of the Great Eastern; the laying of the first Atlantic cable; Whitney's invention of the cotton gin; Elias Howe's sewing machine; McCormick's reapers and mowers; Sir Humphry Davy's electric light and Faraday's momentous discovery of machine-made electricity; the first dynamo; the first electric motors; Morse's telegraph; Bell's telephone; the development of the modern piano and its wonders; the wireless telegraph and wireless telephone; the motor car; the aeroplane; the multiplex printing machines which grind out newspapers at the rate of 100,000 an hour—in brief, all the modern marvels of human ingenuity which have banished famine from civilized lands and made this the richest and most interesting period of human history.

The Britannica's Part

The Encyclopaedia Britannica has chronicled all this progress, been contemporaneous with it. But it has been more than that; it has deeply contributed to this progress. We know that far back it was the repository of articles on Electricity and Chemistry in the Fourth Edition of the Britannica which turned the mind of Faraday to scientific research. It was the articles of Thomas Thomson in the Third Edition which made known the ideas of John Dalton which were the foundation of modern chemistry. The ideas of Malthus and of James Mill and many other great thinkers first found popular exposition in the Britannica. All the notable men of science, scholars, and men of letters from the days of Sir Walter Scott and Playfair, Thos. Young and Lord Jeffrey down to the present time have been contributors to the successive editions. And many of its longer articles have subsequently been published in book form.

Many of the most brilliant writers the English race has produced, Lord Macaulay, DeQuincy, Huxley, Matthew Arnold, the poet Swinburne, Lord Morley, Bryce, Robert Louis Stevenson, and Sir Leslie Stephen have contributed notable articles. The Britannica has been and still remains not merely a vast repository of knowledge, but it has a distinguished place in English literature as well. It is true in a higher degree than in the new Eleventh Edition, which has brought together contributions of more than 150 of the best-informed minds now living. Yet with all its erudition, its scholarship, its brilliant literary style, the Britannica is none the less first and foremost a practical work for everyday use by the busy man and woman of to-day.

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