

RUTH LAW FLIES 840 MILES; WINS WOMAN'S RECORD

Chicago-to-New York Trip Made With But Two Stops

8 HOURS, 59 MINUTES RUN

American Woman Second in Nonstop Air Records

SUBLEUTENANT A. MARCHAL, from Nancy, France, to Chelm, Poland, via Berlin, 812.5 miles. Ruth Law, Chicago to Hornell, N. Y., 590 miles. M. Deroey, 486.7 miles, Italy. Victor Carlstrom, Chicago to Erie, Pa., 452 miles. Captain De Beuchamp, Nancy to St. Dona di Piave, Italy, 437 miles.

NEW YORK, Nov. 20.—Ruth Law, a smiling little American, took her place as the premier woman aviator of the world today, when she equaled the American record for cross-country flying.

She landed at Governors Island at 9:38 a. m., having flown 840 miles from Chicago in an old-stylish exhibition airplane. She made but two stops, the first at Hornell, N. Y., and the second at Binghamton, where she spent the night. She was forced to alight because she had run out of gasoline.

Fully exposed to the wind and cold, owing to the fact that the type of machine she drove forced her to sit out in front of her motor without any shield for protection, the plucky young woman outstripped Victor Carlstrom's record for continuous cross-country flight made on November 2 in the very latest type of machine, and then continued her journey and flew further than any woman before in history.

Miss Law's non-stop record stands as the second longest flight that has ever been made. Her flight of 840 miles is exceeded only by that of Sublieutenant Marchal, of the French army, who flew from Nancy to Chelm, Poland, in a biplane, on a distance of this flight was 812.5 miles.

RESUMES HER VOYAGE

Miss Law left Chicago at 7:35 (central time) Sunday. She reached Hornell—590 miles away—at 3:24, continued 120 miles further to Binghamton, reaching there at 4:50, and resumed her flight early this morning.

Her flying time for the entire trip was eight hours and fifty-nine minutes. Numb with cold, Miss Law was helped from her airplane at Governors Island by Major-General Wood, Herby Woodhouse and Augustus Post, the latter two Governors of the Aero Club of America. She was immediately hustled into an automobile and driven to an army officer's house to "thaw out."

The last leg of the flight—270 miles—was made through a dense fog. Miss Law said the fog was so heavy that she was forced to fly very low, barely topping the hills along the Hudson, in order to be able to see the ground to keep her bearings. The fog was so dense, in fact, that her flight was followed with difficulty after she left Binghamton.

"I'm awfully well pleased that I've been able to beat the American record," Miss Law said. "But I could have done better. I believe I could have made the flight all the way through if things had turned out the way I expected them to. And I'm going to try it again."

"When I made up my mind to try this flight from Chicago to New York," she said, "I got into communication with the Curtiss aeroplane factory and tried to buy a big battle plane, one of the most powerful I could get. But they wouldn't let me have it. They were afraid that woman couldn't handle the powerful machinery and manipulate their big machine in that long trip."

"When they kept me out, I just decided to hop into that little machine and make one great effort."

"It didn't hardly seem possible that I could make the trip through to New York without a stop. My machine will not carry enough gasoline. But I'm going to have that big machine and I'm going to try it all over again."

Speaking of her machine, Miss Law pointed laughingly across the field to where her biplane nestled in the shadow of the huge aeroplane Victor Carlstrom used when he attempted the flight between Chicago and New York. The sturdy old-fashioned machine with which Miss Law shattered Carlstrom's record was not half as large as the Curtiss monster that Carlstrom had left on the aviation field. The small machine is barely 100-horsepower, while that of Carlstrom is capable of 200.

On the cuff of one of the aviatrix's gloves was a tiny map. She had drawn it herself and it outlined almost a perfect course from Chicago. She had jotted down on a slip of paper pasted alongside it the names of the towns over which she passed, together with other data for the records of the Aero Club.

Miss Law declared she had absolutely no trouble with her machine. It behaved nicely all the way for her.

Officials of the Aero Club of America, which sanctioned the flights, were enthusiastic over Miss Law's feat. She paid all the expenses of the flight, but asked an official sanction for the trip so it might be made a record.

Elkton Marriage Licenses. ELKTON, Md., Nov. 20.—Couple procuring marriage licenses today were George A. Wilson and Violet Downie, Anselm J. O'Connor and Mary V. Donohue, Adelbert T. Wilk and Helen E. Pyda, Benjamin Moore and Helen E. Keane, and Joseph H. Goodman and Florence M. Kerbough, all of Philadelphia; Arthur C. Hartman and Elizabeth V. Maurilio, Chester; Frank McCann and Nettie Smith, Camden, N. J.; Jesse J. Cole, Philadelphia, and Hedwig M. Waltin, New York; Constantino G. Vatonezzi and Grazia De Rocco, Camden, N. J.; Joseph McIlwain and Anna Gears, Wilmington; Edward P. Finningley and Jennie MacMoreland, Camden; Vincent T. Jones, Edlystone, and Elizabeth Kasmner, Philadelphia; Ray S. Simmons, Baltimore, and Helen C. Hohn, Port Deposit, Md., and Reinhold E. Priefer, Woodhaven, N. Y., and Hannah Morrell, Atlantic City.

BEDLAM AT PENN AS THROG HAILS GRIDIRON HEROES

Bonfire to Heroes Marks Crushing of Mighty Michigan Football Team

HOLIDAY IS DECLARED

A carnival of noise greeted the victorious University of Pennsylvania football team on its return today from Ann Arbor, Mich. The staid college buildings, overrun by 3000 triumphant students with a commingled hurdy-gurdy, horns, drums, pie-plates and lusty lungs, were rocked to their foundations when the team arrived.

The celebration began in an apathetic fashion at the Reading Terminal, where the train bearing the conquering football heroes arrived at 7:41 o'clock this morning. There were only a half-dozen sleepy-eyed students there to greet them, but half an hour later, after the train had finished breakfast in the station restaurant, the delirious host to pile into the parade that escorted the team's bus westward on Market street.

TROLLEYS HALTED

The procession increased in numbers as it neared the University, until on Woodland avenue it had grown to a parade 1500 strong, headed by a baker's dozen or so of pretty co-eds and the triumphantly waiting hurdy-gurdy. Behind these, four abreast, came singing, yelling students in a "turching snake-dance" that enveloped trolley cars and automobiles and occasionally pulled a trolley pole off the wire. The trolley-pulling ventures were accomplished by wilder outbreaks of cheering and whirling "turching" dances around the marooned trolley cars.

At the athletic association building homage was paid the players as they stepped out of the bus one by one. John Clarke, president of the senior class, led the songs and yells for the gridiron warriors, each of whom made a short speech before entering the building. Coach "Babe" Pollock, Captain Neil Matthews, Doctor Wharton, "Nig" Berry, battered Bell, Light, Derr and all the other undergraduate heroes elicited tremendous cheers as they appeared. "Well lick Cornell, too" was the cry.

Student enthusiasm was too rampant to allow classes to proceed, so the inspiring hurdy-gurdy was picked up bodily and carried on a tour of the University, summoning the faithful to the celebration. They came to the number of 3000.

"Have a good time," Provost Smith told the students, declaring a holiday from the steps of the Harrison laboratory.

The mechanical piano, alternately grinding out its seven-air repertoire of dismal and lively selections, was dragged, bumped and scraped up stairs and down through the engineering, dental, veterinary, law, architecture, school and college halls. Even the silent precincts of the library were invaded and a bedlam of noise broke out there. Despairingly, straggling half a square behind the hurdy-gurdy, its owner wrung his hands and wiped the tears from his eyes as he breathed pious prayers for the safety of the mechanical piano.

"Bring him back-a, my piano," pleaded the man, Dominic Grindor by name. "If my piano spoils-a I getta da morn'."

FOR BONFIRE TONIGHT

In the meantime squads of freshmen are raiding the neighborhood for fuel for the huge victory bonfire that will illuminate museum field tonight. Limousines and touring cars were pressed into service to transport ashboxes, ashbarrels, billboards, planks, timbers, parts of fences, huge beams, parts of trees and anything wooden and movable to the field, where freshmen engineering students constructed the mammoth pyre. It will be forty feet high by the hour for lighting, 7:30 p. m.

Head Coach E. E. Ewell, in commenting upon Saturday's victory over Michigan, said: "We expected to win. Every man we put into the game stayed to the finish. It was a game exhibition all the way through. Bell is slightly bruised, but no one else in the team was hurt."

The St. James Walnut at 13th Street DANCING IN THE EVENING. The dainty gray and gold dining room here suggests pleasant, quiet, restful thoughts. Maybe the color combination does it—perhaps the noiseless service. Whatever the reason, you do seem in the gold and gray room way, way out of the hurly burly of things, and in a snug, calm harbor of refinement and good manners!

HIGHEST CASH PAID FOR OLD GOLD, PLATINUM, SILVER, DIAMONDS, PEARLS, RUBIES, JAPANESE AND MODERN REFINING CO. 157 S. 11th Street. FUEL SAVER LIDS CUTS COAL BILLS ONE-THIRD—\$3.00. L. D. Berger Company Philadelphia.

WRECK OF MEMPHIS CAUSED BY NEGLIGENCE

Continued from Page One. wave rolled in the cruiser Castine had full steam up and easily rode out of danger into the high seas.

At 1:30 p. m. that day the cooks and bakers of the Memphis engaged in a race in rowboats. One of the boats capsized, and it was 3:30 p. m. before it was righted and pulled ashore. Admiral Pond was ashore. About 3:30 p. m. the Memphis began to roll dangerously, although the sky was still clear. At 3:50 the officers began to get worried and ordered fires lighted in four other boilers. The roll of the ship was then about 25 degrees.

Two other boilers were connected with the main engine, but the engine refused to respond. Tons of water came over the side and poured down the hatches extinguishing the fires. Dynamite was attached to the blowers in the hope that the fire could be fanned into activity, but the attempt was a failure. The whole ship was now buried in darkness, and the men in the engine-room waded waist deep in brine. The engineers and firemen searched for lanterns, but the man in charge of them had locked them up, and had gone ashore.

At this juncture Captain Beach yelled down into the engine-room: "If you don't get those engines going soon, we'll be on the beach." Everything was now chaos on the ship, which was dragging its anchor and drifting shoreward. Several men on the decks were pinned under shifting hatches and suffered broken legs. Below a jackle was caught under a piano and sustained a broken leg. A cook in the kitchen was crushed under an ice box.

At 4:40 o'clock the Memphis struck the first reef in the harbor. The impact tore away the port side engine room, taking away a 22,000-horsepower engine, killing G. W. Rudd, the chief engineer's mate, and severely injuring several others. The impact was accompanied by a terrific grinding noise as the jagged reef bit into the steel plates of the Memphis.

Divorces Granted. The following divorces were granted by Common Pleas Court No. 5 today: Irene May Roberts from Edward Hall Roberts. Irene Virginia McNewell from John McNewell. Andrew J. Smith from Lillie A. Smith. Mary Barbara Parks from James Walter Parks. Margaret Louise Charlotte Wolfenstein from Alvin Wolfenstein. Sarah Pollock from William J. Pollock. William Price from Arthur J. Price. Ross Kabeck from Hyman Kabeck. Lillian M. Smith from David H. Rebeck. Dorothy Rohrbach from Morris Rohrbach. Arthur W. Yain from Eddie D. Yain. John J. Kaiser from Evelyn C. Kaiser. Marie E. Sewer from Rufus C. Sewer. Charles Dean Cook from Margaret Louise Cook. Herman P. Hazenbueher from Emily M. Hazenbueher. Thibault from Robert L. M. Thibault. Mary C. Snyder from Herman J. Snyder. Annie D. Coyle from James E. Coyle.

MANN & DILKS 1102 CHESTNUT ST. TyrolWool (A Knitted Fabric) Sport Suits for Women & Misses 22.75. Freedom of action when golfing, motoring or walking. Freedom, too, from weather worry. They're warm yet light, damp proof and need no pressing. Styles, colors and models sold exclusively by this store.

MANN & DILKS 1102 CHESTNUT ST. Manufacturers and Importers. Period Designs in Lighting Fixtures. Fixtures that are in accord with surrounding decorations and really illuminate. The Horn & Brannen Mfg. Co. Retail Display Rooms 427-433 North Broad St. "A short walk along Automobile Row"

LEAGUE ISLAND WINS FUND FOR WARSHIP WORK

Navy Secretary Promises Improvement at Yard Without Delay

MAY ASK EXTRA SUM

WASHINGTON, Nov. 20.—It was announced today that the Philadelphia yard would be equipped for battleship building without unnecessary delay.

Secretary Daniels said that if it became necessary, the Department would ask for an additional appropriation to improve the Philadelphia yard. The present authorization of \$5,000,000 for improving Government yards does not specify that this shall be divided. Under the law, therefore, the Secretary of the Navy could expend all of this amount on one yard. Secretary Daniels, however, does not wish to exercise this authority, and, therefore, will divide the appropriation among the yards and ask for an additional amount for the Philadelphia yard.

The House Naval Affairs Committee today began hearings on the navy bill which will carry about \$375,000,000. Admiral

Strass was the first witness who discussed ordnance and the necessity for 18-inch guns. Representatives Thomas J. Butler, of Pennsylvania, and William J. Browning, of New Jersey, Republican members of this committee, said they would fight for a big appropriation for the Philadelphia yard. The latter said that from what he had been told by the New York Ship Building Company of Camden, N. J., that consolidated concerns proposed to make it the biggest equipped as to take care of a great part of the new naval program.

Milady's Skin. LLEWELLYN'S Philadelphia's Standard Drug Store 1518 Chestnut Street Our Pure Bath Soap—10c for 50c

Ready Money United States Loan Society 117 North Broad St. 414 S. 5th St. 2548 Germantown Ave.

The Rosenbach Galleries announce that owing to extensive alterations and improvements the store will be closed Monday and Tuesday. Re-opening Wednesday, Nov. 22d when visitors are invited to view the establishment. The Rosenbach Galleries 1320 Walnut Street

Period Designs in Lighting Fixtures. Fixtures that are in accord with surrounding decorations and really illuminate. The Horn & Brannen Mfg. Co. Retail Display Rooms 427-433 North Broad St. "A short walk along Automobile Row"

Run your Eye down this MENU OF MEN'S CLOTHES. Whatever your want We'll supply it AT PERRY'S. Some stores specialize in this—some in that; some cater to golf, some to motorists—at Perry's, we specialize in profusion all along the line of Men's outer garments. In this Menu, every entry is ready to meet the widest demand and welcomes all comers. Overcoats. Almost like carrying coals to Newcastle to say Perry's have plenty of Overcoats! New lots coming in almost trip on the heels of the hundreds that go out of here daily! Single-breasted Ulsters, Double-breasted Ulsters, Single-breasted Kimono Coats, Double-breasted Kimono Coats, Belted-back Overcoats, Belted, pleated and tucked-back Overcoats, Box-back Overcoats, Conservative Overcoats, Velvet collar Overcoats, Cloth collar Overcoats, Perry Convertible-collar Overcoats, Fur-lined Overcoats, Fur-trimmed Overcoats, Overcoats in every voice, mood, tense, person and number of the most comprehensive grammar of Overcoat Fabric and Style! And from \$15 to \$60 Business Suits. We're talking about Profusion, not about the mere presence of a class of clothes at Perry's—in business Suits you will find—Belted and pleated-back Suits, Snug-fitting Sack Suits, Single-breasted Suits, Double-breasted Suits, Norfolk Suits, Patch Pockets, Plain Pockets, Soft roll collars, Flat collars, Worsted—Cassimeres—cheviots—flannels \$15.00 to \$43.00 Dress Clothes. We'd like to say a word about how they are made—the touch of exclusive style in their cut, the quiet dignity of their finish, the dapper way they sit in the saddle and carry themselves through at the most exacting assemblies. Evening Coats, satin lined and faced, or faced with grosgrain silk, Dinner Coats—Dress Vests, Angora vests, Corduroy Vests, Golf and Auto vests, Frock Coats and vests, Morning Coats and Vests, Striped Trousers. Separate Trousers. For the roughest work or for wear on the most fashionable of occasions—and profusion of patterns and rare size are their story. \$2.50 to \$10. PERRY & CO., "N. B. T." 16th & Chestnut Sts.

The Philadelphia Art Galleries S. E. Cor. 15th and Chestnut Sts. REED H. WALMER, Auctioneer. NOW ON FREE VIEW THE WONDERFUL AND FAMOUS DERHACHADOOR COLLECTION. PERSIAN ART IN ORIENTAL RUGS and CARPETS TO BE SOLD AT PUBLIC SALE BEGINNING TUESDAY, NOVEMBER 21, 1916 AND FOUR FOLLOWING DAYS—AFTERNOONS AT 2:30 O'CLOCK. THE DERHACHADOOR COLLECTION. "When the European war broke out and Persian territory was invaded by the Turks, to safeguard my treasures, I removed my rugs to private warehouses. The uncertainty of the course of the war and the dire need of money forced me to sell these rugs."

J. E. Caldwell & Company Chestnut—Juniper—South Penn Square. Gratifying Results Accomplished In The New Establishment. Accessibility of location, Commodious thoroughfare for visitors, Larger and more varied stocks, Greater opportunity for display, A wider range of prices, Multiplication of conveniences for the comfort of patrons, Increased factory facilities, More efficient delivery service. Jewels—Goldware—Silverware, Watches—Clocks—Stationery.