

COMPANY PLANS TO BRIDGE DELAWARE

Joseph M. Huston Heads Concern Aided by City and New York Capital

BUSINESS CLUB ADVISED

State Capitol Designer Announces Temporary Organization—Necessary Charter Already Held

A new corporation has been formed to build and operate a "union" bridge between Philadelphia and Camden, which will be used by all the transportation companies between the two cities.

The name of the company is the Philadelphia and Camden Bridge and Terminal Company. It is backed by Philadelphia and New York capital and incorporated in New Jersey, although it is said to control a charter granted by the Pennsylvania Legislature, which grants powers so broad that an additional legislation need be asked for at Harrisburg.

Announcement of the formation of the new company was made by Joseph M. Huston, designer of the State Capitol at Harrisburg, at the meeting of the City Business Club in the Adolphus Hotel last night.

Mr. Huston is president of the company. Other officers are Charles R. Hamilton, vice president, and Howard H. Lewis, secretary and treasurer.

TEMPORARY ORGANIZATION The present organization is said to be but temporary; the articles of incorporation, however, later will be amended and a permanent organization effected.

The meeting was called to discuss the proposed Philadelphia-Camden bridge over the Delaware with the Camden and Philadelphia Bridge and Tunnel Commission. Several speakers explained the importance of the project and pointed out the advantages the construction of the bridge would bring to both Philadelphia and Camden, to the two States and even to the nation at large.

The Delaware bridge project received a decided "boost" at the meeting. Virtually every member present endorsed it.

Although officially they refused to commit themselves, members of the Philadelphia Commission declared themselves personally in favor of the proposed bridge. It was explained that the ferries between Philadelphia and Camden handled 28,400,000 passengers and 1,300,000 vehicles in 1915.

DOCTOR GRISCOM'S QUERY Dr. L. M. Griscom, treasurer of the Delaware River Bridge and Tunnel Commission of New Jersey, said he was unable to understand why Philadelphia and Camden have the same system of ferries as was established in 1815, with the addition of only a bridge built for the accommodation of western and seashore traffic.

Doctor Griscom cited the cases of self-maintaining interstate bridges in West Virginia, Ohio and Kentucky, drawing the conclusion that a Camden-Philadelphia bridge would be at least proportionately successful.

Other speakers were Charles H. Grakelov, president of the City Business Club; George S. Webster, Director of Wharves, Docks and Ferries under George Pfeiffer, Jr., of the New Jersey commission.

Director William S. Twining, of the Bureau of City Transit, a member of the Philadelphia commission, declared his belief that the bridge was the coming mode of transportation across the Delaware. George E. Dalesman, Director of the Department of Public Works, also a member of the Philadelphia commission, said he believed the times required a bridge across the Delaware, but that it was such a State matter as one for the city.

George C. Boldt, Hotel King, Dies

Continued from Page One. Her apartment had become jammed between floors. Many guests in the car were panicked. "I don't know who to send for," said the woman, "or what to do."

Mr. Boldt sent several mechanics from the Waldorf to the house immediately, and the trouble was righted in a few minutes. Believing in thoroughness, Mr. Boldt had a school for his employees. They were taught to be courteous, observant and patient and trained in details of the work.

He believed in employing college men in many of the good positions in his hotels. "Sometimes a guest feels like conversing on some serious topic," he said, "and it is well to have those about who can talk intelligently." He always urged his employees to keep abreast of the times by reading his papers. The information gained was valuable to them in many ways.

HELPED CORNELL

An illustration of his regard for college men is shown by his interest in Cornell. He was the promoter and the chief contributor to the new residential halls there, and his work in this connection was greatly appreciated by the faculty and students.

Mr. Boldt was sixty-five years old. He was born on the island of Hugen, a watering place near Berlin. He was little more than a boy when he came to this country and settled in Texas, where he engaged in raising poultry. This venture was unsuccessful. He drifted penniless back to New York city, and was glad to obtain a job as a waiter in Parker's restaurant, which was about two blocks from where the Waldorf-Astoria now stands.

A cheerful disposition and a generally courteous manner won him many friends. He saved his money and kept clear of the habits of the young men of the times. He later became steward of a hotel at Cornwall-on-the-Hudson and subsequently obtained a position in the Philadelphia Club, Thirtieth and Walnut streets.

He immediately won the friendship of Seward Carter at that place and subsequently married Carter's daughter. Later he leased the old mansion at Broad and Walnut streets, which became known as the Bellevue. It was regarded as the most expensive hotel in town and soon became the headquarters of the elite and the stopping place of distinguished men of the country.

John Jacob Astor happened to be one of the guests at the old Bellevue one night. He was much impressed with the ways of Mr. Boldt and made a proposition that he manage a hotel in New York. While thinking that over Boldt's friends opened the Berkley Arms and the Beach House at San Olit. In 1888 he opened a restaurant in the Hulme Building and one year later acquired the old St. George Hotel, which stood on the site of the present Bellevue-Stratford, at Broad and Walnut streets. Mr. Boldt sold this place to the Stifford.

Nearly ten years later he opened the Waldorf-Astoria in New York in conjunction with the Astors, and in 1904 he completed the old Bellevue with his Stratford, across the street and called the new hotel the Bellevue-Stratford. It was prosperous from the very start.

Mr. Boldt is survived by one son, George C. Boldt, Jr., and a daughter, Mrs. A. J. Miles, Jr.

BANQUETS 75c Up Get Our Menus and Prices Manscom's 229 Market St. 1221 Chestnut St.

PRESIDENT URGES LEGISLATION ON CONGRESS

Continued from Page One. Congressional action to avert a nation-wide strike last fall.

The message constituted a "clean-up" program.

Although both branches of Congress are meeting over the high cost of living problem, and interest in this has overshadowed all other proposed action, the President made no reference to it today. He is receiving reports from different executive departments, however, in an effort to devise the best possible plan for curbing soaring prices.

NO FOOD SUGGESTIONS

It is believed the President will either deliver a special message on the question later or take it up personally with the House and Senate leaders when a plan he deemed feasible has been found.

So serious does the President regard the high cost of living question that he has determined to keep it out of politics if possible. He is understood to feel that Republicans and Democrats are equally interested in a solution of the difficulty, and will make no effort to put through a "party measure."

The message follows:

GENTLEMEN OF THE CONGRESS:

In fulfilling at this time the duty laid upon me by the Constitution of communicating to you from time to time information of the state of the Union and recommending to your consideration such legislative measures as may be judged necessary and expedient, I have the honor to report to you, of my own free will, the results of my observations and of the reports of the several heads of the executive departments of the public service and outline myself to those matters of more general public policy with which it seems necessary and feasible to deal at the present session of the Congress.

I realize the limitations of time under which you will necessarily act at this season and shall make my suggestions as few as possible; but there were some things left undone at the last session which there will now be time to complete and which it seems necessary in the interest of the public to do at once.

In the first place, it seems to me imperatively necessary that the earliest possible consideration and action should be accorded the remaining measures of the program of settlement and regulation which I had occasion to recommend to you at the close of your last session in view of the public dangers disclosed by the unaccommodated difficulties which then existed, and which still unhappily continue to exist, between the railroads of the country and their locomotive engineers, conductors and trainmen.

First. Immediate provision for the enforcement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate; in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with the promptness and thoroughness which are, with its present constitution and means of action, practically impossible.

Second. The establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation. Third. The authorization of the appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads.

Fourth. Explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary

by the adoption of the eight-hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

Fifth. An amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding in it a provision that, in case the mediation, conciliation and arbitration provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

And, sixth, the lodgement in the hands of the Executive of the power, in case of military necessity, to take control of such portions and such stock of the railroads of the country as may be required for military purposes, with authority to draft into the military service or the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

The second and third of these recommendations I submit immediately acted on; it established the eight-hour day as the legal basis of work and wages in train service and it authorized the appointment of a commission to observe and report upon the practical results, desiring these measures most imperatively needed; but it postponed action upon the other suggestions until an opportunity should be offered for a more deliberate consideration of them. The fourth recommendation I do not deem it necessary to reiterate. The power of the Interstate Commerce Commission to grant an increase of rates on the ground referred to is indisputably clear, and a recommendation by the Congress with respect to them, I submit, is unnecessary. I have, however, in the course of my observations, drawn in question the scope of the commission's authority or its inclination to do so, inasmuch as there is no reason to doubt either.

RAILWAY OPERATION

The other suggestions, the increase in the Interstate Commerce Commission's membership and in its facilities for performing its manifold duties, the provision for full public investigation and assessment of industrial disputes, and the grant to the Executive of the power to control and operate the railroads when necessary in time of war or other like public necessity—I now very earnestly renew.

The necessity for such legislation is manifest, and pressing. Those who have entrusted us with the responsibility and duty of serving and catering to the public interest in the railroads, who are necessary in time of war or other like public necessity—I now very earnestly renew.

Not only does the Interstate Commerce Commission now find it practically impossible, with its present membership and organization, to perform its great functions promptly and thoroughly, but it is not unlikely that it may presently be found advisable to add to its duties still others equally heavy and exacting. It must first be perfected as an administering instrument.

Secondly, it cannot and should not consent to remain any longer exposed to profound industrial disturbances for lack of additional means of arbitration and conciliation which the Congress can easily and promptly supply. And all will agree that there must be no doubt as to the power of the Executive to make immediate and unqualified use of the military force of the nation wherever they are needed and whenever they are needed.

This is a program of regulation, prevention and administrative efficiency which needs its own case in the mere statement of it. With regard to one of its items, the increase in the efficiency of the Interstate Commerce Commission, the House of Representatives has already acted; its action needs only the concurrence of the Senate.

COMPULSORY ARBITRATION

I would hesitate to recommend, and I dare say the Congress would hesitate to act upon, the suggestion should I make it, that any man in any occupation should be obliged by law to continue in an employment which he desires to leave. To pass a law which forbade or prevented the individual workman to leave his work before

receiving the approval of society in doing so would be to adopt a new principle the only jurisprudence which I take it for granted we are not prepared to introduce. But the proposal that the operation of the railroads of the country shall be stopped or interrupted by the concerted action of organized bodies of men until a public investigation shall have been instituted at some plain for the judgment of the opinion of the nation is not to propose such principle, it is based upon the very different principle that the concerted action of powerful bodies of men shall not be permitted, to stop the industrial processes of the nation, at any rate before the nation shall have had an opportunity to appoint itself with the merits of the case as between employer and employee, time to form its opinion upon an impartial statement of the merits, and opportunity to consider all practical means of settlement or arbitration. I can see nothing in that proposition but the justifiable safeguarding by society of the necessities of the very life. There is nothing arbitrary or unjust in it unless it be arbitrarily and unjustly done. It can stand without any regard for the interests and liberties of all concerned as well as for the permanent interests of society itself.

MONEY IN ELECTIONS

Three matters of capital importance await the action of the Senate which have already been acted upon by the House of Representatives; the bill which seeks to extend greater freedom of combination to those engaged in the production of the foreign commerce of the country than is now thought by some to be legal under the terms of the laws of the United States; the bill which seeks to regulate the foreign commerce of the country and the bill proposing a more thorough and systematic regulation of the expenditure of money in elections, commonly called the corrupt practices act. I need not labor my advice that these measures be enacted into law. Their expediency lies in the manifest circumstances which render their adoption at this time not only opportune but necessary. Their delay would seriously jeopardize the interests of the country and of the Government.

Immediate passage of the bill to regulate the expenditure of money in elections may seem to be less necessary than the immediate enactment of the other measures to which I refer; because at least two years will elapse before another election in which Federal officers are to be filled, but it would greatly relieve the public mind if the important question of dealing with the circumstances and the dangers to the public morals of the present method of obtaining and spending campaign funds stand clear under recent observation and the methods of expenditure can be frankly studied in the light of present experience; and a delay would have the further very serious disadvantage of postponing action until another election was at hand and some special objection connected with it might be thought to be in the mind of those who urged it. Action can be taken now with facts for guidance and without suspicion of ulterior purpose.

I shall not argue at length the desirability of giving a freer hand in the matter of combined and concerted effort to those who shall undertake the essential enterprise of building up our export trade. That enterprise will presently, will immediately assume, has indeed already assumed, a magnitude unprecedented in our experience. We have not the necessary instrumentalities for its prosecution; it is deemed to be doubtful whether they could be created upon an adequate scale under our present laws. We should clear away all legal obstacles and create a basis of unobstructed law for it which will give freedom without permitting unregulated license. The thing must be done now because the opportunity is here and may escape us if we hesitate or delay.

PORTO RICO'S DEMANDS

The argument for the proposed amendments of the organic law of Porto Rico is brief and conclusive. The present laws governing the island and regulating the rights and privileges of its people are not just. We have created expectations of extended privilege which we have not satisfied.

These are unmet demands among the people of the island, and even a suspicious doubt with regard to our intentions concerning them which the adoption of the pending measures would happily remove. We do not doubt what we wish to do in any essential particular. We ought to do it at once.

At the last session of the Congress a bill was passed by the Senate which provides for the promotion of vocational and industrial education which is of vital importance to the whole country because it concerns a matter, too long neglected, upon which the thorough industrial preparation of the country for the critical years of economic development immediately ahead of us in very large measure depends. May I not urge its early and favorable consideration by the House of Representatives and its early enactment into law? It contains plans which affect all interests and all parts of the country and I am sure that there is no legislation now pending before Congress whose passage the country awaits with more thoughtful approval or greater impatience to see a great and admirable thing set in the way of being done.

There are other matters already advanced to the stage of conference between the two houses of which it is not necessary that I should speak. Some practicable basis of agreement concerning them will no doubt be found and action taken upon them.

Inasmuch as this is, gentlemen, probably the last session I shall have to address the Sixty-fourth Congress, I hope that you will permit me to say with what genuine pleasure and satisfaction I have co-operated with you in the many measures of constructive policy with which you have enriched the legislative annals of the country. It has been a privilege to labor in such company. I take the liberty of congratulating you upon the completion of a record of rare serviceableness and distinction.

DIPLOMATS ATTEND

Diplomatic Washington drifted slowly into the gallery in contrast to the hundreds who stormed the doors successfully and unsuccessfully. Members of the Chinese and Japanese delegations were among the first to arrive, a half hour before the joint session.

Mrs. Lansing, wife of the Secretary of

State; Counselor Polk, of the State Department; John Barrett, director of the Pan-American Union; the Japanese Ambassador and the Swedish and Colombian Ministers and the Nicaraguan Charge d'Affaires were among those in the gallery when the President arrived. William Jennings Bryan, former Secretary of State, entered the chamber while the House was in recess pending the President's arrival. The Commover was given an ovation from both sides and took a seat with some of his Democratic friends. President Wilson entered the chamber at 1 o'clock, accompanied by a joint committee of the Democratic members, with a number of handclapping by the Republicans. Some one in the gallery shouted, "Amen!" and the President then began speaking.

Chronic Coated Tongue and Bad Taste in the Mouth. Indicate serious future disorders in the stomach, liver or kidneys, if not promptly remedied. The quickest relief comes through daily use of Bedford Mineral Water—Nature's laxative. It purifies the digestive tract, makes digestion easier and elimination of waste more complete. Physicians know about the judicious use of this famous health water. Even abroad physicians recommend Bedford Mineral Water. Bedford Springs Co. Limited 1325 Widener Bldg., Phila.

Weymann Pianos and Musical. A Musical Center Philadelphians May Be Proud Of. The new WEYMANN BUILDING, just finished at 1108 Chestnut street, takes its place as one of the most complete and best equipped musical centers in the United States. Entirely occupied by the firm of H. A. Weymann & Son—with a record of 52 years as leaders in the musical industry in this country behind them—the people of Philadelphia may well be proud of this new music place. At this time, when the thought of Christmas is before all, no better place can be chosen to find presents which will be appreciated by all, not only for Christmas day, but for years to come. A Victrola or a piano will bring joy to the whole family, and what boy or girl would not be pleased with a genuine ukulele or mandolin. Our building is open for your inspection and we believe that you will appreciate our efforts to make Weymann SERVICE and QUALITY an added inducement for your patronage. We solicit your charge account.

Running 24 Hours a Day To Please PUROCK Customers. On account of the abnormal demand for Purock it has been necessary for us to increase our normal output over five times. This abnormal demand has, of course, been difficult to meet. We desire old customers to know that in all instances we are endeavoring to give their needs first attention. We wish to express our appreciation for your past business, and trust that we may continue to serve you to your complete satisfaction. The Charles E. Hires Company PUROCK DEPARTMENT 210 SOUTH 24TH STREET

There are many touring sedans but none with lines possessed by this Chalmers. It's the kind of a car that gets the longing look from the men on the curb. The price, too, is remarkable—only \$1850. (All prices f.o.b. Detroit) Chalmers Motor Co. of Philadelphia 252-254 North Broad Street Phones: Bell, Spruce 462; Keystone, Race 2667