

BATTLE LINES TIGHTENED FOR POLITICAL WAR

Penrose and Vare Men Prepare for Long Legislature Fight

HINT OF IMPEACHMENT

Penrose Raps Brumbaugh; William S. Vare Defends Him

UNITED STATES SENATOR PENROSE — "The methods adopted savor strongly of bribery. A promise of office is as much of a bribe as the passing of money. There never has been in the history of Pennsylvania politics a more reckless use of the power of patronage to intimidate and coerce Legislators. This course is largely prompted by a factional contest of certain ward politicians in Philadelphia for the purpose of injuring the good name of the State, destroying the efficiency of the government and the harmony of the approaching session."

Followers of the two Republican Organization camps today began to tighten their lines for a bitter factional battle all during the session of the Legislature and throughout the campaign next year, following the exchange of verbal blows last night between Senator Penrose and Congressman William S. Vare.

Senator Penrose and the South Philadelphia Congressman shared each other at long range. The senior Senator, in Washington, hinted at possible impeachment proceedings against Governor Brumbaugh, and openly charged that the Governor is seeking to influence legislators in the speakership contest through bribery by offering them patronage and making threats.

"BALDWIN'S LINE-UP BROKEN" — Baldwin's line-up remains unbroken throughout the State," said Senator Penrose. "Every effort has been used to influence State Representatives to desert Baldwin, but without success. Threats of demission and discharge have been repeatedly made, and in some cases promises of appointments have been tendered Representatives, which would seem to come within the definition of bribery, and are likely to furnish ample material for legislative investigation, if not for action in criminal proceedings before a grand jury on bribery charges."

"There never has been in the history of Pennsylvania politics a more reckless use of the power of patronage to intimidate and coerce the legislature, and it is being done in the face of a personal pledge made

in the last gubernatorial campaign to support civil service laws for the State department. Transfers are contemplated to important State offices, removals are threatened of tried officials who never have interfered or participated in politics, and the last consideration at Harrisburg seems to be the interest of the public or an efficient administration.

"The situation, however, is well understood throughout the State, and the contest will go on until the finish, ending in the election of Baldwin as Speaker by a substantial majority of the Republican members on the first ballot. The result of the election will show that the people are fully alive to the politics operating, and that they resent the methods which have been employed."

The Vare dinner was attended by more than 200. Among the guests were State Senator Edwin H. Vare, Judges Rogers and Patterson, Fred W. Willard, Finance Committee Chairman Joseph P. Gaffney, Recorder of Deeds James M. Hazlett, Director of Public Safety William H. Wilson, State Representative Miles and Wells, Assistant Director of Public Works Joseph L. Baldwin, Select Councilman Glasgow, of the Forty-eighth Ward; Common Councilmen Stocker and Kelley, Magistrate Carl H. Baker and Frank J. Ryan, leader in the Thirty-sixth Ward.

"The Republican party in Pennsylvania has progressed recently," said Congressman Vare. "The splendid laws enacted two years ago show the progress the party has made."

"I want to call your attention to the fact that the Legislatures of Pennsylvania have been Republican for many years, but no attempt was made to pass humanitarian legislation until two years ago. In 1912 the delegates to the Republican National Convention from this State sat in Chicago and saw the Republican party steered up to the rocks. The national committee man, who was a hold-over from the year preceding, sat on the stage and helped to steer the party on to the rocks."

"In 1914 Pennsylvania had great personal interests at stake. The result was that our present great Governor, that great educator, of Philadelphia, was prevailed upon to be the candidate for Governor."

"What conditions confronted him? There had been no State election since 1912. The only record of the sentiment of the voters was that in 1912 459,000 Progressive votes had been cast and 400,000 Democratic. Starting in with only the Taft vote of 273,000, the Governor had to face the combined vote of the Progressives and the Democrats, or 559,000 votes. "But the people had faith in his personal platform, and with fusion against him he was elected by a majority of 124,000. The senior Senator was also elected; but if he

had had fusion against him he would have been defeated by 15,000. "After the Legislature convened the humanitarian legislation was passed through the insistence of the Governor. Some take issue with that, and say, 'We put the humanitarian legislation on the statute books.' "Take the trouble to look a few months back. The two United States Senators from Pennsylvania were the only Republicans in the Senate who joined with the ten Democratic Senators from the South who voted against the federal child labor law. Do you think that these men forced through the Pennsylvania child labor law?"

INDIRECT HINT AT KNOX — Congressman Vare then indirectly hit at Philander C. Knox.

"Some one has said that a factional fight does the party harm," he said. "What about New York? In the canvass for United States Senator one man had not only the backing of all the great powers in New York, but of Barnes and of Theodore Roosevelt. But a plain, practical man of the people, who believed that no power in the country could prevent him from being elected, went into every part of the State and met the people. He was the newly elected Senator William M. Calder. He was elected by a greater majority than Knox received in Pennsylvania. It does not seem to me that it is to ask for the resignation of Banking Commissioner Smith. Following a conference with the commissioner, the Governor said: 'I have not resigned, and he has not resigned.' The Governor's change of front is believed to be the result of the protests that poured into the executive offices from prominent bankers all over the State."

Governor Brumbaugh at Harrisburg last night denied that he is to ask for the resignation of Banking Commissioner Smith. Following a conference with the commissioner, the Governor said: "I have not resigned, and he has not resigned." The Governor's change of front is believed to be the result of the protests that poured into the executive offices from prominent bankers all over the State.

JEWS PLAN \$10,000,000 FUND TO AID BRETHERN

Seek Huge Sum for Relief Work of War-Stricken Co-religionists in German-Occupied Poland

NEW YORK, Dec. 21.—How to get ten million dollars to save five million Jews from perishing in German-occupied portions of Russia is the task of a conference of prominent Jews from all over the United States at Carnegie Hall here today.

The decision to raise this amount in addition to the \$5,000,000 already sent to relieve the suffering Jews in Russia was made following the report of Dr. Judah L. Magnes, who went there from New York to investigate.

Theodore Marburg, Louis Marshall, Nathan and Oscar S. Straus, Jacob H. Schiff, Henry Morgenthau, Dr. Cyrus Adler and others will be present today. Evangelist Has Narrow Escape — READING, Pa., Dec. 21.—The revival services in Mount Shiloh Church, Caernarvon, this county, had just closed, and the people were still talking in groups in the church, when the brick chimney broke through the ceiling, falling on the pulpit, altar railing and lamps and the organ.

PITTSBURGH CAR CRASH INJURED 220 WORKMEN

Score Seriously Hurt When Trolleys Bearing Westinghouse Employees Meet

PITTSBURGH, Dec. 21.—A score of persons were seriously injured and more than 200 less seriously when an Ardmore street car crashed into the trailer of another car at Edgewood Acres this morning. The Ardmore car was hauling a trailer, and the four cars were loaded with 400 Westinghouse employes, on their way to work.

The trailer and lead car were reduced to junk and a mass of humanity was pinned under the wreckage. A dozen other cars following furnished willing rescue workers, but it was more than an hour before all could be extricated.

Morgan Roberts, thirty-six years old, sustained a spinal fracture and is dying in the Columbia Hospital at Wilkesburg.

SCOTT BLAMED AS FOE OF FEDERALIZED GUARD

Committee Members Declare He and Others Wouldn't Let It Have Fair Trial

WASHINGTON, Dec. 21.—The Federalized National Guard system was predestined to failure at its creation because of the unfair and premature condemnation of the system by the general staff of the regular army in total disregard of the will of Congress, it was charged today by members of the House Military Committee during the testimony of Major General Hugh L. Scott, chief of staff.

"The National Guard, as at present constituted, has not had a fair chance," Representative McKellar, Tennessee, declared addressing General Scott.

"You and other army heads condemned

this system when Congress created it, condemn it now and have contempt for all the time. Is this not so?" "Yes," Scott answered, turning face to face with McKellar. "And because the system has utterly failed in every country on earth."

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Mitchell SIXES. Built by John W. Bate in the Model Efficiency Plant. \$1460 For 7-passenger Six—48 h. p. 127-inch Wheelbase. \$1150 For Mitchell Junior—40 h. p. 120-inch Wheelbase Six. Both Prices f. o. b. Racine.

Next-Year Mitchells. Now in Two Sizes. Now 100% Over-Strength. 31 Extra Features. 8 Latest-Style Bodies. 24% Added Luxury. The Latest Results of Bate Efficiency Methods. This is our opening exhibit of the latest Mitchell models, open and enclosed. The models which will next month appear at the New York Show. You will see here a hundred new results of efficiency methods as applied by John W. Bate.

The Innovations. Next year's Mitchells, which have just arrived, embody the following innovations: A new-size Mitchell—called Mitchell Junior—is offered to men who want a 5-passenger car. So you don't need to pay for room or power not needed. Eight latest-style bodies are brought out, all built in the Mitchell plant. The saving made in the new body plant all goes into added luxury. Thus 24 per cent has been added to the cost of finish, upholstery and trimming. There are 31 extra features, instead of 26. These are attractions which other cars omit. And now, for the first time, Mr. Bate announces double-strength in every Mitchell part. He has worked for three years to attain that. The Smartest Car. This added luxury makes the Mitchell the smartest car you'll see. Enormous ovens have been built so the finish coats can be fixed by heat. The result is a deep, lustrous finish which keeps its gloss for years. Fifty per cent has been added to the cost of the leather upholstery and of the cushion springs. This gives you an extra-grade leather. TWO SIZES. Mitchell—a roomy 7-passenger Six, with 127-inch wheelbase. A high-speed, economical 48-horsepower motor. Disappearing extra seats and 31 extra features included. Price \$1460, f. o. b. Racine. Mitchell Junior—a 5-passenger Six on similar lines, with 120-inch wheelbase. A 40-horsepower motor—1/2-inch smaller bore than larger Mitchell. Price \$1150, f. o. b. Racine. Also all styles of enclosed and convertible bodies. Also demountable tops. Mitchell. But this cost is paid by factory savings, due to Bate efficiency methods. Safety Margins Now 100%. Three years ago Mr. Bate started out to double our margins of safety. They had been 50 per cent—a standard then called extreme. Now every part has twice the needed strength. There are over 440 parts made of toughened steel. All parts which get a major strain are built of Chrome-Vanadium. The most important parts are also oversize. The result is a lifetime car. Every common weakness has been overcome. Even the problem of breaking springs seems to be solved completely. Not one Bate cantilever spring has ever yet been broken. And we have used them for two years now. See the Extra Values. John W. Bate, the great efficiency engineer, built and equipped this entire plant. It now covers 45 acres. Its output next year will be 25,000 cars. No other factory in the world could build a like car at anywhere near our cost. The results show clearly in a hundred ways—in over-strength, in added luxuries, in extra features. They show in these new cars more than ever before. Come now and see them. MITCHELL MOTORS COMPANY, Inc. Racine, Wis., U. S. A.

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Illustration of Pullman train cars and passengers.