CHAMBER REBELS PLAN SLATE TODAY

Will Announce Line of Campaign for Control of Commerce Board

INTEND TO FIGHT IN OPEN

Efforts on the part of "buttonholers" of the "Old Guard" of the Chamber of Commerce to ascertain the strength and personnel of the "live wires," the new reform element that is urging a "cleansing" in the organization, will be fully rewarded today, according to the leaders of the latter faction. The "live wires" announce that they will cast aside the strict censorship that has cloaked their movements and will make public today the purposes and campaign managers of their party following a meeting of the "live-wire" executive committee.

Plans for a "red-hot" campaign to elect the "live wire" slate to the board of directors of the Chamber of Commerce will be fully formulated today. Following the session, the progressive element leaders say that they will "unlimber" the fire which they assert will continue until the election of directors on January 18.

The veil of mystery which surrounds the movements of the "live wires" is explained by some of the members, who intimate that certain business interests have been using "influence" tactics to "call off" some of the progressive workers.

PROMISE "FIGHT TO FINISH"

A fight to the finish is the way the "live wires" characterize the strife for the control of the Chamber of Commerce. Both factions agree the recent fight for nominations was nothing more than a skirmish of the struggle.

Business clubs and associations throughout Philadelphia, it is claimed, will "line up" with the "live-wire" faction. This statement is partly borne out by the recent indorsement of the progressive slate by the Business Science Club and the Boosters' Club. The Chestnut Street Business Men's Association, the Market Street Merchants' Association, the Walnut Street Business Association, the City Business Club and the Poor Richard Club are said to be in favor of the struggle for "a business management" of the Chamber of Commerce.

Meanwhile the "old guard," or satisfied faction of the chamber, is reported to have been satisfied with sending out "lieutenants" or "buttonholers" to ascertain the attitude of the 5000 members of the organization and the movements of the "live wires."

Wild rumors of possible presidential candidates are being "flashed" over the wire gone to bring out the relative strength of the presidential "timber." The name of Ernest T. Trigg, chairman of the members' council, and Powell Evans, chairman of the insurance committee, are mentioned as probable successors to Howard B. French. Both men are considered in the horizon of the "old guard."

Leaders of the "live wire" element are refraining from announcing any possible progressive candidate. When questioned today, one of them said that the presidential election was not troubling them at the present time, and that they are primarily interested in the fight for directors. The leader added that they were not trying "to eat the turkey until it was caught."

Announcement is made that George P. Wilson, chief of the Bureau of Rates and Tariffs of the Public Service Commission of Pennsylvania, has been chosen to head the transportation bureau of the Chamber of Commerce. The office was formerly occupied by William A. Sproull.

The selection of Mr. Wilson was made known publicly by Coleman Sellers, Jr., chairman of the transportation committee of the Chamber of Commerce. Mr. Wilson lives in Ridley Park. He has agreed to accept the position.

POWER OF PRAYER GIVES POLITICIAN NEW START

Garrick Theater Noonday Audience Hears How Congressman Became Preacher for Methodist Church

The power of prayer and how it was instrumental in changing a man's career after making him a Christian was shown today by S. D. Gordon, who began a series of noonday meetings at the Garrick Theatre.

He cited an instance of a prominent politician who was an avowed skeptic regarding things religious. While serving as a member of the House of Representatives, he said, this man had a vision of Christ and subsequently learned that his wife had been praying for his conversion. On returning to his home in a western city, Mr. Gordon said, the Congressman, who was slated as the gubernatorial candidate of his party, deserted politics and became a devoted member of the church.

"This man was a lawyer," said Mr. Gordon, "and he sifted the evidence and reached a conclusion that was irresistible. In the little Methodist church near his home he bowed his great, strong will to the higher will. Then an early boyhood conviction came back and he knew he was to spend his great strength not in law, nor in Congress, nor the possible governorship, but in pleading the case of Jesus Christ with his fellowmen! And so the second decision was made. He has been a prominent preacher of this Methodist communion for several years and still is."

The noonday meetings conducted by Mr. Gordon will be held from Monday to Friday each week until February 2. Joseph M. Steele presided today.

FEW DECENT CITIZENS SEE ECLIPSE OF MOON

Very Little Commotion Created When Luna Enters Shadow at 1:30 A. M.

The moon had an eclipse this a. m.

But no one got excited about it. Like most eclipses, this one came ambling along at 1:30. At least that's the time it was slated to be seen here. No one switched the alarm clock in order to be up to greet it, said Prof. Monroe B. Snyder, of the Central High School, and there was not much general interest.

As to the moon itself, it dispensed a number of copper colored hues much like the spotlight that they throw on Hawaiian singers in vaudeville and then went on about its business. Among other who saw the eclipse were the cafe loiterers, taxicabbers, some policemen, several reporters on their way home and four West Philadelphia milkmen.

Most of our six local astronomers did not shift their pillows or lift a lazy eye to watch the eclipse.

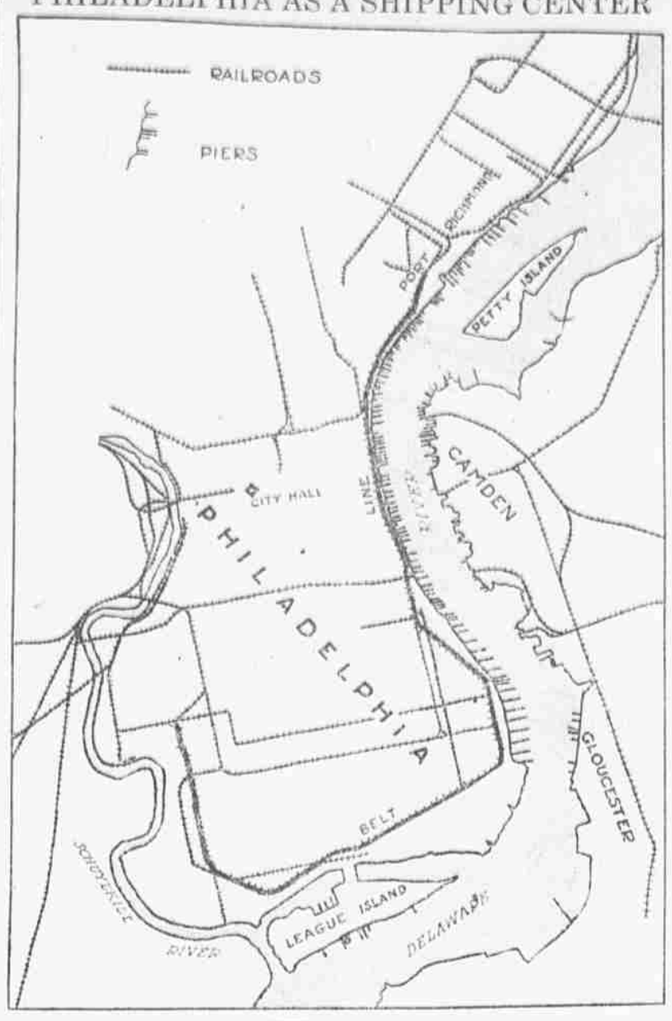
But the copper color of the moon puzzled many. Especially those who had been looking at the ceiling through the bottom of cocktail glasses. They were much relieved on learning that others saw the same thing.

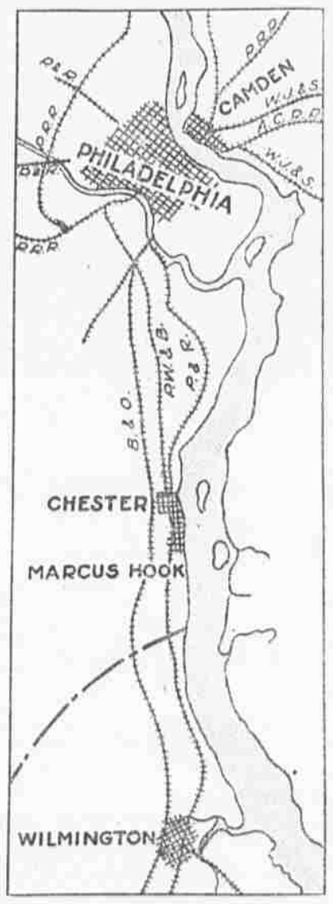
As to the copper color, it was due to the red light passing through the earth's atmosphere and being refracted to the moon and reflected again to us. "All of which shows," said one cabby this morning, "that the moon goes to a lot of trouble to please us."

Plan Banquet for Sharpless

President Isaac Sharpless, of Haverford College, who went to England a month ago, is expected to return about January 25, and will, if he arrives in time, be one of the principal guests at a Haverford Alumni dinner at the Bellevue-Stratford on January 27. On account of his intention to retire as president of Haverford next spring, the managers of the dinner are planning to make it the occasion of a great tribute to him.

PHILADELPHIA AS A SHIPPING CENTER





The upper map shows how the city's numerous wharves and piers are served by a network of railroads. These exchange their cars with the Belt Line (indicated by a heavy black line), which covers the entire water front. The lower map shows the city's situation with reference to the great ship-building area which is fast growing up on the shores of the Delaware between Philadelphia and Wilmington

Police Court Chronicle

"She rolled her eyes at me wishesly evera time we eat," declared Abe Wooler.

"An' he rolled his eyes at me all-a-ther time," said Mrs. Abe Wooler.

They were explaining matters to Magistrate Pennock, before whom Abe had been summoned, and each had a quantity of exhibits which littered the Judge's desk.

Out of the maze of miscellaneous charges it was gathered that Abe, who is an exacting negro, objected to a piece of ham which had been submitted for dinner. His wife insisted that it was a good piece of red ham. Abe insisted that it was limp and soggy and, finally, it is said, slapped Mrs. Abe on the face with it. It was only by artistic dodging, it appears, that he escaped the coffee pot and a bowl of gravy.

They met in close but unloving embrace, so the story ran, and eventually found themselves outside their little home in Pulaskitown, which is a suburb out Germantown way. Abe, who was enraged, it appears, twisted a limb off a nearby tree and flogged Mrs. Abe with it. She presented him with a brick which was lying close at hand.

Their maneuvers carried them into the house again and Mrs. Abe took refuge behind an armchair to get her breath. It was then that Abe committed the deed which aroused her wrath anew. He seized her new pair of buff-top shoes which were on the floor and slashed them beyond recognition.

Mrs. Abe grabbed an iron frying pan which had done yeoman service in previous arguments and chased Abe to the street. The negro ran plump into the hands of a cop. He kept a tight grip on Abe and didn't let go until he had landed him before Magistrate Pennock.

Mrs. Abe followed closely on the prisoner's heels with a bunch of evidence in her arms. It consisted of the tree with which she claimed Abe beat her, the slice of "red ham" and the lacerated shoes with the buff uppers. But Abe also had some evidence. It was the brick, the frying pan and a green "black" eye which it caused. He deposited all but the black eye on the Magistrate's desk. Mrs. Abe also piled up her exhibits before the Judge.

The Judge listened patiently to the story of the quarrel. Mrs. Abe, with tears in her eyes, told how she went out in the rain to get the ham which her husband slapped her with. She also told of sacrifices which she made for her husband. Abe's testimony was disconnected and wabbly, but he said he was "willin' to make up." Mrs. Abe was finally induced to reach the same attitude. They went home together.

Philadelphia Leads in Shipping Facilities

Continued from Page One

boring ports in New Jersey are clamoring for justice.

Recently the New Jersey Board of Commerce and Navigation and the cities of Newark, Jersey City, Hoboken and Elizabeth have complained to the Interstate Commerce Commission, demanding an investigation so they may be given the full benefit of their geographical position by the establishment of equitable rates and service regulations by the railroads for the distribution of freight arriving on the right bank of the Hudson.

For years New York, through manipulation with the railroads, has had uniform rates apply for all points terminating in and around the port, whether in New York, Long Island or New Jersey. These rates necessarily include the costly service of lighterage and the handling and rehandling of freight from the railroad terminals in New Jersey to the steamship piers in New York and Brooklyn.

EXPENSIVE SERVICE

This expensive service is not necessary for the New Jersey cities, as they can unload direct from the railroad cars on their terminals to vessels alongside their own piers, as is being done in Philadelphia.

Yet New York is fighting this complaint by calling attention to the vast sums expended by the city to create shipping facilities at that port. By doing so New York disregards the inconsistency that the enormous service which it performs in this connection is an economic waste that is borne not by New York alone, but by the whole country.

Why in these days of high business efficiency it should be considered anything but a gross waste of money and energy to have the bulk of the country's exports handled and rehandled, shipped and reshipped, towed back and forth for the doubtful advantages of leaving a pier on Manhattan Island is a question yet to be answered.

But why the exporters of Philadelphia and Pennsylvania, and that great productive territory to the west of this city, with the port of Philadelphia at their doors, or at least ten miles nearer than New York, still continue such a waste by shipping "via" what is notoriously the most costly port in this country, if not in the world, in preference to one of the finest, best equipped and most economical ports in the United States remains an unanswerable question.

Never, perhaps, in the world's history has there been such an awakening to the importance of overseas trade and of the vital part which great harbors have in the growth and development of cities and nations.

The European war, which has taught us many lessons, especially in matters of trade and finance, has impressed upon the people of the United States more vividly than anything else the great lesson of the importance of foreign trade, the consequent need for good harbors, and the absolute necessity of American-owned and operated ships to carry on future world commerce.

Even while this series of articles is being written a great light dawned on the nation.

A group of astute financiers and captains of industry discovered that the Delaware River is unequaled as a location for shipbuilding and immediately they set in motion the machinery which will make it unrivaled as the world's greatest shipbuilding centre.

And soon another great light will dawn when the exporters who should use the port of Philadelphia, but do not, come to realize that in all the absolute essentials of a modern port, considered as a whole, Philadelphia is unrivalled by any other in the country; that its possibilities for development are almost limitless, and that through their efforts and patronage it can in a brief period be second to none.

The absolute essentials of a modern port to make it capable of the widest service and of operation along the most economic lines are:

First. A safe and adequate channel to the sea.

Second. Ample dockage and wharfage facilities.

Third. Adequate and convenient railroad connections.

Fourth. Modern machinery for transferring freight from ships to cars and vice versa.

Fifth. Close proximity to an abundance of steam fuel.

Sixth. A large and prosperous manufacturing and agricultural contributing territory to provide shipments, both foreign and coastwise, and to distribute and absorb the imports, whether of raw material or manufactured.

It will be the purpose of the articles following this one to show that the port of Philadelphia possesses all these essentials.

QUICK HANDLING OF FREIGHT HELPS TRADE, SAYS DIRECTOR WEBSTER

To the Editor of the Evening Ledger:

Sir—The series of articles on the river, harbor and port of Philadelphia, which I understand the EVENING LEDGER is now preparing to publish, are timely and in the public interest. I believe that to thus bring before our citizens the advantages of our port and the facilities which it offers for the economic and expeditious handling of ocean cargoes will do much to develop an interest in the port and the encouragement of its use by our manufacturers.

It is hoped that these articles will bring more fully to the attention of our manufacturers and producers the importance of arranging their shipments when making contracts for deliveries to foreign countries so that their products will be shipped through Philadelphia.

An examination of the facilities which this port offers, including direct connection with the piers from all railroad lines, will show that it possesses advantages superior to those of almost any other port on the Atlantic coast and that the cost of shipment through it is less than through any other.

The EVENING LEDGER is to be highly commended for its great interest in the development of the port of Philadelphia and its efforts to create a greater civic pride among our citizens.

Yours truly,

S. D. Webster

Director.

LEATHER MEN LAUGH AT FISH-SKIN SHOE IDEA

Retail Dealers to Consider New Material at Annual Meeting in Cincinnati

Fish-skin shoes sound "fishy" to Philadelphia leather men, who are inclined to laugh at the plan of the National Association of Retail Shoe Dealers, which meets in Cincinnati soon and contemplates attempting to solve the leather shortage by using tanned fish skins.

A representative of the Janney & Burrough Company, 215 North Third street, said today the solution sounded "fishy" to him, and declared he thought the plan impossible. He also took the stand that there was plenty of leather in the world for shoes for all the people who want to buy them, even though the market is not overstocked.

Robert H. Foerderer, president of the Robert H. Foerderer Company, Wheatsheaf lane and Coral street, said he hardly thought it possible to make shoes from fish skins.

"Nobody has ever made any study of tanning fish skins," he said, "and I think that the process would be so expensive that it would not be practicable. There are certain fish skins which might be used for shoes, I suppose, but it would cost a lot of money and they could hardly compete with leather."

Anthony H. Geuting, one of the officers of the National Association of Retail Shoe Dealers, said that at the approaching annual session the question of fish skins for shoes would be taken up and that the United States Bureau of Fisheries would cooperate with the shoe men in meeting the problem of the increasing cost of shoe leather.

SYMPHONY CONCERT TONIGHT

Walter Damrosch to Direct New York Music Organization

The concert tonight at the Academy of Music by the New York Symphony Society, under the direction of Walter Damrosch, will be the big event on this week's program of the University Extension Society.

The end of the week will be of interest for lovers of Dickens, as Frank Speaight will give a reading, "The Pickwickians," in Witherspoon Hall under the auspices of the society's department of dramatic art.