

SCHOOL TAX BOOST SEEN BY EDMUNDS

Board Head Reports Increasing Congestion, Despite Addition of Buildings

WANTS JUNIOR DIVISIONS

Would Have Elementary and High Classifications—Dick Tells of Construction Worker

Philadelphia's public schools are suffering financial stringency. This is shown by the annual reports of Henry R. Edmunds, president of the Board of Education, and William Dick, the secretary, in annual reports presented to that body this afternoon.

After pointing out the seriousness of the financial problem, both officials urge rigid economy and the curtailment of expenditures wherever possible.

"At first thought it would seem as if the income of the Board of Education from taxation would meet the current obligations much more easily than it did ten years ago," says Mr. Edmunds's report. "This would be the case if the proportion of the population attending school always remained the same; if the type and methods of education never changed; if the salaries of teachers and other employees; if the educational materials used for educational purposes were constant in price; if the buildings never varied in type nor in the cost of materials and labor; if no new interests were served by the school system; if, in brief, educational conditions remained static."

The report of Mr. Edmunds points out that the enrollment in the high schools is increasing to a greater extent than that in the elementary grades. This is due largely to the fact, in the opinion of the president, that parents now appreciate more than ever the money value of education. Fewer pupils are retarded than formerly in the lower grades, so that fewer children quit school because of discouragement at their own incompetency. Mr. Edmunds feels that increased efficiency in the city's teaching corps is the cause of the latter condition.

COSTS PER PUPIL. Mr. Edmunds's message to the Board of Education contains some interesting statistics. It shows, for instance, that the cost of instructing a pupil in the elementary schools is about \$32; in the high schools, \$110. Kindergarten instruction is the cheapest form of all, and in the last ten years the number of kindergarten pupils has increased but thirteen per cent, while in every other department of the public school system the increase in the same period has been far larger.

In the trade schools, where the instruction costs even more than in the high schools, the growth of the enrollment in the last decade is shown to have been 723 per cent. Since the president of the board presented his last annual report manual training has been introduced in every elementary grade.

To the "part-time" problem is devoted a large portion of Mr. Edmunds's message. He deprecates the inability of the Board of Education to provide seats in the schools for every child of school age and insists that something must be done to correct this evil.

JUNIOR HIGH SCHOOLS. As one method of solving the problem he suggests the establishment of junior high schools. These institutions represent the most recent development in the educational world and have been put into operation successfully in many of the western cities. If the junior high schools are organized, however, the present grading system in the public schools of this city will be necessarily overthrown. It is Mr. Edmunds's plan to have six grades in the elementary schools, instead of eight, as at present. He would devote three years to "junior high schools," and three years to "senior high schools." The junior institutions would be housed in buildings now used exclusively by the elementary classes.

Children under the proposed system would attend school for as many years totally as at present, but the grading system would be different. Mr. Edmunds argues that the change, though a radical one, would effect a saving of many thousands of dollars to the taxpayers and reduce considerably the number of children who receive inadequate accommodations because of overcrowding in the schools. He continues the Board of Education will be obliged to build a million-dollar high school every year. An even larger sum will have to be spent for elementary schools. And in spite of these tremendous expenditures, the congestion in the schools will continue, and the dissatisfaction among parents whose children are the victims of the present system will not be allayed.

The reform which Mr. Edmunds advocates has been championed for several years by Dr. George Wheeler, associate superintendent of schools. Doctor Wheeler has warned the Board of Education repeatedly that the overcrowding problem will never be solved until junior and senior high schools are established.

MUST BOOST TAX RATE

An increase in the school tax rate is inevitable, according to Mr. Edmunds. He issued a similar warning in his report last year. The school system, like the municipality, has found its expenses growing at a greater rate than the income. Mr. Edmunds argues that the public will agree to an increase in taxation. On this subject he says:

"The board faces the absolute necessity of economy. This economy may be made either in the current expenses, of which salaries constitute the main element, or in the building program, or in both. Probably if all the possible economies in the building program, which are outlined above, should be practiced, there would need to be but slight curtailment in any of the activities now carried on in the schools. The most important part of a school is not the building, but the teaching organization. I would strongly urge that immediate steps be taken to make every possible economy in the building program before touching any other part of our educational expenditures except those in which a reduction may be made without any interference with the efficiency of the work or the educational opportunity of the pupils."

"For ten years the rate of taxation for school purposes has been unchanged. It is evident that the time is fast approaching when a five-mill tax rate will not furnish sufficient revenue for school purposes, if we are to meet the legitimate demands of modern education made upon us by the community, even though every possible economy is practiced. I am confident that the community will not interpose serious objection to any such increase as is necessary to put and keep the schools of Philadelphia on a creditable plane as compared with the other progressive cities of the country."

BUILDING GOING ON. The report of Secretary Dick shows that several buildings and additions to buildings are now in course of construction. He explains that while these will help to reduce the number of children attending "part-time" sessions, the occupancy of these structures will by no means eliminate the overcrowding problem.

In addition to the building operations now in progress, plans have been drawn for new structures. They are for an addition to the Birney School, Ninth street and Chestnut avenue; new building at Ann and Chestnut streets; an addition to the Fox Chase school, D and Rhawn streets; a four-room addition to the Curtis School, Murgrave street; a new building at Twelfth, Thirtieth and Jackson streets, and a three-story annex at the Marshall School, Frank-



Copyright, International Film Service. **CENSOR OF THE ARMY** Major Douglas McArthur, who has just been named to this important position. It will be his duty to see that no news of importance bearing on movements of the army is passed for publication.

twenty-one rooms; site to be obtained. Nineteenth and Bigler streets, thirty rooms; purchase of land necessary. Sixty-fifth street and Lansdowne avenue, fifteen rooms; have lot. Forty-third and Thompson streets, neighborhood of Ledy school, fifteen rooms; lot needed. Washington lane and Chow street, fifteen rooms; lot needed. Between Richmond and Ontario streets and Hridesburg, fifteen rooms; site to be obtained. Fountain street, Roxborough, eighteen rooms; site already obtained. Wynnefield, six rooms; lot needed. Neighborhood of Sixty-first street and Washington avenue, eighteen rooms; lot needed. South of Boulevard, east of Third street, additional accommodations. Forty-sixth street and Woodland avenue, additional accommodations.

Winter Day's Blazes Cause \$50,000 Damage

Continued from Page One and his sister, who live at 2812 Haverford avenue, were awakened at 2 o'clock this morning by the insistent scratching and barking of the dog, King Scepter. The animal hurried himself against their respective bedroom doors with loud yelps. Schmidt awakened and found the house filled with smoke and the flames eating their way upstairs. He hurriedly ran to the assistance of his sister.

Policeman Blair, of the Sixty-first and Thompson streets station, saw the smoke coming from the dwelling and turned in an alarm. Then he rushed to the assistance of Schmidt and his sister, who were descending the smoke-filled stairway. After leading his sister to safety, Schmidt rushed back in the burning building to get King Scepter. The dog refused to come out of the house, but the firemen extinguished the blaze before he was hurt. The loss was about \$1500.

Mr. and Mrs. John Garden, who live next door to the Schmidts, were also awakened by the barking of the dog and made a hurried exit to the street when they found their home filled with smoke. Fire in an open hearth in the Delta Tau Delta fraternity house, of the University of Pennsylvania, at 3525 Locust street, burned through a wall into the Kappa Alpha House, at 2537 Locust street, early today and destroyed the worth of rugs and other furnishings before a volunteer fire brigade, clad in varied colored pajamas, quenched the flames.

Elerly Diky, one of the resident students of the K. A. Chapter house, was awakened by the crackling flames. He roused his comrades, who fought the blaze with water-filled frying-pans, buckets, bowls, dish-pans, milk bottles and other kitchen utensils. Engine Company No. 5 finished the job.

One hundred dollars' worth of goods stored on the third floor of the residence of William Adams, a liquor dealer, at Hancock and Thompson streets, were destroyed by fire this morning. The sweeping wires caused such a draft in the furnace fire that an overheated flue resulted. Adams was awakened by the smell of smoke and telephoned a fire call. The blaze was extinguished by a chemical engine.

Fire of an unknown origin began in the drying room of the William Scholes carpet-weaving establishment at Berkley street and Wayne avenue shortly after 4 o'clock this morning and caused damage estimated at \$1000. Smoke and water caused several hundred dollars' damage in the adjoining mill of William S. Lloyd.



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AMERICA SHOULD "ARM HER LINERS TO TEETH"

So Declares Chief Steward of British Tanker Cheyenne, Describing Voyage Here

American transatlantic liners should be "armed to the teeth" to protect the lives of passengers and crew. This is the opinion of Alfred Griffith, chief steward of the large tank steamship Cheyenne, and James Mosedale, the gunner of the oil ship. Both men have seen service during the present European conflict as members of the British navy, and they narrate many colorful and thrilling incidents that they have experienced on the English Channel and the North Sea.

The Cheyenne, which is a 3000-ton tanker, under the command of Captain Hudson, steamed from Hull, England, on January 15, and the gauntlet of German submarines and arrived at the Atlantic Bellingham Company piers at Point Breeze late Saturday afternoon, just five days overdue. It was an eventful trip, according to the members of the crew, not due to submarines, however, for they never sighted a periscope during the entire voyage, but because of the rough seas that continuously threatened to upset the unladen vessel.

"Submarine food" was the answer of the busy members of the crew when the subject was broached. All of them have a careless disregard for the undersea fighters, but it is apparent that the owners of the tanker or its officers have another viewpoint. This is best and most forcibly expressed by that gun that rests on a swivel at the stern of the Cheyenne and the presence of Gunner Mosedale, who, incidentally, has somewhat of a reputation for handling such deadly weapons with considerable accuracy.

"Never saw a submarine," granted First Mate Williams as he passed by on the gangway to "speed up" the crew in having things shipshape for a return journey. "Not bothered about them," he added. Finally Steward Griffith and Gunner Mosedale, below to avoid the strong and cold winds that whisked across the Schuykill flats, and there they both admitted that the submarines were not a myth. "The men that invented submarines and dirigible balloons for the purpose of attacking the United States can do it to arm its ships to the teeth to fight off the submarines if it wants to save the lives of passengers and crew."

"I wish these Germans would come out and fight. We'd show 'em," continued Griffith. "Let you 'as we would," assented the gunner. "I wouldn't mind taking a shot at 'em." By and by Griffith began to "loosen up" and told of his experiences on a mine sweeper. He said:

"I spent nearly a year on the mine sweeper William Waverly. She's a steamship about the size of the Cheyenne. Let me tell you it is tough work. We always wore two life belts, a cork belt and a rubber one. We worked long hours with these heavy affairs about our bodies. Sometimes there are as many as ten to a dozen pairs of sweepers trailing one another on the Channel or on the North Sea. The nets or sweep wires, as they are known, are stretched between two of the ships. Then the work begins, dragging the sea to a depth of two or three fathoms. Some days we discovered and exploded as high as thirty mines, but the next day we could go over the same spot and catch almost an equal number.

"They are like an army of fleas. When the mines are caught in the wires they are raised to the surface and exploded, either by rite shot or a shell from a six-pounder. If they are hit in the right spot you hear a deafening roar; sometimes they are merely punctured. They foam and sizzle, fill with water and sink, perfectly harmless bulbs.

"The mine sweepers are not accompanied by destroyers, cruisers or other war vessels. They are, in a way, fighting ships themselves, armed with guns of varying caliber. They ride the seas in all kinds of weather, are tossed at times like so many shills.

"One day we accidentally drifted a little too close to Ostend, where we had no business to be. Zeppelins were sent out to destroy us. The fun began. Unfortunately, it was largely in favor of the Zeppelins. They dropped bombs in our midst. It seemed to rain bombs; but we escaped in some manner or other without mishap.

"Another time we caught a powerful mine in the wires. It exploded and broke the wires, causing a terrific recoil due to the tension that exists by stretching the wires. It hurled the mine sweeper almost flat on its port side. Nearly every member of the crew, and they numbered nearly 100, suffered from bruises as the result of the

HOLY WRATH IN THE ARK



The Kaiser is said to be foaming with "Holy Wrath"; the Crown Prince is reported to be taking a rest-cure; the German Eagle is very excited, and the public wants potatoes.

bumps they received when thrown against the decks, the compartments or equipment aboard the Waverly."

The flow of conversation from the steward seemed to bring the gunner from his state of silence and he jumped into the conversation with zest. Little by little he told of his experiences, then finally led the listener on until he began to tell of his observations during the most famous naval struggle of the war, the battle of Jutland. Mosedale at that time was a gunner aboard the British cruiser Argo.

"The fight was a purely mechanical proposition," said the gunner, in his little cockney accent. "You couldn't tell what was going on. Destroyers and strange shell fire spread clouds of smoke everywhere along the line of battle. We couldn't tell where the enemy

was; but the chiefs, I mean the officers, they would never have known there was a fight if it wasn't for the sound of our guns and also the dozen or more shells that punched us. Fifty of our men were either killed, wounded or overcome. The German shells threw off a gas that is not unlike that the men in the trenches are forced to bear almost daily. It blinds you; it chokes you and you grow dizzy," said Mosedale.

The Merchant Tailors Association of Philadelphia cordially invites the public and especially all gentlemen who are interested in Good Clothes To The Garment Exhibit of the National Association at the Bellevue-Stratford Wednesday, Feb'y 14th 12.30 to 5.30 Cards of admission can be had from the following:

- Devereaux, W. B., 1100 Walnut St. Dixon, Wm. H., 1111 Walnut St. Fern, Thomas, 1307 Walnut St. Holy & Fritch, 1106 Walnut St. Holzhauer, H. & Co., 1120 Walnut St. Kendig-Whelen-Mason, 131 S. 12th St. Lipschitz, Jack L., 508 Walnut St. Magerl, John E. & Co., 135 E. 12th St. Mathews, A. B. & Co., 1200 Walnut St. Muller, Geo. K. & Son, 1437 Walnut St. Osborn & Osborn, 126 S. 16th St. Peterson, E. H. & Co., 1115 Walnut St. Pyle, James & Barber, 1115 Walnut St. Stafford, T. J. & Co., 1302 Arch St. Sempiner, D. D., 118 S. 12th St. Thomson, Peter, 12th & Walnut Sts. Waters, W. H., 1306 Walnut St.

and Philadelphia Headquarters Bellevue-Stratford

WAR PLANS COMPLETE AT PHILADELPHIA YARD

Battleships Laden With Six Months' Provisions—Midvale Steel Plant Guarded

The provisioning of the reserve fleet at the Philadelphia Navy Yard is reported completed. Since the break with Germany, just ten days ago, the forces at the yard have bent to the task of preparing for war with all possible haste.

The sea fighters are reported to have sufficient supplies aboard to last six months. Everything is being done to "speed up" the work on military and naval munitions and supply contracts. At the Frankford and Schuykill Arsenals, shipyards and scores of private plants handling Government orders the work is being done without interruption.

At the Midvale Steel Company, which is busy with Government work, every precaution is being taken to guard the plant from alien cranks. Twenty big flood lights, such as have been proposed for the navy yard and the arsenals in event of war, have been erected. They throw a glare into every part of the grounds about the mill. A similar number of iron picket houses are being constructed upon trestle work about thirty feet high. Each picket will contain an armed guard who will be in command of a large and powerful searchlight.

Examinations for civilian wireless operators, it is announced, will be held at League Island this week. The examinations will probably take place next Saturday. Scores of applicants have already applied for positions with the naval radio service.

HELD AS AGENT OF KAISER SAN FRANCISCO, Feb. 13.—George Kieft, believed to be a German agent, is held at the Angel Island immigration station today while United States secret service agents are investigating his activities. Kieft arrived from Manila, as a stowaway on the transport Sheridan. According to officers of the Sheridan, Kieft boarded the transport in the uniform of an American soldier. He was not discovered until the Sheridan was several days out. His trunk contained papers indicating he was a German agent.

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If War Does Come By Lincoln Colcord IN tomorrow's Public Ledger there will be an article by Lincoln Colcord, written from Washington, outlining the policy of the Administration, if war does come. Mr. Colcord demonstrates the wisdom of the President's waiting course, and emphasizes the depth of the spiritual unity with which the nation would back him in the event of hostilities. Incidentally, if war does come as a result of Germany's recent action, the United States will not enter as one of the Allied nations, says Mr. Colcord. Read his article in TOMORROW'S PUBLIC LEDGER

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