CALL ON LEGISLATURE

Memories of Saratoga and Adams an Inspiration to \$150,000 State Appropriation

Insistent Call Heard for Nautical School

PLANS are under way for a revival of the activities of the Pennsylvania Nautical School Association, for which an appropriation of \$150,000 is wanted from the State.

When the money becomes available the United States Government will be asked to assign one of the old sailing ships of the navy for use as a schoolship.

This vessel will be the successor to the old Saratoga and the Adams. The Saratoga has been junked. The Adams reverted to the Government for lack of an appropriation to pay expenses of the school.

When the new ship becomes available Pennsylvania boys who wish to learn navigation and seamanship will be afforded the opportunity, and a future supply of officers will be assured the growing American mer-

Insistent demand that the Legislature make adequate provision for the immediate revival of the activities of the Pennsyleverywhere in maritime and mercantile circles. vania Nautical School Association is heard

American ships are building in every American yard. The Government is pre-paring to spend millions upon its own mer-chant fleet. Private capital is being poured out with a lavish hand in the great camagon ships on every sea and in every port.

And there are practically no American
officers available to command the vessels n the great American fleets now under con-

The old schoolship Adams has been withdrawn from nautical school service. It is making Perth Amboy its home port and has been lent by the United States Government to the New Jersey naval mili-tia for use as a training ship. The old Baratoga went upon the junk heap long ago. Today Pennsylvania has no training

Possessed of one of the great scaports of the world the State is utterly failing in its duty, it is pointed out, in not providing its quota of trained officers for the mer-

chant marine.

An appropriation of \$150,000 is needed at ence, according to old schoolship men. This will suffice for the first year. Subsequent yearly appropriations of \$75,000 would be sufficient to carry the work forward, it is saig. This would make possible the refitting of a suitable ship, and would enable the association to provide properly for the comfort and safety of the cadets and give them efficient teachers.

When Governor Tener vetoed the bill ap-

them efficient teachers.

When Governor Tener vetoed the bill appropriating \$100,000 for schoolship work the students were withdrawn from the schoolship Adams, the vessel was returned to the Government and the association that managed the school virtually went out of existence. This situation has remained unchanged up to the present time.

Saratoga and Adams graduates are not a grop in the bucket when compared with

drop in the bucket when compared with the great number of trained captains, mates and quartermasters that will Wherever these graduates have gone they have made fine records, and as they move up the line when promotion comes to them their places must be filled.

GRADUATES "MAKE GOOD"

graduates number hundreds. Since the old Saratoga was first put to school-ship use in 1889, being succeeded by the Adams in 1908, scores of efficient officers have been graduated. These men are insistent that more young men be trained to follow in their footsteps. The only way it can be done, they declare, is for the school-ship system to be revived. Captain T. W. Rudderow, captain of the

Port of Philadelphia, is a graduate of the class of 1904. "The situation is a very serious one," he said today, "I do not see where we are to obtain the American officers to man our great new fleets unless the schoolship system is immediately revived. Officers must be trained.

"The Adams is out of commission in so far as schoolship service is concerned. The far as schoolship service is concerned. The association is dormant, virtually dead, and it will remain so until the Legislature appropriates funds. At least \$150,000 is needed. The bill Governor Tener vetoed provided for \$100,000, but that is not enough. The State should do the thing right and grant enough money to provide for the best of teachers, for the outfitting of a good ship and for the best of care for the boys generally."

for the boys generally."

Similar views were expressed by J. T. McNally, a classmate of Captain Rudderow. "Never before have the opportunities for a career upon the sea been so bright,"
he said, "and it is the consensus of opinion
among business men that a Pennsylvania
sautical schoolship should be piaced in
commission at once. The situation is really
a serious one and should be met fairly
and squarely."

WONDERFUL OPPORTUNITY NOW George F. Sproule, secretary of the Com-nissioners of Navigation, emphasized the missioners of Navigation, emphasized the gravity of the situation today. "When the Legislature of 1913 discarded the schoolship bill," he said, "it put the Adams out of commission. At that time no one realized what momentous happenings would occur the world over in a few months.

"Our flag had about vanished from the sea, our merchant marine had dwindled and dwindled, and the situation was discouraging. All this has now changed. The war has turned things topsy-turvy, and

war has turned things topsy-turvy, and today there exists a wonderful opportunity for American boys who want to follow the sea. The merchant marine cannot obtain enough trained men.

enough trained men.

"England is developing her merchant marine and all the first-class English lines have a certain number of apprentices on each ship. These boys learn navigation, the stowage of cargo, and become efficient. practical officers by the time they graduate, and they are assured of positions. Thus England always has enough trained officers to draw upon. The White Star Line and other big companies do it. The Hamburg-American Line, the North German Lloyd, and other German companies do the same thing.

"In fact, these big lines run sailing ships for the express purpose of training their ewn officers and crews 'in sail' before they place them on the steamships. Men trained on sailing ships are recognized to be the best sames."

NOTABLE FEATS OF THE PAST "Wonderful records made by American hips and American captains in the old ships and American captains in the old days are indicative of the low ebb to which the American merchant marine has fallen today. Take the old clipper ship Lighthing, built by Donald McKay in 1854 at East Boston for James Baines & Co. This Yessel, of 2084 tons register, on her first voyage under Captain Förbes, formerly of the famous ship Marco Polo, left Boston February 18, and made the run to Eagle Island, on the North of Ireland, in ten days. From February 25 to March 1 she can 438 miles in twenty-four hours, the greatest verified run ever made under cannot hips could do.

famous Black Ball Line, 2515 tons register, built in 1854, made the run from Boston to Liverpool in tweive days six hours. She made the run from Liverpool to Melbourne in sixty-three days, her best day's run hav-ing been 420 statute miles, a marvelous per-formance. A SUBURBAN GARDEN READY TO BEAR

ing stage there, upon which passengers step from the liners. These ships and these men made the name of America famous the

world over. American ships and American men, with the proper opportunity, can do it again, and should be allowed to do so."

FOR GOOD GOVERNMENT

Powell Evans and Ernest T.

Trigg to Expose Abuses at

Friday's Mass-Meeting

While disappointed at the defeat in the Legislature of a bill to prohibit political

activity among policemen, Powell Evans, vice president of the Chamber of Commerce

and leader in the movement for revision of

the city charter, said that it did one serv-

against in arranging for new legislation.
Mr. Evans is chairman of the committee
which has charge of the "Good Government"
mass-meeting at Horticultural Hall next

"We are going to have the proper kind of a good government in Philadelphia," con-tinued Mr. Evans, "and if any faction of a political party sees fit to try and defeat

our object, some of us will turn and give our support to the other party."

"The purpose of our meeting Friday night," said Ernest T. Trigs, president of the Chamber of Commerce, "is not to ad-

NOVICE IN CONVENT DIES

Supposed to Have Accidentally

Turned on Current When Veil Caught in Fixture

Sister Mary Reich, nineteen years old, a novice in the Convent of Divine Love, Twen-

ty-second and Green streets, was acciden-tally asphyxiated by gas fumes today in

her hoom, and died several hours later at St. Joseph's Hospital, where she was taken. In company with the Mother Superior. Sister Mary had arisen at 5 o'clock and made the rounds of the building to see that

all was well. She retired to her room and it is supposed that when she lay down to rest her vell caught on the key of a little

Mary's room about an hour later when she smelled gas. She burst open the door and dragged the form of the novice into the hall. Then she summoned Dr. Thomas Fleming, 2225 Green street, who had Sister

Mary removed to St. Joseph's Hospita' Her death occurred at 9 o'clock.

JOHN S. PETTIT ENGAGED

Mother of Fiancee, Miss Marian V. R.

Kennedy, of New York, Makes

Announcement

NEW YORK, March 22.-Mrs. H. Van

Rensselaer Kennedy, of Three Oaks, Hemp-stead, L. I., has announced the engagement

of her daughter, Miss Marian V. R. Ken-nedy, to John Stewart Pettit, of Philadel-

phia.
Miss Kennedy was introduced to society

three seasons ago. She is fond of outdoor life and has been identified with sporting

events of the Meadow Brook colony. She has exhibited champion Pomeranians and Irish terriers from her kennels at Hemp-

stead at the various dog shows and won

many blue ribbons.

for the wedding.

The Mother Superior was passing Sister

Friday night.

ice in showing the people what they are up

NEW FIGHT UNDER WAY



DAVIDED AND TO DESCRIPTION OF THE PROPERTY OF

This flourishing truck patch takes up a comparatively small area in a modest suburban place. Corn, tomatoes, lima beans, etc., are growing.

TESTS FOR DETERMINING WHEN SOIL IS READY FOR "WORKING"

A Bit Early Yet Despite Astronomical Arrival of Spring. How to Remedy Sour Ground—Something About Fertilizers—Garden Queries Answered

By JOHN BARTRAM

With the lateness of winter, which has kept the ground cold and the recent wet weather, it is too early to work the ground yet, but the time is near, now that spring has arrived at least astronomically. One of the simple and standard tests to determine when the garden soil is ready for plowing or working is to take a handful of earth from the surface and close the fingers tightly on it. If the earth is dry enough for cultivation it will compact in a lump, which will fall apart gradually when the hand is opened.

This test is applicable only to compara-

the Chamber of Commerce, "is not to advance any political propaganda, however. It is purely civic. There are many of our citizens who know in a general way that reforms are needed in the city government to bring it up to date, and they would be delighted to bring about these reforms, but they don't know just what is needed. This meeting is to place the present abuses before the people and we hope to have a large attendance. We will not indulge in oratorical pyrotechnics, but will be very concrete in stating present conditions and their remedies." This test is applicable only to compara tively heavy soils, but it is these which re-ceive the most injury if they are worked when wet. On such soils overzealous gar-deners not only waste their time, but fre-FROM ESCAPING GAS quently do actual damage by attempting to

After plowing or working with a spade, it is usually desirable to apply some form of fertilizer. Barnyard or stable manure, which furnishes both plant food and humus, is the best all-round one. Applications of from twenty to thirty tons to the acre are satisfactory. An ordinary cartical at \$1.50 is enough for area of 1000 to 1500 square. is enough for area of 1000 to 1500 square

The manure should be distributed evenly over the surface and later worked in with

Frequently it is advisable also to apply commercial fertilizer, especially phosphate. An application of 300 to 600 pounds of acid phosphate or some well-mixed fertilizer to the acre is usually sufficient; smaller areas in proportion. In order to supply potash, if this is needed, unleached wood ashes may be distributed over the garden at the rate of 1000 pounds to the acre. Wet, or bleached ashes, have less fertilizer value. Two thousand pounds of these should be used.

In order to start the plants early in the spring applications of 100 pounds to the acre of nitrate of soda are sometimes used. It is important, however, to remember that no form of commercial fertilizer will yield good results unless the soil is well supplied with humus. This frequently may be fur-nished in the form of sod or other vegeta-tion which has overgrown a garden spot and may be turned under with a plow or

Ir certain localities it is also advisable to tea the soil for acidity. Naturally moist sole are likely to be sour and in such a condition are not likely to produce the most satisfactory crops.

satisfactory crops.

The test for acidity or sourness is a very simple one. A handful of the soil slightly moistened and a piece of blue litmus paper, which can be obtained from any drug store, are all that is necessary. When placed on sour soil the paper will turn red. To correct such a condition time should be used. The ground should be covered with a thin coat of air-slacked lime and the latter worked in air-slacked lime and the latter worked in well. Lime is not a plant food, but it will correct the acidity and will improve the physical condition of the soil.

Mr. Pettit is a member of the Calumet and Riding Clubs. No date has been set The home gardner should find useful Farmers' Bulletin 255, Home Vegetable

Bring your problems of gardening to the Evening Ledger for solution. In addition to practical articles, timely to the season, the editor will answer, either out of his own experience as a small-scale gardener or through consultation with authorities, questions of readers. Address John Bartram, Evening Ledger, Phila-

Garden, and Farmers' Bulletin 647, Home Garden in the South. The latter is designed particularly for use in the warmer climates, but contains many suggestions that can readily be adapted by home gardeners in the North. The Department of Agriculture will supply these bulletins free on application as long as its stock for free distribu-

High Prices of Seeds

Friend John Bartram: is it not the case that seeds of all kinds have increased a price and doesn't this mean that it will not "so profitable to do amateur gardening, as you so overenthusiastically made out in one of your articles."

cles. C. L. K.

It is true that many, but not all, seeds have gone up from a trifle to a considerable proportion. It is not true that this means a reduction of the commercial profits of home gardening, about which I still maintain the enthusiasm developed in seven seasons' gardening. I am enthusiastic enough to be ready to plunge into the cighth. The cost of seeds in the quantity needed for a city backyard garden or a small suburban plot is virtually negligible. Even in commercial trucking seed costs are a small item; labor is the big one, with land value, fertilizer and mechanical equipment following. In the case of the small home garden the land is there in the backyard or rear lawn, and the labor is free. My article on Saturday last should be read for an idea of quantities and prices of seeds for various-sized families.

Fop Dressing for Lawn

Friend John Bartram: What shall I use for approving my lawn—fertilizer, I mean? Hone meal or sheep manure is good. Each



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Whole Wheat Flour, Natural
Brown Rice, Breakfast and
Infant Foods, containing every
element that mature put into the grain.

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Hot-Beds and Cold Frames

Friend John Bartram: What is the difference and respective advantage) between a hot bed and cold frame?

The hot bed is essentially a layer of garden soil placed directly on a bed of fresh manure, which develops great heat that speeds germination and forces growth of such tender plants as eggplants, peppers, tomatoes and many kinds of flowers. The cold frame is much the same in structure, being glazed on top and built either of brick, wood or concrete; but it is filled only with well-fertilized garden soil. It is used to grow early specimens of hardier plants, such

Beets: Detroit, Eclipse, Crosby's Egyptian Prices from twenty to twenty-five cents be ounce or ten cents a packet. Ontons: Aliss Craig, Prizetaker, Danviers; ounce, forty to fift; cents; packet, ten cents.

May "Unmark" Neutral Ships CHRISTIANIA, March 22,-It is probable that the neutrality markings on Norwegian

to keep at a safe distance fr ships for fear of these being cruisers or armed merchantmen

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Reason 1 Reason 2



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A very popular model in satin cloth in modified Norfolk effect. The button attached cone pockets give it an extremely smart air. Comes in putty. sand, beige, grey, several shades of green, navy and black.



Street suit of wool poplin, with huge gathered side pockets giving a barrel silhouette. Twist stitching on high convertible sailor collar, cuffs and pockets lend a final note of style to this model. Biscuit, wood green, navy and black.

Reason 5



Youthful French serge sport model, with square boxshaped belted coat and oblong pockets. Contrasting white machine stitching on collar, sleeves, pockets and skirt. Comes in golf rose, apple green, beige and

Reason 6

Reason 4



\$22.50

Handsome suede velour sport suit with pleated back, deep revers fastening at short waist line. A wide tucked belt also accents the Empire effect. Matching vertical line pockets on coat and skirt. Comes in apple green, Killarney rose and gold.



\$25.00

Unique and individual dressy suit of French serge, in the slender long line style now so much effected. Silk soutache braid and smoked pearl buttons charmingly disposed on sleeves and coat bottom. Navy, beige, platinum, grey and tan.



Navy or black gabardine tailleur with the newly developed dip front. Silk braid binding and a white broadcloth gelet (vestee) and deep pointed collar add a smart feminine touch to this severely cut

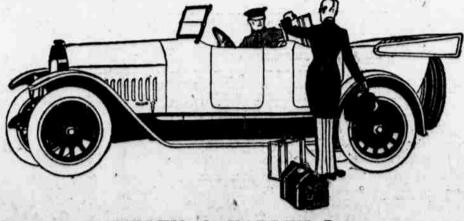
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