

BURGLAR WITH GAS MASK STEALS  
DETECTIVE'S PIPE; COPS ON SCENT

Thief Gets Off With Farmer's Seventeen-Year-Old Hard  
Coal Burner at Thirty-ninth Street and  
Lancaster Avenue

A man hunt is on at the Thirty-ninth street and Lancaster avenue police station. Every one is looking for a daring thief who had the audacity to rob the station house while many men were on duty. The burglar managed to get away with Detective Edward Farmer's pipe. Incidentally, the police believe the intruder must have worn a gas mask.

"ON TO CAPITAL!"  
TRANSIT MEN CRY

Final Arrangements for  
Trip to Harrisburg Made  
by Officials

MORE THAN 100 TO GO

Final arrangements for the "On to Harrisburg" movement to support the four transit measures pending in the Legislature are being made today by Transit Director Twining, Finance Committee Chairman Gaffney and officers of the United Business Men's Association.

A special train carrying more than 100 delegates from the seventy business organizations composing the United Association will leave Broad street station tomorrow morning at 8:40 o'clock. The Logan Improvement League is also arranging to send a large representation on the Harrisburg special.

The success of Mayor Smith in having the hearing before the Senate Judiciary General Committee rescheduled after it had been called off by Senator Kline, chairman, caused great gratification today among those who have been fighting to have the transit enabling legislation passed.

William Draper Lewis, former head of the law school of the University of Pennsylvania, who drafted the measures at the personal request of Mayor Smith, and who has made a thorough study of Philadelphia's legislation and the constitutional restrictions now playing a part in the city's problem, will make the leading address in behalf of the four measures.

The other speakers will be Mayor Smith, Chairman Gaffney, of Council's Finance Committee, and Director Twining.

In addition, the views of the United Business Men's Association will be presented by President Noyell, Edwin M. Allen, chairman of the law committee; Sidney M. Earle, chairman of the transportation committee; C. Oscar Beasley, chairman of the Harrisburg committee on transit legislation, and Select Councilman George C. Ulrich, of the Forty-second Ward.

Four bills will be considered at the hearing. They are:

The Gans bill, which would give the Public Service Commission the right to compel the Philadelphia Rapid Transit Company to through-route trains between the Frankford and the "L" roads over the tracks of the Market street high-speed line, irrespective of whether the city's system is operated by the P. R. T. Company or independently.

The Salts bill, which includes the through-routing feature of the Gans bill and in addition would give the commission the right to fix a joint rate of fare at intersections of the city's and the company's system in the event of independent operation.

The Hecht eminent domain bill, which would give the city the right to take over the franchises of the Philadelphia Rapid Transit Company and the underlying companies, and

The Hecht constitutional amendment giving the city the necessary borrowing power to exercise the eminent domain right provided in the Hecht bill.

The Transit Company will oppose all the measures. Ellis Ames Ballard, chief counsel, will present the Transit Company's side. He will be assisted by several other company representatives. Former Transit Director A. Merritt Taylor has openly opposed the Salts and the Hecht measures, but it is not known whether he will appear before the Senate committee.

The audit of the books of the Philadelphia Rapid Transit Company by Lybrand, Ross Brothers & Montgomery, expert accountants, will not be completed in time for the meeting and perhaps not for next Friday's councilmanic hearing. This was admitted by Controller Walton, to whose department Council appropriated \$10,000 to have an audit made. Director Twining is extremely anxious that the audit be made, and had hoped and expected that it would be finished before the first councilmanic hearing last Friday.

U. S. CALLS FOR SPEED  
ON 24 MINE SWEEPERS

Daniels Confers With Twelve  
American Shipbuilders to Ar-  
range Rush Job

By a Staff Correspondent

WASHINGTON, May 21. American shipbuilders are called upon to build twenty-four combination mine sweepers and tugs in the shortest possible time. In response to a summons of Secretary Daniels, twelve shipbuilders today conferred with him and the officials in immediate charge of naval construction.

Representatives of Cramps, the New York Shipbuilding Company and the Fore River concern are now in conference to learn of the exact plans. The Secretary has not decided whether these ships will be let by contract or be built on the percentage basis. In case it is found that they can be built upon the percentage basis, authority of Congress to build them that way will be asked.

Mr. Daniels was informed by the shipbuilders that the greatest trouble was now being experienced by the shipbuilders in getting labor and material. As to the latter they were told that the sides and plates would be obtained for them through the Government at fixed prices already agreed upon between the Government and the shipbuilders.

The Secretary explained the necessity of quick work on the boats and called upon the shipbuilders for aid. He assured the builders that the Government would cooperate with them in obtaining labor and material. Already the Government has arranged to furnish certain plates and other steel needed by expediting shipment.

The new mine sweepers will be of 1000 tons. They are to be sturdy, powerful boats. Although officials refused to comment it was said the new boats might be used to cooperate with the British fleet of mine sweepers.

It went out it was as strong as when it was at home.

The pipe is rather old for its youth—but it is such a nevertheless, it has latent power for the reason that it can prove its presence when not in view. In this way it differs from many humans. They make a lot of noise and no one knows they're around.

Thirty cops are looking for Farmer's pipe. And to expedite matters storekeepers, druggists and business men who know Farmer have been told to keep on the lookout.

And that's why many cops are going along sniffing the air. Despite their energy, Farmer believes that the search is not as thorough as it seems.

Magistrate Stevenson, who conducts justice at the station house, is also interested in the search. On warm summer days he has listened to Farmer's pipe for years. If the thief is brought before him it is rumored that he will have no reason to quarrel.

ESSINGTON CENTER  
FOR U. S. AVIATORS

Aircraft School to Be Devel-  
oped by Federal Gov-  
ernment

MAY TEACH 150 FLYERS

Plans for the development of the flying school at Essington have been nearly completed by the Government, and within two weeks a squad of forty recruits will be learning the art of piloting flying boats.

Since the Federal Government took over the school, a few weeks ago, the number of pupils has been increased to twelve, but according to plans mapped out by officials in charge of aviation instruction this number will be increased to 150.

To make ready for such an increase it is planned to assign three additional army instructors to the present teaching staff and install a dozen or more new hydroaeroplanes. The old hospital building on the grounds of the school is to be made ready for use as a barracks.

Information that the Government proposes to utilize the Essington School as one of its chief aviation bases was given out this morning after Howard Coffin, chairman of the Advisory Commission of the Council of National Defense, had outlined the general plan of the Government to develop an efficient flying corps.

This scheme necessitates the training of 6500 pilots and the building of several thousand machines. Finding men for the service and training them proved to be one of the real problems of the commission, but the many difficulties have been overcome and actual steps toward executing the plans were put in operation today.

So impressed were the army flyers with the advantages of Essington that they immediately made plans for further development.

As a result two Government flying boats were added to the three already at the school and twelve recruits assigned to the school.

Under Walter Johnson, a civilian instructor, and two army captains attached to the signal corps the pupils have made rapid advancement.

The recruits are paid while learning and at the completion of the course receive a commission. Applications for admittance to the Essington School must be filed with the aviation section of the Signal Corps, U. S. A., Washington D. C. If the application is accepted the candidate must undergo a rigid physical examination and to make sure that nobody other than "iron" men creep into the service applicants must be not more than thirty years old nor less than twenty-one.

The army requires that a recruit, before qualifying for a commission, must spend 1800 minutes in the air. This time is distributed over a period of four months and in that period a pupil is brought in contact with all problems that confront the aviator.

Late this afternoon, the army fliers at Essington will give an exhibition before several engineers. It is said that the Government engineers have perfected a stabilizer for aeroplanes, and this is one of the improvements which the guests will see in operation.

The flying will take place at 5 o'clock and will be followed by a dinner at the Rosedale Inn, Essington. In the party will be several members of the Philadelphia Lehigh Club. Captain L. E. Goodlier, in charge of the school, will receive the guests and direct the demonstrations.

GUM-CHEWING RECORD  
WILL FALL THIS YEAR

Chicle Exports Rising by Leaps  
and Bounds, Says Com-  
merce Bureau

WASHINGTON, May 21.

The thousands of pounds of gum chewed in this country last year were only a drop in the bucket compared to what the world in general chewed. It is even a small amount compared with what busy molars throughout the world will masticate during the present year.

Well over a million dollars' worth of chewing gum will reach foreign buyers this year, the Bureau of Foreign and Domestic Commerce announced today.

During the first nine months of the present fiscal year, chewing gum shipments aggregated \$225,500 in value. In 1914 total exports of chicle were valued at \$268, in 1915 they were valued at \$1700, and in 1916 \$289. Chewing gum exports disappeared altogether in 1897. From then exportation of chicle increased rapidly. In 1916 figures touching \$574,423, a record, and twice the value of 1915 exports.

Of the \$225,500 worth exported so far this year, Europe got \$69,049 worth; North America, \$192,987; South America, \$17,551; Argentina, Brazil, Chili and Peru were chief users in the order named in South America. Asia has proved a difficult market, the bureau stated.

Five Dollars for a Wink

Caught winking at a married woman, according to the police, Thomas Senti, thirty-three years old, of Fourth and Royden streets, Camden, was fined \$5 today by Recorder Stackhouse, on the accusation of disorderly conduct. According to the testimony of Policeman Cattell the married woman objected to being winked at and so did her husband. When Cattell took a hand in the proceedings Senti was receiving a very bad beating at the hands of the husband.

Uncle Sam's Clerks Exempt

WASHINGTON, May 21.—Most of Uncle Sam's clerical employees are to be exempt from service in the selective service army, it was stated today. This applies to Government clerks throughout the country generally. It was explained that the Government clerks are in some need of clerks.

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Go at once to the store mentioned in this notice. Every day you put it off means one more chance gone. Don't wait. The doors of opportunity are closing, one by one, day by day. Only 5 more to close and then your opportunity will be gone forever.

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**A NEW VOLUME**

THE publishers of The Encyclopaedia Britannica announce that they have made arrangements for the issue, as soon after the end of the war as possible, of a new volume, containing a full and authoritative history of the war.

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