

RUSSIA HAS NEW CABINET CRISIS

Three Ministers, Shingareff, Manuiloff and Shakhovskiy, Resign Portfolios

ANOTHER MAY ALSO QUIT

PETROGRAD, July 17. Minister of Finance Shingareff, Minister of Education Manuiloff and the Minister of Public Relief Prince Shakhovskiy, formally resigned today. All are members of the Constitutional-Democratic party.

The resignation of Finance Minister Shingareff may be ascribed to his plans for granting heavy industrial and commercial concessions to foreign capital. Shingareff, it is understood, also urged the contracting of heavy loans in the United States and elsewhere.

BRITISH ROUT GERMANS IN NORTH SEA CLASH

Capture Four and Damage Two of Teuton Armed Ship Flotilla

LONDON, July 17. A naval brush between armed German steamships and British light forces in the North Sea was officially reported today.

Two German ships were badly battered by shells from the British war craft and reached the coast of Holland in badly damaged condition.

Four other German steamships, the Admiralty announced, were captured by the British.

The Germans did their best to make off. The Admiralty statement said:

Our light forces on patrol duty sighted a number of German steamers. Our signals were disregarded and the ships made toward the Dutch coast. Two of the steams were badly damaged by gunfire. The other four were intercepted and captured. Two crews escaped, the others were brought into the harbor. The names of the captured ships are Pelletorm, Brietzig, Marie Horn and Helms Blumberg.

This is the second instance recently reported of German merchant vessels being captured in the North Sea. Presumably these ships were on route to Scandinavia for German supplies.

The recent falling off in Scandinavian supplies, due to heavy losses of ships and desire of ship owners to save their vessels by keeping them in port, may be forcing Germany to take great chances to get much-needed supplies.

Lloyd's Registry lists the German ships reported captured as follows:

Pelletorm—No such vessel listed; may be the Pelworm, a steel screw steamship of 1870 tons, owned by the Hamburg-Mainchester Line and registered at Hamburg.

Brietzig—Steel screw steamship of 1195 tons, owned by F. C. Heinrich, Hamburg.

Marie Horn—Steel screw steamship of 1655 tons, owned by H. C. Horn, Lubek.

Helms Blumberg—Steel screw steamship of 1325 tons, owned by Leonhardt & Blumberg, Hamburg.

\$640,000,000 AVIATION BILL HAS EASY SAILING

Senate Committee Recommends Passage of House Measure Without Alterations

WASHINGTON, July 17. The Senate Military Affairs Committee broke the legislative record today by deciding after a half hour session to recommend immediate passage of the \$640,000,000 aviation bill without change from the form in which it passed the House.

The bill will be reported to the Senate immediately and probably will be taken up in the Senate tomorrow. Its passage, by virtually a unanimous vote, is a foregone conclusion. Since no changes have been made in the measure, no conference with the House will be necessary and prediction was made that it would be in the President's hands before the end of the week, perhaps by tomorrow evening.

Chairman Chamberlain will move to consider the bill in the Senate tomorrow and hopes to get a vote on it without delay.

Need for secrecy in the aircraft plans of the Government has been emphasized by Howard Coffin, chairman of the Defense Council Aircraft Production Board. The War Department will give Congressmen privately all information necessary to allow any fears that the great appropriation may not be properly spent.

All preparations for immediately starting construction of the great fleet which is to be America's foremost contribution to the first year of the war have been completed.

SUES BECAUSE OF INJURIES

Injuries received on a jitney ride in 1915 were the basis of a suit entered before the Supreme Court of New Jersey in Camden today by Albert H. Sauer and Mary and Lillian Maguire, all of Gloucester, against Charles N. Harrison, of Audubon, and Harry Rich, of Gloucester.

Suit was also entered today by Wildwood City before Judge Lloyd in the Circuit Court to recover \$12,758 from the Massachusetts Bonding and Insurance Company in 1915 a contract was let to the Richmond Construction Company for a school-house in Wildwood City. During the course of construction this concern became bankrupt and the damages sought by Wildwood City represent the difference between cost of finishing the building and the original contract price. The bonding company alleges that the Board of Education was too lenient with the defunct company.

Mrs. Richard Tighman Dead

Mrs. Susan Price Tighman, widow of Richard Tighman and a member of a family socially prominent, died yesterday at the home of her daughter, Mrs. Jesse Hall, Bryn Mawr. She was born in this city in 1824, daughter of Robert Toland. She has two other daughters, Mrs. John H. Peckard, of this city, and Dora, nee Anna, late Mrs. Peckard, of Rome, survive Mrs. Tighman.

HENRI BAZIN DINED NEAR BATTLE LINES

Evening Ledger Correspondent at Banquet Within Mile of Guns

RESPONDS TO TOASTS

By HENRI BAZIN Special Correspondent Evening Ledger in France PARIS, July 17. In an ancient town in the reconquered section of Alsace, with tricolors waving and army bands playing, the EVENING LEDGER correspondent was the guest of honor on Battle Day at the most novel war banquet in Alsace history. One hundred and fifty army officers, Government officials and civilian residents from the town and surrounding districts were present. The celebration was commemorative of the Fourteenth of July, France's national holiday.

It was the first official and ceremonious function, marked as it was by a series of eloquent addresses, ever held in any country within a mile of enemy lines, in a bombarded town with hostile aeroplanes flying overhead.

The EVENING LEDGER correspondent had the honor of responding to toasts to and eulogies of the United States and President Wilson delivered by the presiding officer, the Mayor and the general of the local army division. In reply, he expressed the admiration and friendship of America for France and Alsace and the earnest intention of the United States to come to the aid of these stricken countries with all possible men and material.

His remarks were received with tremendous enthusiasm and applause. The general came forward to express his thanks in person, crying "Long live America!"

The ceremony was closed with the dispatch of telegrams to President Wilson, General Pershing and President Poincare of France, which told of the affection in which Alsace holds both France and the United States.

This was the first public and official statement from Alsace since the official statement of war began. It solemnly reiterated the age-old desire of Alsace to return under the banner of the French republic.

It is therefore a significant and important recognition of German falsehoods to the effect that Alsace is tired of the war and desires to remain in the German fold.

Your correspondent witnessed everywhere during a three-day journey unforgettable scenes of loyalty and patriotism. In one place he saw a special review of troops and a magnificent spectacle in the shape of heavy artillery, covered with dust, passing through a position on the mountain heights beyond.

He saw many women and children who were clinging to old Alsatian dress and customs. He noticed the repeated and earnest desire of all classes to return to France.

He traveled over both new and old mountain roads through the Vosges to the great heights where from well outside the war frontier he could see the German borders and the Rhine with the Black Forest beyond. He gained the deep impression that the Alsatians are the most French of the French, as was testified by their willingness to gather about a festive board in contempt of a German battery within easy range.

"STOREHOUSE" RAIDED AT CAMP MEADE SITE

Conditions Bad and Must Be Summarily Remedied, Says U. S. Marshal

BALTIMORE, Md., July 17. Beer and whisky by the wagonload are being dumped at Camp Meade, Anne Arundel County, while county officials and politicians look on with supine tolerance, according to United States Marshal Stockham today. Declaring that he was astounded at the "trivially deplorable" conditions at the encampment, he asserted that he would take all of his deputies to the spot and make wholesale arrests in an effort to stop it.

The marshal's exclamation came after he, with four deputies and two headquarters detectives, made a raid last night on the general store of Charles E. Zepp, at Odenton, in which 28,000 bottles of beer, besides the proprietor, Charles E. Zepp, and his clerks, Arthur Bell, were captured.

"Never in my life have I witnessed conditions that prevail at that continent," said the marshal as he emerged from an all-morning session with United States District Attorney Dennis.

"The amount of booze that's coming into Odenton is astounding.

"I have no quarrel with the officials and politicians of Anne Arundel County," continued the marshal, "but I serve notice on them that I intend to clean out that encampment of every ounce of booze in it and I will have the army officers' co-operation."

"This is war time, and I do not propose to be frustrated by a few politicians."

Besides the beer, the raiding party harvested twenty-nine barrels of empty beer bottles and other evidences which the Government agents refused to divulge. Two soldiers carrying a package, who were stopped by the marshal, admitted that they had bottled beer. The soldiers, according to the marshal, identified Zepp as the man who had sold them the beer.

Intoxication by beer and whisky into the encampment was blamed today on trouble that cropped out at Camp Meade. The trouble, which at first threatened to reach serious proportions, was quelled when a group of six Italians said to be the ring-leaders were escorted back to Baltimore under an armed guard.

Thirty Italian workers, disliking the presence of negro laborers, tried to oust them. A foreman was notified, and he communicated with Major Proctor, and a detachment from Company L of the Fifth Regiment corralled the Italians. The laboring force at the encampment was augmented today by additional gangs of workmen from this city, Annapolis and Washington, and work of construction is going on with redoubled vigor.

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SEE PERIL IN WILD WAR MOVE TALES

Army Officials Deplore Exaggerations of U. S. Efforts

GREAT BARRIERS IN WAY

WASHINGTON, July 17. National guardsmen, mobilized Sunday, should be under way within ten days, Secretary of War Baker said today. The lack of tentage, apparent some weeks ago, has been overcome.

The War Department will leave some guardsmen on duty at plants vital to national needs, but will require that for purely local guard work home service forces be organized.

WASHINGTON, July 17. The United States will have broken a military record if it is able to place on French soil 60,000 troops by next November. No matter how successful it may be in speeding up the training of its new national army it will be humanly impossible to get more than 250,000 American soldiers on French territory within a year.

Official reports on the today in the Army War College show this conclusively. High army officials entrusted with the task of getting America's man power into action against Germany today were openly criticizing the propriety of publishing widely enthusiastic stories that the entire National Guard of the nation, now being mobilized, was to be rushed to France regardless of its state of preparedness. Such publications, it was pointed out, simply aroused false hopes and expectations on the part of the American people.

The American army will go forward as speedily as safety will permit. But the actual transportation of supplies and necessary materials for the men now on the ground and those who are to make up the second expedition must necessarily tax the available shipping facilities. Without violating essential military secrets it is possible to outline a few of the great obstacles that must be overcome in making the United States a vital fighting element on the western front.

First, while the British sea base is only some fifty miles from the fighting front held by the British soldiers, the American port of entry is more than six times as far.

Second, France is unable to furnish railroads and equipment sufficient to carry the new American army, and General Pershing's men will have to build virtually a new railroad. For this purpose 100,000 tons of track, thousands of ties and the like, 700 locomotives and from 50,000 to 60,000 box and other cars must be transported from the United States.

Third, the American troops cannot take up any active operations on the western front until their heavy artillery is placed in position and the "eyes of the artillerymen"—the aviation section—get on the job. And the big aviation appropriation bill is still in Senate committee and formation of an aviation section hardly has begun.

South Wilmington Man Drowns

WILMINGTON, Del., July 17.—While in a small boat on the Christina River, near the Market street bridge, with three sailors from a Government vessel nearby, Harley Smith, a young man living in South Wilmington, lost his balance and falling overboard, was drowned. His body has not been recovered.



BO SWEENEY Assistant Secretary of the Interior, whose sudden death in Washington yesterday ended a career that embraced law practice at Trinidad, Col., and Seattle, Wash., as well as service in the Colorado Legislature, before assuming the governmental office in 1914.

TWO DEAD FROM JEALOUSY

Jersey Electrician Kills Actress and Then Shoots Himself

NEW BRUNSWICK, N. J., July 17.—In a fit of jealousy, Leonard Morris, an electrician, shot and killed Mrs. Edith Simmons, one of the "Creighton Sisters," a well-known actress, today, and then shot and killed himself.

Mrs. Simmons divorced her husband last spring. The Creighton home burned down last winter and the family took rooms in a house where Morris was a boarder. Morris followed the actress to a grocery store, where the killing occurred.

Autopsy to Determine Compensation

To determine whether death was due to electrocution or heart disease, an autopsy will be performed upon the body of Charles Herstick, thirty-nine years old, formerly of Reading, an employee of the Remington Arms Company, who died while operating a drill press in the Eddystone Plant. If the cause of death was heart disease Herstick's family will not receive benefits under the workmen's compensation act.

INTEREST IN TRANSIT MATTERS IS SHIFTED

Now Centered on Chestnut Street Subway Hearing at Harrisburg Tomorrow

Interest in the transit situation for the present centers in the Public Service Commission hearing in Harrisburg tomorrow, when the city will offer arguments to show why authority should be given to proceed with the construction of the Chestnut street subway and to connect this with the Frankford elevated.

This hearing, it is expected, will bring to light the results of recent conferences between the city authorities and officials of the Philadelphia Rapid Transit Company over the proposed lease of the high-speed system.

In spite of the rumors that a satisfactory agreement has been virtually reached, the city authorities insist that they have no intention of receding from the plan to push the construction of the Chestnut street line. As this line would be of advantage at the present time only in case no agreement could be reached between the city and the company, it is expected that questions from members of the commission tomorrow will force a showdown on the general transit situation.

Transit Director Twining, Assistant Director Atkinson and either City Solicitor Donnelly or Assistant City Solicitor Lowengrund will present the city's case tomorrow. The hearing is scheduled for 9:30 in the morning. The Mayor does not expect to go to Harrisburg.

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LIKE SUBMARINE NIGHT WORK AN ATLANTIC PORT, July 17.—"Huntin' the Heelins" is what the men aboard the American destroyers in European waters call searching for submarines. The Americans like the night patrol. Men back from Europe and here today night work was more hazardous than any day, but that the jacks say they like the idea of going in after dark and "hidin' behind nets."

Why You Should Always Insure Your Baggage. The summer travel season is the time of greatest danger to baggage—numerous losses are bound to occur. Thieves are active, hotel fires frequent, accidents and losses in transportation are common and over none of these risks can you exercise much control. In your home you can be careful, yet even there you insure your goods. But when traveling, your baggage is at the mercy of chance. Transportation companies are only liable for baggage while in their custody, and they only partly responsible. Hotels assume little responsibility. In either case you may possibly recover only a nominal amount, and then only after vexatious delays and annoyances. Why risk a loss when a NORTH AMERICA baggage policy at very little cost will pay you promptly? It insures your baggage and effects wherever they may be from the moment they leave your home until their return. The sensible and economical way is to carry a yearly policy. You hardly realize how often you need it. It covers the personal effects of yourself and family while away from home—at the office, golf or country club, at school or college, etc., and while traveling for business or pleasure. Remember, your chance of loss is just as great on a day's trip as it is on a long tour. See your agent today, or phone for full information to Downtown Office 3d & Walnut Sts. Phone Lombard 4330. Uptown Office Real Estate Trust Bldg. Phone Walnut 1516. Insurance Company of NORTH AMERICA PHILADELPHIA. The oldest American Stock Insurance Company. Capital \$4,000,000. Founded 1792. Assets Over \$23,000,000.

When they sang "Ta-ra-ra Boom De-ay" NEW YORK TUESDAY, SEPTEMBER 20, 1892—SIXTEEN PAGES. "BOOM-DE-AY" JUST IMMENSE IS A NEW AND CATCHY SONG A London Whim of Fashionable Favor Duplicated in New York. RETURN OF MR. HARRIGAN The Actor-Author's Popular Play of "Squatter Sovereignty" Revived With Much Success. BROADWAY STARS SHINE He Successfully Produces in Milwaukee Mr. Clyde Fitch's adaptation of Bisson's Comedy, "The Masked Ball". The event had been anticipated interestingly and delayed expectantly. When at length it came the excitement was like that which might arise from the debut of a new Booth or Patti. The fame of this London concert hall entertainer gained suddenly by means of her "Ta-ra-ra Boom-de-ay" specialty, had come across the Atlantic overboard, was drowned. His body has not been recovered. through the clever, mobile mouth, the shrug of the shoulder and the wild prouette that follows each verse. The singer has an infinite variety of wriggle. Her head is thrown back in grand pose one moment or in making conversation with her toes the next. For an encore she sang these verses of her own, with the "Ta-ra-ra" chorus after each, and such vivacity of graphic action as to render them very amusing: Dr. Jenkins, bright and gay, met us in the lower bay, said he, "My friends, you'll have to stay to see it, you'll get the choler." A pretty sight you must admit, but still it plagued us, but a bit. We said it's only for one day, let's sing to pass the hours away. Ta-ra-ra boom-de-ay. On the deck we all did say, children, women, eight and day. All the time I lay awake thought I to myself: "This takes the case." Newspaper boys came night and day to find out what we said to say. Dr. Jenkins said they got no say, but they winked their eye and to him did say. Ta-ra-ra boom-de-ay. As the weary hours they passed, our spirits they gave out at last. On the Buckingham we all were cast, like a lot of sheep, to sleep and fast. We all got down to Great South Bay, but a howling mob drew us away. And the Sheriff, who's he a jay; the wind through his whiskers seemed to say. Ta-ra-ra boom-de-ay. Now I've landed on the shore, on the Hamburg Line I'll sail no more. For putting on in such a plight, I think I've said enough to-night. But there's one who is no just and grand, 'twas through him we all did land. God bless in your Great Old Man and for votes he did not care a— Ta-ra-ra boom-de-ay. "The song and dance between the second and the current comedy at 10 o'clock, lacking five lights in the auditorium footlights were raised to play "Ta-ra-ra Boom-de-ay" and the singer. She was welcomed with hearty applause, and it was kept howling. Pi exaggerated costume—shown that no part of outlines, in their trav and Lady Gainsborough may be well to add, he petticoats, and the trim black, the gown itself yellow. She was won pearance, but her eyes very young nor very blue. The verses of the o a society girl's uncon already well known d with a depth of con that made them mes, reader could imagine not in hearing her, their most extravagant. She was more a pamb grotesque as the clown the contortionist, and These activities accomp were aggressive to the surdity of the society and fierce jollity. She jauntily gait, more vi nine coquetry, more t turnings than it would in that short five minu The actress seemed ex withstanding the cros by the audience and he rience on the stage, turn she—tossed and side.

who smoked "Sweet Caps"? Ask Dad, he knows. In the leading clubs here or abroad "Sweet Caps" are more popular than ever. They're pure. They're mild. TRADE MARK. Kuehnle Painter logo.