

GERARD, THREATENED, WILL GO TO MILWAUKEE

"Man With Black Bag" Determined to Speak There, Despite Lumbago and Letters

CHICAGO, Aug. 23.—Detectives were placed on guard around the Blackstone Hotel suite occupied by James W. Gerard, former ambassador to Germany and possessor of the most intimate secrets of the Kaiser's autocratic court, today, following a flood of threatening letters received by the "man with the black bag."

U. S. to Have Huge Air Fleet by Next July

Continued from Page One America by the British reached Washington they got in touch with the proper authorities at the earliest possible moment and asked that this nation concentrate upon airplanes. When the French mission arrived its experts pleaded earnestly for the same action. The Italians were in full accord. The United States was undecided as to where she should strike. After hearing the preponderance of expert testimony she looked the situation in the face. She decided that airplanes promised best results of all possible ventures, but that she was a right busy day and that the Kaiser's spies because there were cookies in the oven.

The evidence showed that the United States could unquestionably win complete domination of the air. The experts knew the power of airplane production which Germany is capable. They estimate that the Kaiser can have 2500 flying machines on July 1. The production of France and England is a little greater and between them they should have 4000 planes. Thus would there still be a deadlock, with a slight advantage in favor of the Allies.

10,000 PLANES BY JULY But upon this first of July the United States will have in France 19,000 airplanes. Thus will the Allies have four times the air strength of the Central Powers. The preponderance of that strength will steadily increase for, after America has produced the first 10,000, she can readily turn out 4000 a month, for then the mill will be working.

These figures are merely illustrative and indicate roughly the end at which this country aims. If she needs to build more planes to establish the desired parity between the Allies and Germany, she can do so. The United States has power of airplane production that is greater than that of all the rest of the world combined and will build the machines necessary.

The measure of the capacity of the nation to build fighters of the air is based largely upon automobile production. The country that can produce many automobiles has the basic industry for the making of airplanes. In the United States today there are 4,000,000 automobiles, virtually all made here. In all the rest of the world there are 800,000 automobiles, many of them made in the United States. The people who make the autoworld of the world need not fear competition with one ill-supplied nation in the building of airplanes.

AIRPLANES AND VICTORY

But I have said to these experts: Granting that we have the machines, what will happen? How will they win the war? Whereupon they have taken great pains to make one who knows nothing of this game understand just how airplanes mean victory.

In the first place there was Messines Ridge. The British first established absolute dominion of the air at Messines Ridge. At four o'clock in the morning the first arose in the air. The Germans replied with and downed every German plane that left the ground. These battles mostly occurred four miles up, where the fighting machines maneuvered and fought. While they fell upon columns in retreat. They fell upon columns by dropping explosives on railroads and highways. They bombed supply stations and swooped down on officers in automobiles going from one part of the battlefield to another. This participation in the ground fighting was most successful and offers large possibilities when there are plenty of machines.

When our first 10,000 airplanes, with the men to handle them, have arrived in France the force of this sort of attack will be many times what it was at Messines. The air forces will be wonderfully easy to concentrate and may be used here today and there tomorrow for the dominating power of another. No German line will be safe when this is accomplished. The Allies can go through and on to Berlin.

ZEBRUGGE AN OBJECTIVE

But there will be some other tasks that would be done before the march to Berlin. There is Zebrugge, for instance, from which submarines go to sea to harass Allied commerce. Zebrugge is not far from the Hindenburg line, nor from the British front. Some fine machines will hit up a team of a thousand airplanes. In the lead they will be working those thoroughbreds of the stables, the fighting machines. There will be some 200 of these capable of meeting and destroying whatever German planes may appear. The 800 that follow will carry explosives, each bearing from one to two tons of it. Explosive is a handy thing to drop. Twelve hundred tons of it scattered over more or less than the submarine bases at Zebrugge may be depended upon to hit in enough places of strategic value to ruin up the entire scene in a distressing manner. Those shore batteries that hold off the fleet will be expected to cooperate in the attack and which will be willing to sacrifice a few dreadnoughts. Zebrugge may be depended upon to succumb. Certainly it will cease to be an effective submarine base.

What will happen at Zebrugge is sure to take place at Esen, and assuredly no industrial town can endure such an attack. Happiest prospect of all will be the day when the greatest air force the world has ever known may fall upon the Kiel Canal and rob Germany of that fleet which she has so persistently hugged to her breast in the false hope that a time would come when it could strike a mighty blow at Britain. Such a flying squadron should be able to put an end to the whole German fleet.

Then there is, of course, the possibility of the coming of a time when the Allies will decide upon reprisals and act that Germany may be made to pay the penalty for outrages upon her subjects in England and France and upon the high seas. Britain might be paid a visit from the army and sea and air down destruction. The prospect of such a visit from this vast

up when there was a great preponderance of airplanes beyond the imagination to conceive. These authorities who are close to the subject see visions of 10,000 men, armed with machine guns, which might be transported by airplane and dropped in from a waiting army. That army would unquestionably be forced to surrender. They conceive this force transported by airplane falling upon interior points of munition production and completely obliterating them. Transportation in interior Germany could be greatly interfered with. The population could be terrorized. The continuation of the war would be made impossible.

The building of this fleet is a task that appeals to American imagination and abilities. But the experts say also that fighting in the air is a calling to which the American temperament should readily respond. The Englishman is a good airman for to him it is sport and he is the best of sportsmen. The Frenchman is also a good air fighter, for this work has that sparkle and dash that is a part of him. But the American is a sportsman and an adventurer and above all other races a man of resourcefulness. The basis of the American is his independence of action. He has certain shortcomings in the army because he is not amenable to discipline. Every man wants to be his own commander. He is his chance. He is without direction and can do his own fighting as he sees it. His resourcefulness should find new ways to get the Boches, should save him when his machine goes wrong four miles up, should get him a better machine than the enemy just as it is expected that the engine that Americans developed in thirty days will furnish more horsepower per pound than any other and may be put together in half the time.

The German, at the same time, plays a rather poor part in the air. He is peculiarly without initiative and the power of self-direction. He likes his fellows close about him. He will march into the muzzle of machine guns in massed formations, singing his songs, and never falter. But he is overtrained and overdisciplined for a work that in none of its unfoldings follows the regular order. The British and the French furnish more horsepower per pound than any other and may be put together in half the time.

KAISER'S ACHILLES HEEL

It seems obvious to those who know the problem best that the Achilles heel of the Kaiser is high in the air. That heel is to be hit next summer. All of which does not mean that the aircraft board is willing to assume the task of winning the war single-handed when the machines are ready. It believes that there is a truncheon in modern fighting. The far outclassed and the air force which furnishes perfect spotting for the artillery and blinds the enemy. Then there are the long range guns which, guided by the spotting, can batter the enemy deep in his trenches. The artillery is the second member of the triumvirate. The third is the infantry, which must take possession of the field when the way is cleared. It is necessary that each should be in the pink of condition and well supplied for a work push for Berlin next summer may become a reality.

Packers Say Freight Rates Too High WASHINGTON, Aug. 23.—Chicago packers before the Interstate Commerce Commission today charged excessive freight rates for meat and dairy products by railroads in many parts of the country. Swift & Co. filed complaints against thirty-five railroads. A revision of rates and damages was demanded.

Troops Shifted to South Carolina WASHINGTON, Aug. 23.—National Guard troops which were to train at Palo Alto, Cal., will be shifted to North Carolina under present War Department plans. This indicates that after the first two "rainbow" divisions are in France, the third will be the Northwestern force.

Telegraphers Seek U. S. Mediation NEW YORK, Aug. 23.—Following the refusal of the Erie Railroad to sign a wage agreement with its telegraph operators, telegraphers and dispatchers, the order of Railway Telegraphers asked the United States mediation. Fourteen hundred telegraphers are ready to walk out.

Raid I. W. W. Nest of Slackers CLEVELAND, O., Aug. 23.—Twenty-seven I. W. W. members of the I. W. W. were in jail as a result of a spectacular raid made by police. Federal officials said that the "I. W. W. slackers' nest" on the West Side last night. Virtually all were said to have evaded the draft and are charged with being dangerous agitators.

Peace Conference Postponed LONDON, Aug. 23.—Officials of the labor party received word from Stockholm today that the International Socialist Peace Conference which was to have opened in that city on September 9 has been postponed. The postponement of the Socialist peace party is undoubtedly due to the action of America, England, France, Italy and Japan in refusing passports to delegates.

British Planes Bomb German Bases LONDON, Aug. 23.—Two bombing expeditions by British aeroplanes were successfully carried out last night. The Admiralty announced today. One squadron attacked Zebrugge, where the moles, shipping and batteries were the objectives. Some ships were observed. The second squadron dropped bombs on the airfield at Ghislies, Belgium, one shed being set afire. All the British machines returned in safety.

German Escapes at Fort Oglethorpe CHATTANOOGA, Tenn., Aug. 23.—Lieutenant Arnold Henkle, of the Twenty-fourth German Engineers, escaped from the Government barracks at Fort Oglethorpe, Ga., during the night and is still at large. It was announced today. Henkle sawed through the bars of his cell. Three other prisoners, the same trio who tried to escape last week, were caught before they could get through.

MEMORIAL SERVICE HELD

Tribute Paid Memory of Man Killed on French Field

WEST CHESTER, Pa., Aug. 23.—A memorial service, which was largely attended, was held this afternoon in St. Paul's P. E. Church at Glenloch for the late John Verplanck Newlin, a son of John M. Newlin, who was killed by an exploding shell on the French battle front some time ago. His services had been arranged by the Rev. John L. Prevost, rector of the church, and many other clergymen were present to take part in the service, as well as many visitors from other country churches.

Miss Mary Dorsey Ashbridge had charge of the music and among the clergymen present were Rev. John Mills Gilbert, of Holy Trinity, West Chester; Rev. H. K. Dunbar, Jr., of St. James Church, Downingtown; Rev. Mr. Sanford, of St. Marks, Honesbrook; and Rev. Charles Schreiner, rector of the Church of the Atonement, Philadelphia, and superintendent of the School Park at Glenloch.

British Railway Men to End Truce

LONDON, Aug. 23.—All branches of the National Union of Railwaymen have been required by the men to instruct the executive committee to give notice of the termination of the railway truce which expires on October 1, 1914, and demand an increase of £1 (\$5) weekly in wages and a considerable reduction in working hours. The truce provided for a settlement of all disputes without recourse to a strike.

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Business Men Assail Smith Transit Grab

Continued from Page One one phase of the lease against which there might be "legitimate objections"—that relative to the board of three to handle transit matters. He said that was Director Twining's idea.

"Frankly, I will say that it was not my idea, but the idea of Director Twining," the Mayor said. "I might say that it is his 'pet baby.' He has said repeatedly that it has been successful in operation elsewhere and he has been enthusiastic about it.

STATEMENT BY TAYLOR

In the statement issued by Mr. Taylor he said: I hope we shall soon have Mayor Smith's reply to my expose of the terms of the proposed lease that would constitute a breach of faith with the people of Philadelphia.

The voters of Philadelphia voted \$50,000,000 for the building of subway and elevated railway lines on specific routes. The city's high-speed lines are clearly specified in the loan bill. They served their edict to their municipal servitude to will either comply with it or betray the voters.

The administration cannot dodge its responsibility by creating a board of members with powers to curtail and retard the city's transit development and to recommend increases in fares.

Prior to the election the city's policy with respect to these matters was clear. The voters of Philadelphia, in 1912, during the early years. They voted that these charges should not be saddled on the city.

The people recognized that the city's current revenue will then be largely augmented by the vast increase in tax returns resultant from enormous increase in taxable values in the districts which will be served by the city's high-speed lines and from the annual subsidy granted by the State to the city in aid of transit development.

The election was then held and the edict of the people was issued at the polls by an overwhelming majority. It is now beyond the power of Mayor Smith or City Council to ignore or evade that edict without betraying a public trust.

Every organization of every character in Philadelphia should at once meet and pass and publish resolutions and prepare to enter the fight to a finish, which will be entered in the hearing in Council chamber in the City Hall on September 3. That meeting will be memorable in Philadelphia history. Mayor Smith persists in forcing this debt upon us.

Joseph P. Gaffney, chairman of Council Finance Committee and the man who will preside at the public hearings, is authority for the statement that "not a single one of the leaders is really in favor of the lease."

"I will preside at all of the hearings that will be held on the lease," continued Chairman Gaffney. "I will preside with an absolutely open mind, and will not express any opinion regarding this lease until after the lease until after the hearings are concluded. In assuming this attitude I think I am doing what the public expects of me."

"As a matter of fact, not a single one of the political leaders that I have talked with have expressed any opinion. They all want it to be discussed thoroughly before they make up their minds to support it."

The reports published in the newspapers that the leaders of the two Republican factions have issued orders to the Councilmen to vote for the new lease are not true. If any overtures have been made to the Councilmen they have been made by overzealous members of Council who consider themselves leaders.

TWINING ASKS DELAY

Director Twining, in the statement given out by him, said: The Department of City Transit has been advised that efforts are being made to have the various business men's associations and other organizations of the city take premature and adverse action upon the draft of lease submitted to Council by the Mayor on June 17, a copy of which is herewith transmitted to you.

As the consummation of a proper lease for the city's high-speed lines is the most important concern of the people of Philadelphia, the present draft, which is the fifth that has been prepared, should be given study; all its provisions should be discussed and understood before any hasty or immature judgment is passed upon it.

The plan upon which this draft is designed differs very materially from the four drafts which have preceded it. It has not been presented as a perfect document, but as forming a basis upon which a fair, honest and equitable lease may be finally molded and completed.

The department has publicly announced that it will be glad to answer all written inquiries regarding any of the terms of the proposed lease which do not appear clear. The department invites and will welcome any and all constructive criticisms or suggestions for its improvement.

The Joint Councilmen's Committee of Finance and Street Railways has now become the custodian of the proposed lease. Friday, September 7, has been fixed for the first public hearing upon it. The department deems it proper, regular and courteous to defer any formal reply to the charges already made or that may be made, until the hearings of the joint committee.

In addition, at these hearings the department will present a full and complete analysis of the proposed lease and the reasons for inserting therein its various provisions. The suggestions which the department has received as to how the lease may be improved will also be presented to the committee.

In the light of the above statement it would seem to be expedient to keep your mind open until all the facts have been presented and without any formal action, either favorable or adverse, upon the lease until after the public hearings. Seated comfortably at his home in Glenide, Mayor Smith last night discussed the lease at length in the course of an interview.

Besides renewing his former statement that "the lease is a good lease," the Mayor

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MACMILLAN EXPEDITION FOR CROCKER LAND SAID NEW YORK, Aug. 23.—Duncan H. Macmillan's Crocker Land expedition has sailed from Etah, where the party has been stranded since the summer of 1914. A wireless message making an announcement was received here this afternoon by Prof. Henry H. Osborne, president of the American Museum of Natural History, from Macmillan. The message was sent from the steamer Neptune which was sent from St. Johns, N. F., under command of Captain Robert Barlett last month. It is stated that the party was expected to reach St. Johns by Sunday, and that the entire party was safe.

Coal for Government Ships Needed Announcement was made by the Industrial Bureau of the Chamber of Commerce today that coal for ships in the Government service is urgently needed. Bids are requested for the remainder of the fiscal year of 1918, ending June 30 next.

OPEN EVENINGS—SATURDAY EVENING UNTIL 11:30

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Is Uncle Sam Going to "Get" the Food Speculator? JAMES H. COLLINS says some persons are mighty skeptical about it. They have seen food sharks hunted before, but seldom caught. But this time the hunt seems to be "different."

Just why Mr. Collins believes the Government's new plans for eliminating food speculation will be effective and some of the methods employed by the food speculators are interestingly told by him in Sunday's Public Ledger. Mrs. Housewife should be particularly interested in this article. Better tell your newsdealer today that you want SUNDAY'S