

U.S. RAILROADS ARE SWAMPED, SAYS HARRISON

War Board Head Plans to Bar 450 Nonessentials

ASKS GOVERNMENT HELP

WASHINGTON, Nov. 16. Administration officials are greatly pleased by the declaration by W. G. Lee, president of the Brotherhood of Railway Trainmen, that "there is not going to be a railroad strike."

By a Staff Correspondent WASHINGTON, Nov. 16. The volume of railroad business of the United States has grown so enormously in the five months since war was declared that the railroads now find themselves unable to move it. This admission was made today by Fairfax Harrison, chairman, in behalf of the Railroads' War Board, formed at the outbreak of the war to co-ordinate the energies and facilities of all the railroads in the country.

Mr. Harrison sounded a note of warning that probably the railroads soon will be unable to provide transportation for all classes of commodities which they have been moving, and declared in a formal statement that the time is almost here when the railroads will be compelled to distinguish in transportation between the things that are essential and things that are not essential.

"The Railroads' War Board has, therefore, furnished to Judge Lovett, the Government director of priority, and Doctor Garfield, the Government fuel administrator, at their request, a list compiled by a committee of railway traffic officers showing commodities the transportation of which is regarded as nonessential under present conditions," says Mr. Harrison. "One part of this list is made up of about 450 commodities whose transportation it is believed could be dispensed with without any considerable inconvenience to the public.

SOME WOULD CAUSE INCONVENIENCE "Another part contains about seventy-five commodities which it is believed the public could dispense with, but without inconvenience. It is for the priority director and the fuel administrator to determine how many of these commodities shall be denied transportation.

"We have no doubt if nonessential commodities are eliminated," Mr. Harrison goes on, "the railroads can transport all commodities required by the Government in carrying on the war, and by the people for their subsistence and comfort. Furthermore, those responsible for the operation of the railroads do not wish to be understood as conceding that the transportation lines have reached the limit of their capacity. They are still increasing the amount of traffic they handle, and with greater energy and still and energy by railway officers and employees and increased co-operation from the shipping public and Government officials, including the regulating authorities, the freight service rendered can still be largely augmented.

"The Railroads' War Board is issuing to railway officers and employees and to the public detailed suggestions, in addition to those already made, to be followed by which this result can be accomplished, and we have no doubt that these will be received and acted upon as similar suggestions heretofore made have been.

"The difficulties with which the railroads were confronted at the beginning of the war was very great. Some of these have been overcome. The increase during the first five months of the war of 18 per cent in freight traffic handled, with virtually no increase in locomotives, was equivalent to the addition of 5000 locomotives and 200,000 cars to the number in service. The difficulties now confronting the railroads are even greater than those they faced at the beginning of the war.

CAN'T GET ENOUGH MEN "They cannot get anywhere near all the men they need," they have lost their most efficient officers and employees because of their enlistment in the service of the Government or for other reasons, and the new men, of course, are not as efficient as those we have lost. It is impossible for the carriers to get the materials and new equipment they need, because it is thought by those in authority that the national welfare demands that the output of the iron and steel mills and of the railway equipment concerns be devoted to other purposes.

"Great, however, as are the difficulties which the railroads are encountering in their efforts to render adequate service, we believe that if the Government and the public will be patient and will continue to give the management of the railways their cooperation most of these difficulties will be overcome."

In explaining the reason for the traffic congestion Mr. Harrison says the statistics now available show that in the months of April to August, 1917, inclusive—the first five months after the United States entered the war—the railroads handled 18 per cent more freight traffic than in the same months of 1916, which year broke all records up to that time. The traffic handled in those five months of 1917 was 23 per cent greater than that moved in the same months of 1915, and, in fact, exceeded the total traffic moved in any entire year prior to 1904.

"Perhaps the most remarkable figures are those regarding the movement of coal," Mr. Harrison goes on. "In the six months—May to October, inclusive—there were 150,000 more carloads of anthracite than in the same months of 1916, an increase of 18 per cent, and 751,000 more carloads of bituminous and lignite coal than in the same six months of 1916, also an increase of 18 per cent.

"A total of 118,000 carloads of freight have had to be hauled to the National Army National Guard camps, and up to the time of the last report more than 1,000 carloads of freight had been handled for the Shipping Board.

"Another important phase of the situation to which attention should be called is that the railroads this year have had to handle the largest passenger business ever known. This has been a serious obstacle to the desired reductions in train service. In addition, between August 1 and November 15 they transported 1,200,000 soldiers to training camps, cantonments and points of embarkation. This troop movement involved the use of approximately 2750 special trains.

"Of course, this large passenger traffic and troop movements have complicated matters and increased the difficulty of moving the freight traffic. Large troop movements are still being made and the railroads are moving to the training camps and cantonments about 75,000 carloads of supplies a month.

CREDIT OF RAILROADS ON BRINK OF COLLAPSE, ACCORDING TO EXPERTS WASHINGTON, Nov. 16. Railroad credit is on the brink of collapse, according to a report made by the City Bank of New York

city, and Paul M. Waqburg, vice governor of the Federal Reserve Board, who appeared before the Interstate Commerce Commission today to tell the true story of present American railroad finances. The two financiers—both now in the Government service—reviewed the history of the last quarter of a century of railroad operation and finance, and showed how railroad securities have changed from gilt-edged securities to half-doubtful ones chiefly because of a lack of adequate revenues to make dividend-paying earnings possible.

They explained that they were more concerned with the financial end of the railroad business than with operating, although both recognized the rapid rise in the cost of labor and material as the immediate cause of the railroads' difficulties. They took the position that for the Interstate Commerce Commission to grant a general increase of 15 per cent, sought now by eastern and western railroads, would be of immediate assistance in the restoration of public confidence in the American transportation system. This would mean that new capital would be invested, greater earnings made possible, extensive necessary improvements and extensions made and the whole railroad system raised to a more efficient standard.

There is tremendous interest in both official and railroad circles here today over the discussion of the possibility of a Government loan to American railroads engaged in by President Rea, of the Pennsylvania Railroad, and several members of the Interstate Commerce Commission at yesterday's hearing. Railroad executives privately admit that they would much rather have a large percentage increase in rates than accept loans from the Government, as they do not want the Government to have a mortgage on their property. On the other hand, it was pointed out by the Government that it is actually running the entire railroad system for the period of the war, so little difference would be made.

There is a general feeling that should the Government make loans to the railroads, Government ownership and operation of them is just around the corner. The grasp that Federal officials now have on the operation of the roads through the war machinery and for war purposes would never be relaxed, it is feared.

TO DEDICATE ORGAN

Bishop Garland Will Officiate at Valley Forge Ceremonies

The memorial organ given by William L. Austin in memory of Lieutenant Snyder, of the Light Trenchers, will be dedicated tomorrow afternoon in the Washington Memorial Chapel, Valley Forge, by the Rev. Thomas J. Garland, Bishop Suffragan of Pennsylvania. Mr. Austin, who will make the address of presentation and the Rev. W. Herbert Bush, pastor of the chapel, will accept the memorial.

The program will include an organ recital by Frederick Maxson, organist of the First Baptist Church, who has composed a memorial fantasia for the occasion.

GRIM TRAINING FOR U. S. OFFICERS

Quick to Learn Tricks of Trade at Special Camp in France

HUSTLE ALL DAY LONG

School for Young Men Who Hope to Win Commissions Produces Results in Fast Time

By HENRI BAZIN Staff Correspondent of the Evening Ledger with the American Army in France AMERICAN FIELD HEADQUARTERS, Oct. 21.

The training of young American officers that I witnessed in a special camp today has a grimmer seriousness and intent than can be imagined anywhere of the sort could assume at Plattsburg, Fort Sheridan or any similar camp in America. There is, first, the psychological reason that these young leaders of the Sammees in the ranks are receiving instruction upon the soil of France, and that the environment surrounding them smells more of real war than would be possible 2000 miles away across blue water. There is also something of that inspiration and quality coming from contact with the French people; those in horizon blue about them; those in civilian clothes who are doing their bit behind the lines. For France stands out among all nations that are taking part in this war as an example in devotion, courage and fortitude beyond compare.

In this school of which I write several hundred embryo officers are doing everything and learning everything that the enlisted man has to perform and bringing it to a degree of perfection ere he can be truly rated as a soldier of modern warfare. There is nothing of the old-time, broadsword, bayonet, and every branch of field work from morning to night. They are digging trenches, learning the use of machine guns and V. E. rifles, throwing live grenades, discharging service shells, going through attack formation and fighting imaginary Boches in the eye, the throat, the heart and the stomach; taking gas tests, going through every phase of hard work that involves trench warfare.

There is an old regular army adage that "any sort of man physically fit can be rounded into a soldier, but that the officer is a special creature, endowed from the gods. This, as many an ancient belief that existed in the days of civilized in-

open warfare, has gone by the board. In its place has risen the certainty of knowledge that the real difference between the soldier in the ranks and the officer commanding him is truly nil; that one is as good as the other in the stuff that makes the fighter. What is more genuinely important, in order to properly command men and inspire them with confidence, what is needed is not theory or "book learning" or a better quality of cloth in a blouse, but actual experience and knowledge of the work itself.

BETTER THAN WEST POINT "This is General Pershing's opinion, as well as that of General Bullard, a veteran infantry officer, in charge of the camp of which I write. He informed me today, in tones of genuine enthusiasm, that the commissioned men when leaving this school to undertake commands will be better soldiers than they ever knew themselves, and that they will go up against the Boche with a knowledge and confidence impossible were they merely graduates of West Point.

This school is purely for infantry officers, who, in the main, will become second and first lieutenants when they "graduate." If the term may be used, it is an established French institution, combining permanent barracks and, to a certain degree, modern comforts for the men when off duty. As it is the intention to greatly enlarge it, a number of new buildings are in course of erection. The location is in a beautiful section of rural France.

I saw there today a battalion of French soldiers going through all the stunts of modern warfare, while embryo officers from over the sea looked on. The pollen captured mock German trenches with an exact indistinguishable, demonstrating rocket signaling, bayonet charges, grenade and liquid fire, and every branch of field work. Immediately afterward the youthful Americans were put through the same maneuvers, entering into the work with a genuine will. It seemed odd to me as I saw these young officers-to-be, working and acting exactly like so many Sammees in training, as witnessed in other camps. They will know the game, I thought, when they "meet on the real job." And to know the game from the ground up is the way properly to trim the barbarian.

One thing stands out. That is the use of the rifle by the American soldier, who is here in 100 per cent harmony of opinion with General Pershing and Sibert, every man in rank or file in the new American army must be a marksman, in addition to being able to handle the grenade. Instructors are both British and French. From the former a general course in pioneering, sapping, using machine guns and Stokes trench mortars is obtained, and from the latter bayonet attack, sniping, grenade and liquid fire work. Thus the methods in use in both armies now holding the line against the Boche are absorbed.

There are thirty-seven French and British officers on the job. A number with whom I talked expressed enthusiasm at the mental and physical stuff in the future Sammees commanders, and it was easy to under-

stand why after seeing them at work. For they are the pick of the home training camps, coming from every branch of professional life, university graduates, former army enlisted men, patriotic sons of patriotic and wealthy fathers. Intellect is written all over their physiognomies. "As sure as a shootin'," they'll deliver the goods."

Company formation is preserved among them exactly as if they were enlisted men. Each company is split into two classes of about seventy-five men each, and, to facilitate identification in instruction, every man wears a broad band around his service hat, these ribbons denoting the particular branch of warfare in which he is specializing, for there are special as well as general classes.

It is General Bullard's intention to have this first lot of men act as instructors for their fellows to follow. And a point I noted with genuine pleasure was the absolute cordiality between the British, French and American officers, those instructing and those being instructed. They were truly as one family and truly working together as brothers and allies in a great cause. They staff showed me bodies ill for the barbarian Boche, for which the gods be praised.

Before leaving for headquarters, General Bullard drove me some miles away to a special school, where American aviation mechanics are receiving instruction from French experts. Courses in repairing all kinds of airplanes are in progress, including the practical rebuilding of a flapping or observation plane. The work at this school consists of text books and lecture instruction in the afternoon, with practical work in the forenoon. This practical work consists in part of the removal from a machine by a French expert of some important or important part, which the American has to find as missing, and improvise or reinsert into position. Every imaginary trouble that can come to an engine is deliberately created, and the student has to locate the trouble and master it. The French instructors are high in praise of American aptness, as shown in this school, and several told me, as mechanics, "les Americains" were "spatant."

Mrs. Warren Pleads Guilty

NEW YORK, Nov. 16.—Mrs. Charlotte A. Warren, wife of Whitney Warren, has pleaded guilty to making a false declaration on dutiable goods and other apparel brought by her from Paris 11 November, 1915, in Federal Court here.

AVIATION MATTERS PUT SALOONISTS "UP IN AIR"

CHESTER, Pa., Nov. 16.—To make hay while the sun shines this winter is the slogan of the proprietors of eight liquor establishments in Hildley and Tinticum townships which opened last night after seven weeks' dark gloom, the Department of Justice closing the establishments on September 28, because they were within a five-mile zone of Chandler Field, the Government Aviation School at Essington. The school closed yesterday and the Government notified the hotel men they could resume business.

It is accepted by the hotel men that their

places will again be closed when the students return northward in the spring from Louisiana. Some doubt is expressed if license next month in view of the almost certain closing of the places in April, 1918. The places affected are Colonial and Leiper Hotel, in Leiper Hotel; Rosedale Inn, Bow Creek Hotel, Prinz Hotel, Essington Hotel, Riverside Hotel and a bottling place owned by Charles Goetta, all in Essington. The Riverside Hotel, a noted cabaret institution, patronized mostly by wealthy Philadelphians, is a stone's throw from the aviation grounds.

One of the easiest things in the world is to check us up on what we say about the Girard Cigar. Puff for puff you can't beat it for pure pleasure, say we. It never gets on your nerves, say we also. The proof of these things is in the puffing, so stop at the next cigar counter and say "Girard." 10c and up

BONWIT TELLER & CO. The Specially Shop of Originations CHESTNUT AT 13TH STREET Extraordinary Special Offerings to close our Anniversary Week Sale Women's Suits, Coats, Gowns, Blouses at extreme reductions Women's Tailleur & Fur Trimmed Suits Unrestricted Choice (for Saturday Only) of Every Suit in Stock, Heretofore Up to \$75.00. 32.50 Comprising the season's best styles in the most desirable fabrics and shades,—with and without fur trimming. Sizes 34 to 46. Absolutely none reserved. Women's Odd Coats Greatly Reduced to 30.00 The original prices of some of these Coats were two to three times as much as they are marked for this special selling. Included in this collection of Coats are many diversified types, featuring light weight Coats for those who will soon go to southern climes, medium weight and winter weight Coats in a wide selection of colorings. They are developed in velour, burella, tricotine, and tweed mixtures. Not every size in each style and color, but collectively there are all sizes. Women's Frocks 28.00 A collection of velveteen, serge, satin and crepe de chine afternoon and street dresses, taken from our regular stock that have formerly been \$39.50 to \$45.00. Women's Blouses FIVE HUNDRED Blouses of Georgette and crepe de chine in flesh or white; also suit shades, including navy, brown and black. Hand embroidered, tailored and frill effects. Reduced to 4.90 Were 8.75 to 10.75

Tomorrow is Coat Day Tomorrow is Coat Day Hirsch's 923 MARKET STREET In spite of the scarcity of GOOD COATS, due to the extraordinary demand for them this season, we are prepared for you with the coat you want at prices governed by moderation. Why not investigate? Sale of Plush Coats Including 1000 Fine Cloth Coats Fur-Trimmed \$19.75 Silk Plushes Fur-Fabric Trimmed Novelty Trimmed Velours Pom Poms Mixtures and Others Right on the threshold of the Thanksgiving season, when most stores ask highest prices for their coats, this sale stands as a most important economic event in local retailing. Think of it—not one of these coats ever sold for less than \$30, and most of them are worth \$35. Every coat is a new winter model—many are luxuriously fur trimmed, others trimmed with Kerami fabric, plush, velvet or self trimming. In all the newest shades. All sizes. HIRSCH'S DAYLIGHT SECOND FLOOR GEORGETTE WAISTS Worth \$2 up to \$4.98 Dainty waists every one of them. Tailored or dressy styles. Button, lace, embroidery and lace trimmings. New collar and sleeve effects. All leading suit shades. Hirsch's Street Floor \$5 SKIRTS Of fine Velvet, slash pockets, belt. Very full, \$3.98 SUITS Unrestricted choice of any suit in the house, whether in the Basement or on the Second Floor, at a 1/4 reduction Every new style Every new color Every new material. Sizes for women and misses. Marked Prices 10% Off DAME FASHION FORECAST FEATHER TURBANS \$2.98 In All Colors and \$3.98 New York's latest craze in millinery is feather hats. We are showing five of the best shapes in brown, blue, purple, red, green, white and black; trimmed in different styles. HIRSCH'S STREET FLOOR Women's and Misses' Silk and Serge DRESSES \$5.98 Saturday is Children's Day No School Tomorrow! Why not visit our children's department with "the girls"? A Hirsch label in her apparel means money in your pocket, too! CHILDREN'S NEW Serge DRESSES \$2.98 Dainty and childish looking A dress that JUST STAYS her! Trimmed just right and colors to suit all. And an excellent value. CHILDREN'S WINTER COATS \$5.98 Let the winds blow! You won't worry if she is wearing one of these sturdy little winter coats. Lined throughout and neatly trimmed with fur or plush. Worth a good deal more than \$5.98. HIRSCH'S CHILDREN'S DEPT. Women's and Misses' Fur Trimmed COATS \$9.98 Group of elegant Fur-trimmed Coats in all colors and materials. Sizes for all. Hirsch's Bargain Basement THE HOME OF STYLE AND ECONOMY