# [illegible] PHILADELPHIA

## [illegible] Men Blamed for Congestion and Coal Shortage

### [illegible]ILROADS ALSO GUILTY

By a Staff Correspondent

WASHINGTON, Jan. 15.

Corporations and individuals in and about Philadelphia who are leaving thousands of loaded railroad cars on side tracks, and the railroads which have permitted this practice, are to be called sharply to account by Director of Railroads William G. McAdoo and the Interstate Commerce Commission.

The Interstate Commerce Commission, working in co-operation with the director of railroads, has found that the principal cause of railroad congestion about Philadelphia is that thousands of railroad cars are tied up on railroad sidings waiting unloading.

This practice, the commerce commission officials declare, is responsible, in a great measure, for the inability to move coal and break the fuel shortage which has caused endless suffering to the poor and threatens to tie up manufacturing plants working on war contracts.

"We have the names of all the men and corporations to which these thousands of loaded cars are consigned around Philadelphia and will turn all the facts over to Director McAdoo," said Interstate Commerce Commissioner Charles C. McChord to the EVENING PUBLIC LEDGER correspondent today. "We also know the railroads that have permitted these cars to lie idle while the cry has gone up that there is a nation-wide shortage of cars.

"We have 100 inspectors out making daily reports of car movements and the number of cars loaded and empty standing idle all about Philadelphia and we intend to see that cars move and move quickly," continued Commissioner McChord, who has been placed in charge of this phase of the railroad congestion.

"Hundreds of these cars have lain idle, blocking up the railroad yards and directly bringing about the traffic congestion in every direction while the public has suffered for coal and the country has suffered for lack of materials of all kinds to carry on the war," continued Mr. McChord. "Some railroads have been getting, and are still getting the demurrage on these cars, while the claim has been made that there was a car shortage. These cars have got to be released by the thousands and they have got to be unloaded and released quick or somebody will hear about it in no uncertain terms.

"Not all the railroads have permitted their cars to lie idle. Roads like the New York Central, Illinois Central, Burlington and Louisville and Nashville have kept their cars moving and tried hard to prevent the tie-up.

"The idle cars have been permitted to congest traffic on just six railroads and those six have got to remedy matters. The roads on which these deplorable conditions exist are the Pennsylvania, Philadelphia and Reading, Erie, Baltimore and Ohio, Central of New Jersey and New Haven."

The American International Shipbuilding Corporation, at Hog Island, is the worst offender about Philadelphia. The daily reports to the Interstate Commerce Commission show 1647 cars loaded with various material are consigned to the American corporation on the lines of the Philadelphia and Reading and the Pennsylvania Railroad, which have been held out of service due to failure of the corporation to receive and unload promptly.

KEEP COAL ON TRACKS

Another serious offender is William Bryant & Co., Philadelphia, who, reports to the commission show, have between 115 and 150 cars loaded with hard coal on the Philadelphia tracks continually, while they have been unloading only six a day.

Describing the location of the 1647 cars consigned to the shipbuilding corporation at Hog Island, the report to the commission says that today 456 of them are on the Philadelphia and Reading, distributed as follows:

Chester branch, 260; Woodland, 63; Belmont, 69; Gray's Ferry, 7; East Side, 10; Hog Island, 47. There are 1181 on the Pennsylvania, distributed as follows: New York, Philadelphia and Norristown, 89; Delaware division, 76; Edgemoor, 13; Thurlow, 5; Eddystone, 88; Terminal division, 193; Shock Mills, 155; Enola, 29; Hog Island, 543. This is an increase of thirty-five cars in one week.

Reports coming to the commission from cars due the last week indicate that a great deal of the congestion is due to lack of engines. Speaking of this feature today, a high official of the commission said:

"The railroads have been running their engines without making slight repairs until they have almost fallen to pieces, and it takes a long time to get them fixed up. They have run their cars the same way, and now lots of them have broken down and are clogging up the lines. If they had run their equipment as any good business man would do, they would have plenty of engines now to move the cars. Under Government control we are going to put the engines in good shape and demonstrate to the railroads and the people that this congestion can be cleared up when the will is behind it."

A report to the commission on car movement of January 7 shows that on the Pennsylvania Railroad, Philadelphia division, there were twenty trains ready to move, with no power available; on the Maryland division, twenty-four trains ready to move with no locomotives available, and on the Philadelphia division thirteen trains ready to move with no power available. Similar conditions were reported on all the Pennsylvania Railroad divisions about Philadelphia during the last week.

## U. OF P. ALUMNI IN EUROPE

### Fourteen Are Registered With the American University Union

Fourteen University of Pennsylvania graduates are registered at the American University Union in Europe, according to a letter received from George E. Nettleton, director of the union, with headquarters at the Royal Palace Hotel in Paris by Provost Edgar F. Smith.

Mr. Nettleton says the union officers have already met Dr. Herbert Adams Gibbons, as official representative of the University of Pennsylvania in the American University Union in Europe. The following men are registered with the union:

[illegible] C. Barrett, '12; W. P. Belk, [illegible] B. Brown, '12; Edward P. [illegible] '98; Frederick F. Christine, '11; [illegible] Clarke, '17; Robert Crave, '19; [illegible] '10; Roland Israel, '18; [illegible]heimer, '98; E. H. Purves, '16; [illegible] Smith, '16; E. W. Vedits, '21; [illegible] Winde, '16.

## [illegible] LOAN PAYMENTS

### [illegible] Per Cent on Second Issue Today

[illegible] installment on [illegible] bonds will be [illegible]

# KAISER BRANDED "UNFIT" BY U. OF P.

## Honor Once Bestowed on Emperor Now Revoked by Trustees

### ENVOY ALSO CONDEMNED

***What the Trustees Did to Civilization's Foes***

PURGED the roll of honor of the University of those who, subsequently to the granting of honorary degrees, have been guilty of "high crimes and misdemeanors and of offenses against civilization and the humanities."

Specifically revoked the honorary degrees conferred upon William Hohenzollern and Johann H. von Bernstorff.

Postponed action on the question of opening all departments of the University to women.

The German Emperor and his former ambassador to the United States, Count von Bernstorff, were formally and solemnly adjudicated to be guilty of "high crimes and misdemeanors and offenses against civilization and the humanities" and were excluded from good educational society at the regular meeting of the board of trustees of the University of Pennsylvania. At the same meeting women who would enter departments of the institution from which they are now excluded, were told to wait a while and that the board would think it over.

The action is the case of Messrs. Hohenzollern and Von Bernstorff took the form of a resolution by which the honorary degree of LL. D. which formerly had been bestowed upon each of them, was revoked. A preliminary resolution decreed that the roll of honor of the institution should be purged of the names of those who, subsequently to bestowal of honorary degrees, have been guilty of the offenses to which reference has already been made.

Since the outbreak of the war in Europe there has been an insistent demand on the part of a large number of alumni, whose sympathies were with the Allies, that the degrees conferred on the Kaiser and Count Bernstorff be revoked. Entrance of this country into the war caused the demand to become more widespread, and the action taken by the board is in large measure in response to that demand.

The matter of admitting women to all departments of the University was referred to a special committee, which will probably not make a report for several months. This effectually disposes of any hope that may have been entertained for admission of women to the institution at the forthcoming term, except to those departments to which they are already admitted.

Strong opposition to the co-educational plan on the part of alumni and undergraduates is said to have been responsible for the postponement of action by the trustees. A meeting of more than 100 undergraduates was held in Houston Hall prior to the meeting of the board, at which a strong protest against coeducation was voiced. A lone student who undertook to speak in favor of letting down the bars to women was greeted with jeers and catcalls.

The committee to consider the question of coeducation will be appointed later by Provost Edgar Fahs Smith. Provost Smith is known to be in favor of admitting women to all departments of the University.

# WAR CRITICISM GOOD, PUBLICISTS DECLARE

## Speakers Tell Club Censorship Adds to Strength of Pacifists

Two publicists—William Hard, of the staff of the New Republic, and Franklin H. Giddings, professor of sociology and economics at Columbia University—indorsed criticism of war in the course of addresses before the Contemparary Club. Censorship of free speech and liberal opinion has the effect of encouraging, rather than weakening, the cause of the pacifist minority, they said.

Both speakers criticized censorship at Washington, while the audience applauded and Secret Service agents in evening dress looked worried and made notes on their cuffs.

Professor Giddings said that as the war proceeds the need of intelligent criticism becomes more imperative. He continued:

"Without this kind of criticism men in authority get in the habit of wielding authority. Then we become inefficient and indifferent to inefficiency and the enemy laughs. We should have criticism at a time like this, but such criticism should be calm, dispassionate, intellectual and intelligently ordered and always gracious and courteous to those in authority."

Mr. Hard, referring particularly to the elimination from the second class mails of the New York Call and the suppression of the Masses, a radical New York magazine, said:

"The 'radicals' who ran these publications have never been so happy in their wretched little lives. Never before have they had an opportunity 'to suffer for their convictions.' Now they find it easy to 'suffer,' and they love it—delight in it.

"This kind of absolute censorship puts the censored in the position of martyrs, and attracts to them additional numbers of sympathizers. It gives them group solidarity and a fanatical energy. They are the last people in the world to want 'invasions of free speech' stopped. They want it—it is their capital, their stock in trade. It strengthens them, increases their area of influence and draws to them many sympathizers which under an intelligent censorship they would not attract."

### Gives Exhibit at Terminal

The annual exhibition of the Pennsylvania Horticultural Society, which usually is held at Cambridge, Md., will be held today and tomorrow at the Reading Terminal Market. The display consists of a remarkable collection of fruits and vegetables.

### Seek Dead Woman's Relatives

The police today are searching for the husband and son of Mrs. Margaret Scheswohl, fifty years old, who suddenly died from heart attack yesterday afternoon at her home, 2203 West Norris street. Her husband Joseph is in the mining business somewhere in Nevada, and her son, Edgar, is believed to be employed by a baking firm in this city.

### Barnegat Bay Frozen

BARNEGAT, N. J., Jan. 15.—Barnegat Bay is frozen over and residents of the mainland are running automobiles to the ocean front. Game warden Everman, for the first time, is patrolling the bay in a motor boat.

## SAILOR FROM NAVY YARD TAKES BRIDE AT SERVICE CLUB

The first military wedding at the United Service Club, Twenty-second and Chestnut streets, took place last night, with William H. Taylor and Miss Louise Broadhouse as the principals. The ceremony was performed by Chaplain Tribau, of the Philadelphia Navy Yard, who is shown with the bride and groom in the center of the photograph.

# "DAVE" LANE DINNER PUZZLES POLITICIANS

## Aside From Assault on Reformers, Sage Maintains Silence on Present Situation

### VARE HOST TO FAITHFUL

WIT AND WISDOM

FROM DAVE LANE'S LIPS

**Always the major characteristics of reform movements have been an excess of emotion.**

**Many of us are credulous and emotional, and the demagogue takes advantage of this condition.**

**The political reformer believes anything that is told often enough.**

**He believes he can lie down at night an enslaved man and rise in the morning a freeman.**

**Locality expresses emotion in different terms. In the North it is political reform and in the South it is lynching.**

**Assertion, assurances and dogmatic statement are always successful with emotional minds.**

**A period of boundless activity, a period of depression, a period of normality and a period of indifference.**

**These periods last but a short time and are always followed by lethargy.**

**I might say, in passing, that the professional reformer is always making a bid for a pedestal.**

**Many of the gentlemene of the Town Meeting party contributed to the fund to carry New York and Indiana for Harrison in '88.**

**In the course of that bitter fight two men were killed. And yet they called our local organization a political murderbund.**

**"Consistency, thou art a jewel."**

Today the David H. Lane dinner is the main topic of discussion in political circles. It was absolutely sphynxlike as regards the topic on which every ear is to the ground—the gubernatorial fight. And that was the very thing politicians hoped would come from it. Now the query is whether the silence means a halt is being called on the gubernatorial controversy.

It is true that "Dave" Lane assailed reformers as failures when it comes to legislation and public office, but that is aside from the issues of the gubernatorial campaign. It is true that District Attorney Rotan, a stanch Penrose man, at a Vare "picnic," declared that all of the ruptures in Republican ranks in the past might have been avoided had "Dave" Lane's advice always been taken, but that had nothing to do with the threatened rupture over the present gubernatorial contest. It is true that "Jimmie" Sheehan, the Register of Wills, who has always been a Penrose-McNichol leader until the fight of last fall, made a humorous address which eased the diners over Congressman John R. K. Scott's serious and heavy attack on the newspapers for granting their favors to the reform movement of last November, but this did not indicate the stand Penrose and the Vares are going to take in the coming fight for the nomination of a Governor.

The main tenor of the dinner, which was given at Kuglers by Senator Edwin H. Vare to Lane and the members of the Republican executive committee of the Twentieth Ward, in honor of Lane's long service in the party and to commemorate the fact that the Twentieth Ward returned the biggest majority of any ward in the city last fall, was a simon pure appreciation of "Dave" Lane and his work. There were many speakers and several singers. In fact "Tommie" Maguire, a Thirty-sixth Ward singer, of 1502 South Twenty-sixth street, was the only one who touched on the Vare-Penrose rupture, and he did it in song and got away with it gracefully and without incurring a frown, as follows:

Good by, Penrose; hello, Vare;
You all know we're right.
In November, you remember,
Freeland Kendrick on the lead,
Shoyer, Sheehan, too,
Good by, Penrose; hello, Vare,
G. O. P., we're true to you.

Senator Vare started the oratorial ball rolling when he expressed his appreciation of the results obtained by the men from the Twentieth ward. He then turned the toastmastership over to Sheriff Harry C. Ransley, who is chairman of the Republican City Committee. Among the other speakers were Senator David Martin, City Treasurer Shoyer, "Hallelujah" Orlo Jones, Lane's mainstay in the Twentieth; Thomas F. McNichol, Magistrate Neff, Harry A. Mackey, Receiver of Taxes W. Freeland Kendrick and Joseph Marcus, a clerk of Councils, who, as a member of the Twentieth ward executive committee, was toastmaster the latter part of the evening.

Virtually every speaker assailed the newspapers, asserting that they deliberately printed falsehoods about the Fifth ward murder and other matters calculated to defeat the Republican candidates in the November election. Congressman Scott asserted that the newspapers subscribed a total of $70,000 to the campaign fund of the Town Meeting party in an effort to elect the Town Meeting candidates instead of the organization Republican ticket.

Among those at the guest table were Coroner Knight, Receiver of Taxes Kendrick, Directors Krusen and Wilson, Recorder of Deeds Blaslett, Joseph P. Gaffney, Representative Edwin H. Cox, President of Select Council James E. [illegible]

# SPEED UP AMERICAN BUSINESS, IF WE WOULD WIN WORLD WAR

## Patriotic Employers and Workers Should Join Hands to Meet Extraordinary Conditions, Forecast for 1918 Shows

BUSINESS MEN must not decrease their output; fewer men must do more work, and both—employer like employe—must have the will to win the war, if it is to be won and business be successful.

This is the conclusion reached in a forecast of "Business in 1918," issued by the division of commercial research of the Curtis Publishing Company, which keeps an ever-present finger on the pulse of the nation's commerce.

Four great factors are cited as bases upon which to rest business judgment in this new war year. They are:

1. **We must win the war.**
2. **Business must earn money to maintai nthe credit of the nation.**
3. **Labor must be encouraged to earn more money.**
4. **The will to win.**

All are centered in the first proposition and all depend upon the last, according to the forecast, which was compiled under the direction of Charles Coolidge Parlin, manager of the division.

"For," the pamphlet asks, "without the defeat of Prussianism what security would there be for either wealth or happiness?

"Over and above all material things is the mind of man, and in the last analysis the human will is more potent than matter."

A golden opportunity for manufacturers to gain permanent markets through meeting everyday needs is forecast and the firm maintenance of markets is pointed out as the way business can benefit itself and the nation, the interests of both being identical.

SHIPPING IMPORTANT

The amount of available shipping, determining how much American-made war material can be sent overseas, affects the nation's output, according to the pamphlet, which says: "Approached from this angle, while it seems probable that a large aggregate tonnage can be delivered at the battle line, yet, considering the vast factory capacity of the country, it is evident that the requirements of the Government for 1918 can absorb but a small percentage of the potential output of our factories. The major portion of American plant capacity must be applied to ordinary domestic uses or lie idle."

Shortage of tin, chromium and other distant imports and of such domestic materials as cotton, wheat and sugar are likely, but the three great basic materials—iron, steel and wood—exist in sufficient quantity, according to the review, which next takes up the fuel and transportation questions. These linked problems will in large measure be solved by Government administration and by better weather, it is predicted. The analysis warns against wholesale elimination of the so-called nonessential industries and reduction of volume, with the resulting peril of destroying the country's financial fabric.

ENCOURAGE BUSINESS

"Standardization of products and limitation of lines are suggested as needed remedies to be applied as a measure of conservation without reduction in total business.

"Business must be encouraged," reads the review, "not for the sake of business itself; not for the sake of the money invested in it; not for the sake of its employes. Business must be encouraged for the sake of the Government. The United States is the last great bulwark of allied finance. We must keep ourselves industrially fit.

"Shortage of labor supply seems likely in the long run to prove the most serious limitation of industry," it continues, asserting that, even if the contention that there is no shortage at present be true, the withdrawal of several million men from industrial employment means fewer men to do more work. Labor-saving devices, standardization of labor methods, substitution of women and of vacation labor and adoption of war prohibition are named as aids.

"But," declares the review, "of all the factors which may help solve the question, one of the most effective is to furnish labor incentive to greater efforts." Labor should be encouraged to earn as much as possible and to spend the surplus earnings—mostly in Government investments—according to the analysis, which cites the financial law that earning is a greater factor in producing net wealth than is saving.

THE "WILL TO WIN"

"Our first aim must be to win the war," continued the forecast. "But to the winning of the war, if long continued, healthful, active business of normal volume is necessary; and whatever plant capacity the Government cannot advantageously use should operate for domestic uses."

Not "business-as-usual," but courageous management, sound financing, elimination of waste, alertness and careful education of the market by the manufacturer to meet unusual needs, are cited as the qualities necessary to make up American's "will to win."

# THREE ON LOST SHIP FROM PHILADELPHIA

## Texas Was Built in Delaware River Yards Eleven Years Ago

Three Philadelphians were on the Texan, which was a Philadelphia boat, having been launched into the Delaware River from the New York Shipbuilding Company yards at Camden, N. J., in 1907.

The Philadelphians listed as in the crew are:

Chief Engineer Franklin W. Biedert, 1531 North Seventeenth street.

Boatswain James A. Stevens.

J. H. Tomlinson.

Biedert, who is forty-four years old, wrote recently to his brother, Dr. Charles C. Biedert, tha he was sailing on the Texan from an American port under heavy convoy, the ship having recently docked with a cargo of nitrates from Chili. He was a veteran seaman, first shipping twenty-three years ago at the age of twenty-one years. He served in the navy in the Spanish-American War, according to Doctor Biedert, and was a member of the crew of the converted United States warship Yale, formerly the Harris, in the capture of the Spanish warship Rita. Whether Biedert was sworn into the United States navy in New York Doctor Biedert said he did not know.

### Cuts Term to Aid War Work

Authorities of the Drexel Institute have announced that the usual midyear examinations will be omitted, the Easter recess eliminated and the Washington and Lincoln Birthday holidays done away with in order to bring the term to a close May 1 and release the students for war work.

# SEEK CAMP NURSES AT RED CROSS RALLY

## Call for Service in Cantonments Will Be Made at Metropolitan Tonight

A big Red Cross rally, calling for nurses for immediate service in the army cantonment hospitals in the United States, will be held at the Metropolitan Opera House tonight.

The meeting, open to the public, will be addressed by Miss Clara D. Noyes, director of the American Red Cross bureau of nursing; Dr. Hugh Kirckhead, of Baltimore, member of the Red Cross commission in France; Dr. D. J. McCarthy, member of the Red Cross commission in Russia, and W. E. Timmons, Y. M. C. A. hospital secretary at Camp Dix, N. J. They will explain the urgent need of additional enrollments by women. The meeting is under the auspices of the Pennsylvania division's bureau of nursing.

General Pershing's medical staff in France backs up the $100,000 appropriation of the American Red Cross set aside for medical research, including vivisection, according to a statement given out today by Charles Scott, Jr., manager of the Pennsylvania division.

"We feel that anyone endeavoring to stop the Red Cross from assisting in its humanitarian and humane desire to prevent American soldiers from being diseased and protecting them by solving the peculiar new problems of disease with which the army is confronted is in reality giving aid and comfort to the enemy," is the verdict cabled by five officers of Pershing's medical staff. The officers, headed by Colonel F. A. Winter, replied to a query from the Red Cross headquarters in Washington.

The cablegram declares that the army medical department is in full accord with the Red Cross research and is assisting in study of several new diseases evolved by the war. The research, it says, covers anesthesia, shell shock, trench fever, trench nephritis and foot-wound infections, including gas gangrene and tetanus.

"The animals used," the cablegram continues, referring to the protest of the antivivisectionists, "are principally guinea pigs, rabbits and white rats. If operations causing pain to animals are performed, anesthesia is used. Actually very few animals have been used for this work."

## SCATTER SUGAR WKEN TRAIN STRIKES TRUCK

### Valued Commodity Covers Gloucester City Crossing Until Melted by Rain

Sugar, liberally sprinkled over the King street and Broadway crossing of the Philadelphia and Reading Railway at Gloucester City, N. J., as a result of a motortruck being wrecked by a fast train was dissolved today by the rain.

The truck, loaded with several hunderd pounds of sugar and oher groceries, was flsmashed by the train as Harry P. Du Bois, Jr., and Marion Nicholson, both of Bridgeport, N. J., attempted to drive it across the tracks. The two youths were hurled some distance, Du Bois being only slightly injured and Nicholson escaping altogether. The truck's scattered cargo was consigned to Du Bois's father, a Bridgeport merchant.

# DRAFTEES DO NOT NEED A NOTARY

## Supreme Court Justice Mestrezat So Advises U. S. Attorney Kane

### BOARDS SEEK ADVISORS

### Call on Members of Bar for Service—Hog Island a Resort for "Slackers"

There is no occasion for calling in a notary for the purpose of administering the oath to men who are drafted for service under Uncle Sam, according to Justice Mestrezat, of the Supreme Court, who is chairman of the State Legal Advisory Board.

In a letter to United States Attorney Francis Fisher Kane, he said that in view of the authority under the draft regulations of the lawyers who assist the registrants to administer the oath a notary is unnecessary and there is no need of subjecting the registrant to that expense.

Justice Mestrezat said that under the regulations of the War Department governing the appointment of local legal advisory boards for selective service the three members of each local board have the power to appoint associate members and such associate members have the power to take the affidavits of the registrants whom they have assisted.

At present there is a lack of a sufficient numbers of associate members, and in order that more may be obtained the State legal advisory board invites the local boards to notify the State board through Hampton L. Carson, 1524 Chestnut street.

The State Board especially urges members of the Philadelphia bar to volunteer for this serpice and asks them to send their names to Mr. Carson. It is pointed out that no lawyer can do a more patriotic duty than lend his aid in this emergency.

Many business men are resorting to subterfuges to escape the draft, according to John P. Dwyer, secretary of Draft Board No. 52. He said he knew of several instances where men engaged in business in this city had gone to Hog Island and sought employment merely in an effort to escape the draft.

Mr. Dwyer said industrial plants are being requested to supply Draft Board No. 32 with a list of the men whom they recently employed and to approximate the number of men they must have in order to carry on their work.

# MUST PAY WHEN YOU BREAK TRAIN WINDOW

## Pennsylvania Fixes Scale of Damages to Be Collected by Conductors

On account of increasing losses due to the breakage of windows and glass doors by intoxicated or careless passengers, the Pennsylvania Railroad has instructed its conductors toscollect from passengers the cost of windows that may be smashed in future.

The schedule of prices to be charged for breakage on trains is as follows: Window glass, $4.10; end door glass on electric trains, $6.85; end doors on other classes of cars, $4.20; glass for vestibule side doors, $6.80. Failure to pay for glass broken is liable to subject the offending passenger to arrest. It was said by officials of the company that the frequency with which glass is being broken by passengers, coupled with the high cost of replacing windows and doors broken, has made the item of expense such a large one that it was necessary to take drastic steps as a measure of economy. The figures which the conductors have received as the basis of collection are wartime prices.

### Seeking Polish Recruits

POTTSVILLE, Pa., Jan. 15.—Officers of the Polish army are seeking recruits in this locality for the American Polish army which is being trained at Fort Niagara, N. Y., for service in France. At a mass-meeting in Minersville recruits were obtained. Lieutenant L. F. Urban is in charge of the re-

# TARIFF EXPERT [illegible] MAY MEAN FREE [illegible]

## Special Representative of [illegible] Commission Visits City [illegible] Obtain Facts

The visit of David J. Thompson, [illegible]cial representative of the United [illegible] Tariff Commission, who arrived [illegible] city yesterday, may mean that [illegible]delphia will become a free port.

Mr. Thompson will confer with [illegible] W. Holton, of the Maritime Exch[illegible] today, as well as merchants and [illegible]ness men of this city, in an effort [illegible] obtain for the commission certain [illegible] it wishes to know and to explain [illegible] what a free port would mean to [illegible] city.

He is distributing a question[illegible] which deals with articles imported [illegible] exported at this port and inquires [illegible] just what extent imported mater[illegible] used in the manufacture of exp[illegible] articles and as to the re-exportation [illegible] raw material.

The following men have been ap[illegible]ed by President Albrecht, of the P[illegible]delphia Board of Trade, to represe[illegible] board at the hearing of the commi[illegible] in this city on January 22 and 23: [illegible]

Philip Godley, president of God[illegible] Bonded Warehouses; J. S. C. Ha[illegible] John R. Evans Company; William [illegible] Hempstead, of O. G. Hempstead & [illegible] and William M. Van Leer, of Van [illegible] & Co.

### Mrs. Stotesbury Gives Away B[illegible]

Quartermaster William Taylor, of [illegible] United States destroyer Myrar[illegible] Miss Louise Greathouse, of St. L[illegible] were married at the United Service C[illegible] in the presence of a large gro[illegible] friends and comrades. The bride[illegible] given away by Mrs. E. T. Stotesbu[illegible]


For Quick Sal[illegible]
$7 Mahogan[illegible] Tan Boots Fabric Tops
Marked this We[illegible]
At the Record Low Price of $4.8[illegible]
Extraordi[illegible] Opportu[illegible]
There is [illegible] the shadow [illegible] doubt ab[illegible] the recogn[illegible] merit and [illegible] perlative [illegible] of these [illegible] —you can [illegible] plicate th[illegible] only at [illegible] elsewhere.
The que[illegible] is, Are [illegible] going [illegible] get in [illegible] in tim[illegible]

Military heels, an extra smart special price
$4.85
It's a golden chance for [illegible] comers. See them! Get [illegible] NOW.
NOT LATER THAN SATURD[illegible]
Economize Without Losing Qu[illegible]
ROYAL BOOT SH[illegible]
FOR WOMEN
2nd Floor Saves $[illegible]
1208 & 10 Chestnut



MANN & DILKS
1102 CHESTNUT STREET

TYROL WOOL

Tyrol Wool
Ladies' and Misses'
Plain Tailored Suits
24.75, 25.75, 31.75

Tyrol wool in our original styles and colors combines everything that is wearable, serviceable and in keeping with the times.
Also
Street Top and Motor Coats.
Spring styles are now in our stock.

MANN & DILKS
1102 CHESTNUT STREET



IMMEDIATE RELIEF
RICE & HUTCHINS
EDUCATOR SHOE
When Fitted Correctly by Expert Shoe Fitters Make
OLD FEET FEEL YOUNG
The service of our Shoe Fitters of over 10 years' practical experience is a guarantee your feet will receive a Specialist's attention.
WORTH DOUBLE THE PRICE ASKED
ROYAL BOOT SHOP
[illegible]



OPPENHEIM, COLLINS & CO
Chestnut and 12th Sts.
Exceptional Dress Event
For Tomorrow Only

Women's and Misses'
Serge and Silk Dresses
Smart dresses of serge and charmeuse, in waistcoat and braided tunic models, with satin or Georgette crepe collars.
Special Values 18.00