POLICE PLAN DRIVE ON AUTO THIEVES

Director Wilson Calls Conference of Officials to Start Action

TO DROP PRESENT SQUAD

Negro Held in $2000 Bail for Court on Charge of Stealing Car

Protests by the business men and automobile owners over the increased rates for auto insurance due to wholesale auto thefts stirred the city officials after long hesitancy, and this afternoon a conference was held in the office of Director Wilson, at which plans were mapped out, it was announced, to halt the wholesale theft of cars and drive the thieves from the city.

Just what these plans are was not divulged, but those present predicted that the remedy would be effective.

Among other decisive steps considered at the conference, it is said, was the abolition of the present auto squad of sleuths which was formed ostensibly to trace stolen autos. The fact that auto thefts increased with the formation of the squad caused the general deduction that this special organization was worse than useless.

Those who attended the conference called by Director Wilson were Superintendent of Police Robinson, Assistant Director of Public Safety Harry Davis, Captain William R. Mills, of the traffic division; Lieutenant George Fritz, of the motorcycle squad, and Captain of Detectives Tate.

While the conference was in progress Samuel Rutherford, of Forty-second and Poplar streets, was given a hearing before Magistrate Watson in the Central police court, charged with having a stolen automobile in his possession. Rutherford said he obtained the automobile through Edward Boyd, a negro, said to be connected with the auto thieving syndicate which has been stealing many cars throughout the city.

Boyd was also arraigned before Magistrate Watson and held in $2000 bail for court.

Rutherford told the detectives he happened to remark that he wanted a cheap car and Boyd promised to get him one for $100. The car was obtained by Boyd, according to Rutherford, but delivered by another negro. The car was originally stolen, the police say, from Samuel Flaum, of Front and Cumberland streets, and passed through many hands before getting into the possession of Rutherford.

Rutherford was discharged. Assistant District Attorney James Clay Gordon, who conducted the case, said that he had evidence in his possession which would prove that Boyd was head of a system organized for the stealing of automobiles.

Automobile agencies in this city announced today that the local rates for insurance against theft were advanced 35 per cent on March 1. They attribute this advance to the failure of the police to curb the activities of the thieves, who are whisking the automobiles from under their very noses.

Business men are aroused over this state of affairs. They demand to know from Mayor Smith why automobile owners in Philadelphia should pay higher rates of insurance than any other city in the Union. Meetings of various business organizations have been called for the purpose of demanding action on the part of the police.

Such are the conditions now that a plan is under consideration to raise funds for the hiring of private detectives to hunt automobile thieves and prosecute them.

Efforts to arouse the Administration chiefs to action proved futile until today. In December Powell Evans, chairman of the committee on the prevention and automobile insurance of the Chamber of Commerce, wrote a letter to Director Wilson, calling that official's attention to the many thefts of automobiles, and requesting that steps be taken to remedy the situation. That letter was apparently ignored by the Director. Steps were then taken to bring the matter to the attention of the Mayor.

Then automobile owners began to complain about the operations of the automobile squad in the Detective Bureau. Cars stolen and abandoned by joyriders were the only cars that were recovered with the exception of a few instances. Insurance men say that the squad under Detective Jesse Wister is a failure because only two men on the whole squad know anything about automobiles.

In direct contrast to the working methods and results obtained by this squad is that of the Pittsburgh police department. Automobile owners there pay insurance rates that are very much lower than in this city. This is the reason:

According to the report of Captain R. R. Marshall, head of the traffic police in Pittsburgh, eight motorcycle policemen are employed to recover stolen automobiles. Before obtaining a position to this squad each man must prove expert knowledge of automobiles. Where the case requires, the men do plain clothes work. But when not so engaged, they must patrol the highways, ever on the lookout for stolen cars. Each hour they call up headquarters and are told about cars that were stolen within that hour. Then they search every nook and corner until the thief is rounded up. During the month of January forty-two cars, valued at $65,410, were stolen. Forty of these cars were recovered. The value of the recovered cars was $64,510. Only two cars are still missing.

DOVER LEGISLATURE CALLED

Governor Orders Special Session for War and Prohibition Measures

DOVER, Del., March 5.—Governor John G. Townsend, Jr., today issued a proclamation calling for a special session of the Delaware Legislature to convene at Dover next Monday.

The special session is called to consider defense measures, the farm-labor problem and the national prohibition amendment.

MICHELL'S SEEDS

BUY THEM NOW

TOMORROW MAY BE TOO LATE.

Michell's Evergreen Lawn Grass Seed will make a fine velvety lawn in four to five weeks.

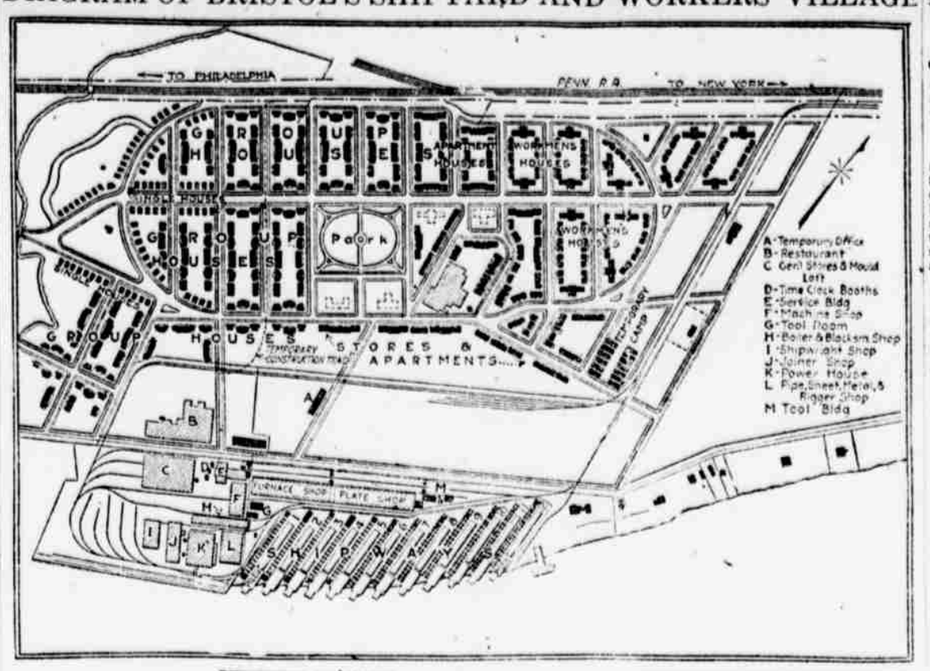
SWEET PEAS Must be sown early to give an abundance of flowers.

Everything for pruning and spraying as well as all requirements for Farm, Lawn and Garden.

GET A CATALOG FREE AT

MICHELL'S SEED HOUSE
518 Market St.

DIAGRAM OF BRISTOL'S SHIPYARD AND WORKERS' VILLAGE



SHIP INDUSTRY MAKES GREAT MODERN TOWN NOW AT BRISTOL

Mammoth Shipbuilding Business Has Doubled Population in Six Months, With Work Far Advanced and Ten Millions Spent

Bristol photographs are on the pictorial page.

BRISTOL BOOM BUDGET

More than $10,000,000 spent.

Population nearly doubled in six months.

New model town and shipyard with twelve ways built.

More than 8000 men employed by Merchants' Shipbuilding Corporation.

Four keels laid, with first launching about July 4, and sixty ships to be built.

A NEW crop—seeds of steel—being sown on the part of the old Landreth seed farms, near Bristol, will yield a new harvest—sheaves of ships—for the nation at about the same time the farmers are bringing in their wheat and oats.

Sixty steel merchant ships to beat the submarines is to be the priceless yield of the farm acreage, which, with a one-time foundry site, makes up the plant of the Merchants' Shipbuilding Corporation, the smallest of the three Government-controlled shipyards on the Atlantic seaboard, but the most nearly complete and the one that will build the largest freighters. The magic money wizardry of more than $10,000,000 spent on the 265-acre tract has accomplished these things in six months:

Converted Bristol from a sleepy country town into a world-important city.

Doubled the population of the Bristol territory.

Started a new model town adjoining the borough.

Employed more than 8000 men.

Built twelve shipways in a compact plant nearing completion.

Laid four keels of ships.

Made possible the first launching about July 4.

Won unqualified praise from Rear Admiral Francis T. Bowles.

Gained the rivalry of the bigger Hog Island plant of the American International Shipbuilding Corporation.

A year ago Bristol complacently appraised its 12,000 souls and steady growth. It still had memories of that not-far-past day when gazetteers condescendingly spoke of it as a "post-borough of Bucks County, Pa., on the Delaware River, at the terminus of the Delaware and Lehigh Canal, twenty miles above Philadelphia." It was a borough that boasted of its "machine shops, rolling and worsted mills and extensive manufactories of hosiery, paper hangings, carpets, patent leather, etc." It was undoubtedly a somnolent settlement with a census record as follows: 6553 (1890), 7191 (1900) and 9256 (1910).

A SENSATIONAL BOOM.

Now all is changed. The old-fashioned streets of the town are bustling with new business; some new workmen are employed; to the north a new town is rising amid the pleasant hum of saws punctuated by the staccato strokes of hammers; a new shipyard is rearing its manifold head from behind a mile of high fencing along the riverfront; four ships already are being built there to help win the war.

That is not all. In a month the plant of the Merchants Shipbuilding Corporation, engaged by the United States Shipping Board through the Emergency Fleet Corporation to turn out sixty fabricated 2000-ton ships, should be in full blast, with more than 15,000 men at work and the model town nearly ready for the 2000 workers and their families that it is to house. The first launching should occur about July 4.

"We are hogging the credit for Hog Island would like to have," said one of the men whose job it is to help more, together the 20,000 kids of Hog Island make a ship.

He voiced the keen feeling of rivalry that exists among the rank and file of the three important plants with Emergency Fleet Corporation contracts—Bristol, Hog Island and Newark. And his broad smile showed the "bulge" that he and his workers fell because they "have the jump" on the other two yards.

There is a confident note about the sound of the shipbuilder's chipping hammer and the carpenter's saw at the Bristol plant as the huge traveling cranes swing the steel angles from 200 feet in the air down among the workers gathered like bees along the four keels laid out in the cradle bottoms. There is an air of efficiency in the turmoil of building shipyard, ships and shipbuilders' homes at one and the same time.

GREAT WORK BEGUN

It speaks well for the fulfillment of the task that America must perform; build three ships a day to send a ship an hour to feed, clothe and munition 1,000,000 men "over there."

How did the Bristol yard make such progress that Rear Admiral Francis T. Bowles, director of the three shipyards was unstinted in his praise of its accomplishment? This frequent query is explained, in the first place, by the fact that the Merchants' Shipbuilding Corporation, headed by R. H. M. Robinson, a former naval constructor, and controlled by W. Averell Harriman, financier, had all its plans ready as a private enterprise when the Government offered its first contract for forty ships. Work was begun in September, before cold weather set in, and it was continued throughout cold weather, divers breaking the ice in the Delaware to work on the big concrete piers. Two buildings of the plant of the Standard Cast Iron Pipe and Foundry Company, on the site, were utilized and incorporated in the shipyards shops.

OPPOSES GIRL BREWER

Objection to License Based on Need of Grains for Food

EASTON, Pa., March 5.—J. J. Cope, an Easton lawyer, who was manager of the Viele Brewery, this city, for many years, filed a remonstrance against the granting of the brewery license to Miss Clarissa Viele, who recently moved to Philadelphia.

Miss Viele acquired the brewery through contesting the will of her grandfather, Xavier Viele. The brewery has not been in operation for two years, but Miss Viele recently agreed to turn the property over to a corporation, which is to be formed to manage it and in which she was to have the controlling interest.

Cope says, in his remonstrance, that the food materials that would be used in making beer are needed to help win the war.

LANSING TO VIEW TROOPS

Hancock Soldiers to Parade for Secretary of State

AUGUSTA, Ga., March 5.—General Charles H. Muir has announced that the entire Twenty-eighth Division would parade on the drill grounds at Camp Hancock Saturday morning for Secretary of State Lansing, who is at a local hotel for a rest of ten days.

Mr. Lansing declined to discuss the international situation.

The three machine-gun battalions of the division left here yesterday for a five-day hike across the country. They will return to camp late Friday afternoon.

PLAN WORLD LABOR PARLEY

PARIS, March 5.—L. Jouhaux, secretary of the French Federation of Labor; J. S. Thomas, representing the National Union of Railway Men of Great Britain, and Belgian representatives, will form a delegation to visit the United States to discuss the project of an international labor conference with Samuel Gompers, president of the American Federation of Labor.

Nobre Denies Vare's Charge That He Lied

Continued from Page One

seems to me my word is at least as good as his in this intance, ince he is an interested party and I am not."

RECORDS SENT TO DEPARTMENT

Asked to speak of Vare's statement that his affidavit to the committee and his testimony before the Catlin Commission are in conflict, Nobre said: "I know what I told the Catlin Commission. I am not a fool. I don't give testimony without remembering what I say. I know perfectly well what I said and what the record shows."

Nobre said the original records of the work in question were sent by him to the Department of Public Safety, of which Henry Clay was Director at the time, and they should be in the department's files. The work was under the jurisdiction of that department, not the Department of Public Works.

"Why would the Senator seek pay again if he had already been paid?" Nobre was asked.

"I don't know," he answered, and then, reflectively, "only people always want more. Even Rockefeller wants more, I guess."

"A MALICIOUS LIE"

The Senator's statement follows:

On September 14, 1911, John M. Nobre certified Estimate No. 8 to the City Controller, which estimate was the last pay received for this work, the same being approved by Councils and payment authorized by the Supreme Court of this State.

He also said under oath, that the League Island Park work is the best job in the city of Philadelphia if not in the State of Pennsylvania.

Five days later, on September 19, 1911, the records of the Catlin Commission show that John M. Nobre, after being duly sworn according to law, said "Edwin H. Vare has never directly or indirectly done anything to influence any act of mine in connection with the League Island Park contract."

On February 22, 1918, which is only last month, Mr. Nobre being duly sworn according to law, said that I had requested him to alter and change his records, so that the Government avenue filling would be charged to League Island Park contract, which is an absolute and malicious lie, and for which I will hold him entirely and criminally responsible.

His entire affidavit made on February 22, 1918, and filed with the Finance Committee of Councils yesterday, was made for the purpose of trying to aid Trainer, to injure me politically and to get even for a fancied grievance which he has against me because Mayor Smith did not appoint him Director of Public Works or Chief of the Bureau of Surveys.

The latter will be proved by people of the very best reputation at the next meeting of the Finance Committee.

It can be seen at a glance Nobre either committed perjury when he testified before the Catlin Commission in September, 1911, or recently, when he testified before the Finance Committee.

Aside from Nobre's perjury, there is only one other feature to the controversy, and that is how much material did I furnish the city. The original survey of the meadow land, made more than a year before the work was started, is in the possession of the department, and it should be a very simple matter for engineers to determine how many cubic yards of material I furnished.

The $74,000 mentioned by Nobre as having been paid Senator Vare is part of the now famous "moral claim" for approximately $150,000 made by the contractor for extra work done at League Island Park.

Former Judge McCullen, for Nobre, and Attorney General Francis Shunk Brown, acting for Senator Vare, will get together later in the week with a view to reaching some conclusion as to payment said to have been made to the Senator in his capacity of municipal contractor.

No further meetings of the finance committee will be held until Surveyor Nobre has been given ample opportunity to examine the records, blue prints and tracings made of all work done at League Island. In these payments for materials furnished, etc., Surveyor Nobre, under oath, says that at least half of the money now claimed by Vare from the city has already been paid.

When Chairman Gaffney, of Councils' Finance Committee, calls the next public hearing on the "moral claim," it is understood that Senator Vare will attempt to substantiate his claim that Nobre is trying to get even with him for his failure to make him the head of a city department. In order to do this Senator Vare intends having sworn persons who heard declarations made by Nobre to the effect that Vare had not treated him fairly in dealing out city jobs. Mrs. William C. Ambler, a sister-in-law of Senator Vare, will also be asked to testify with reference to an alleged effort she is said to have made to persuade Mr. Nobre not to testify to the payments said to have been made to Senator Vare.

Pending the next public hearing, Nobre will devote his time to a study of the papers and in preparing a report as to just how much work Senator Vare was paid for six or seven years ago.

(Gutekunst Photo)

JOHN M. NOBRE

Republicans Win Mayor's Posts

PORTLAND, Me., March 5.—Republican Mayors were elected in seven of the nine cities which voted in the State yesterday. Waterville and Bath, which were Democratic last year, went Republican. The other Republican cities are South Portland, Ellsworth, Hallowell, Eastport and Saco. The Democrats retained Lewistown and Rockland.

Mrs. Sheehan's Funeral Thursday

The funeral of Mrs. Patrick Sheehan, mother of Register of Wills James B. Sheehan, who died suddenly at her residence, will be held on Thursday morning from the residence of Mr. Sheehan, 811 North Fifth street. High mass of requiem will be celebrated at the Church of the Immaculate Conception, Front and Laurel streets, and her grandson, Rev. Joseph Scanlon, will officiate.

Orders Tug Built of Concrete

WILMINGTON, Del., March 5.—The Pusey & Jones Company, in this city, has made a contract with the Fougner American Steel-Concrete Shipbuilding Company, of New York, to build a concrete tug according to the plans of the company. It will be sixty feet long, sixteen feet beam and eight feet deep.

Oriental Rug Sale

We are offering the largest and most interesting assortment of Oriental Rugs in Philadelphia at

PRE-WAR PRICES

Those taking advantage of this unusual opportunity will avoid paying extreme price advances caused in the near future by the present general suspension of the Oriental Rug weaving industry throughout the East.

Many significant Kerman, Mahal, Sarouk, Kurdistan and other weaves in small and large sizes at ONE HALF Their Present ACTUAL VALUE.

HARDWICK & MAGEE CO.

1220 Market Street

STORE OPENS 8:30 A. M. AND CLOSES AT 5:30 P. M.

Ostrich Fancies & Burnt Plumage
Black and Colors
98c, $1.49, $1.98 & $2.98
$1 Wreaths, 49c
Small roses and fruits.
Lit Brothers—First Floor, North

HATS TRIMMED FREE OF CHARGE

Lit Brothers

One Yellow Trading Stamp With Every 10c Purchase All Day

Market : Eighth : Filbert : Seventh

Flowers, Clusters and Sprays, 49c to $1.49
Poppies, pansies, bluettes, wheat, daisies, heather & roses. Also lacquered fruits and foliage.
Lit Brothers—First Floor, North

Opening Display of Authoritative

Easter Millinery

In Their Spring Beauty and Charm These Hats Simply Exceed Description!

First of all, you will note a decided tendency to high crowns. This is true of poke, mushroom, close-fitting, short-back and picture models of every type.

Hosts of Tailored Hats Wing Their Way Into Fashion

—others show dashingly smart quills, highly polished ribbons, colorful flowers and wheat for trimmings.

Colorings Are Subdued

Blacks, tete de negre, navy blue and beige predominate—a flash of color is given in light facings. For instance, lovely tete de negre colored hats have facings of peacock blue or tangerine red.

NEW AND WONDERFULLY CHIC ARE OUR

Trimmed Hats at $4.98 and $5.98

Hosts of stunning new styles that rival $10 to $15 millinery elsewhere.

Lit Brothers—MILLINERY SALON, THIRD FLOOR

HATS TRIMMED FREE

Ready-to-Wear Untrimmed and Sports Hats

A huge and remarkable opening display!

Ready-to-Wear HATS
$2.98 & $3.98
Have Georgette facings and trimmings of polished ribbon or flowers.

$2 Milan Hemp Hats, $1.69
Black and colors.

Imported Lisere Braid Hats, $4.98 to $9.98
Exclusive shapes. Black and colors.

Tailored Sports Hats, $2.98
In smart colors with bands.

The Women's and Misses' Salons Are Introducing the Latest Fashions in Coats, Suits and Dresses for Easter and Spring

Many charming styles are to be noted!

LIT BROTHERS LIT BROTHERS

PURCHASING ORDERS ACCEPTED

Hirsch's

923 MARKET STREET

Without Comparison

Is Our Showing of

New Suits

$15 & $25

Great Variety of Styles

So many styles were never before offered at these popular prices.

And you will be delighted with their individual trimming touches and masterful tailoring.

Fashioned of serges, poplins, cheviots, tweeds and shepherd checks.

Charmingly Different

New Dresses

$10, $15, $19.75

And Up to $42.50

Dresses that are not in the ordinary styles—but frocks that show different ultra-smart style touches without comparison at these prices.

Striped taffetas, plain taffetas, satins, Georgette crepes, crepe de chines, wool serges, poplins and jerseys.

New White Lingerie

Waists

98c

Sheer new style waists with large collars and ruffled front. Lace and embroidery trimmed.

IN OUR BASEMENT

New Spring Suits

$9.98 & $12.98

A basement feature of newest garments that would readily sell up to $15. Developed of all-wool serges in several very charming styles. All the desirable shades, as well as navy blue. All sizes up to 44.

Newest Silk and Serge Dresses

$5, $7.98 & $9.98

A collection that cannot be duplicated at these popular prices.

Girls' WASH DRESSES, 98c

Of ginghams and percales. 2 to 14 yr.

THE HOME OF STYLE AND ECONOMY

BONWIT TELLER & CO.

The Specialty Shop of Originations

CHESTNUT AT 13TH STREET

Special Values Tomorrow, Wednesday

Women's Frocks

Women's Serge Frocks

29.50 to 95.00

Smart models in strictly tailored serge, in satin combined with serge and in serge with square yoke effect done in bronze and silver embroidery.

Women's Taffeta Frocks

Navy blue taffeta frock with blue linen collar. Girdle embroidered in silver and bronze in combination with blue linen.

29.50

Women's Beaded Charmeuse Frocks

Tunic model with self color beading at neck and bottom of tunic. Self color Georgette crepe chemisette. In navy blue and taupe.

39.50

Women's Satin Frocks

Surplice model with scalloped tunic skirt. Double collar of Georgette crepe with fluted edge. Taupe and navy blue satin.

49.50

Women's Georgette Crepe Frocks

Simple tucked model in tan, beige, gray, flesh pink, white and navy blue.

49.50

Is Germany Rabid for War?

Gerard's New Book

"FACE TO FACE WITH KAISERISM"

Official reports from Berlin state that the German people are entirely in sympathy with the conduct of the war—that they refuse to consider peace unless victory is assured.

Are these reports true? Or are they colored to suit the wishes of the War Lords?

The truth about the situation is revealed in Ambassador Gerard's diary, written while he was in close touch with the residents of Berlin, and reproduced in tomorrow's installment of his *Second* Great Book in the

PUBLIC LEDGER