...N'T WEAR WHITE ...GLOVES; FACE TRIAL

...enty-four Members of Patrolmen's Protective Association Arraigned

...RELICTION ALLEGED

...mmath of Archbishop Prendergast's Funeral—Men Allege Persecution

Twenty-four policemen, active members of the Patrolmen's Benevolent and Protective Association, appeared before the police trial board today to answer charges of having failed to wear white gloves and of being late when detailed to act as members of the police guard of honor at the funeral of Archbishop Prendergast.

Officers of the association denounced the order requiring them to appear before the board as a "political trick." "Each of the men," said Harry F. Johns, the president, "has been active in obtaining memberships for the association, and therefore fallen out of the good graces of police department heads."

Johns was dismissed from the force two months ago for alleged disobedience of orders, but has since been retained by the policemen as the association head.

"Every man appearing today," Johns continued, "is up before the board on charges which never would have been presented in normal times—I mean if the administration felt convinced that these officers were in sympathy with their game of politics."

Harry Dickerson, financial secretary of the association, who also accompanied the men to City Hall, took the same stand as Johns.

"This is merely nothing more than the roughest kind of persecution," he said. Dickerson was dismissed from the force about the same time as Johns, on what he terms were "trumped-up charges."

Both Johns and Dickerson said the men were not notified by their superiors that white gloves were to be worn at the funeral. They also pointed out that more than half of the men were released from duty midnight Sunday, and when policemen from their various districts went to their homes to notify them of the detail they were unable to gain entrance, the men and their families being away or asleep. "That is the defense the men will present," Johns said. "It can be easily seen that they are not guilty of dereliction of duty."

The policemen ordered to appear before the board are Cannon, Second District; McNulty, Tenth District; Condon, Fifteenth District; Smith, Seventeenth District; Bettz, Eighth District; Dean, Nineteenth District; Eagan, Twenty-fourth District; McGarrity, Thirty-second District; Krapps, Forty-second District; Johnson, First District; Martin, Second District; Schad, Second District; Savage, Fifth District; Duffy, Seventh District; Fricke, Fifteenth District; Webster, Fifteenth District; Yerkes, Fifteenth District; Stokes, Sixteenth District; Prendergast, Twenty-ninth District; Martino, Thirty-fourth District; Winn, Thirty-sixth District; Shaw, Thirty-ninth District, and Murphy, Forty-second District.

Prendergast was recently transferred from the Fifty-fifth and Pine streets station house to the Sixty-first and Thompson streets station, members of the association said, because of his association activities. Prendergast is well known by residents of the Forty-sixth Ward as an efficient officer.

Various excuses and alibis were furnished today by the accused policemen.

Poor trolley service was the principal excuse of the bluecoats who live in Tacony, West and South Philadelphia and other outlying sections. One policeman said his tardiness was caused by the fact that he had to buy a pair of white gloves that morning, having been notified of his assignment after midnight, when all the stores were closed.

The cleanest alibi of all was supplied by a "cop" who proved that he had not been notified at all. His defense was that the policeman sent to notify him had gone to a house across the street and notified a Pennsylvania Railroad policeman of the same name.

The tardy bluecoats were prosecuted by Captain Kenny, commander of the Second Division. After a reprimand had been administered by Captain Tempest, who presided, the offenders' cases were turned over to Director of Public Safety Wilson for disposition.

Start Plan to Reopen Canal

Williston, Pa., March 14.—At a meeting of the Pennsylvania Canal Boatmen's Association here it was decided to hold a meeting of all veterans of the towpath at Sunbury tomorrow in an effort to obtain nation or State legislation to have the old waterway re-established. Many manufacturers are expected to lend assistance in getting the merits of the canal before the Legislature.

PUBLIC SERVICE COMMISSION LISTENS TO TRANSIT COMPLAINTS AT CITY HALL HEARING

The entire commission was on hand this morning in Select Council room at City Hall to hear charges of inadequate service against the P. R. T. Reading left to right in the photograph are Commissioners James Alcorn, Michael J. Ryan, William D. B. Ainey, John E. Rilling and Milton J. Brecht.

Hot Shot Fired at P. R. T. Service

Continued from Page One

during rush hours has increased at least 70 per cent, pointing out that the comparison is unfair because no green cars—only the old style yellow cars—were in service in 1911. No new cars were added between 1914 and 1917, when the number of passengers carried increased 24 per cent, he said, giving passengers carried as 588,854,662 in 1914 and 731,470,879 in 1917.

"Take another comparison," the statement continued in part. "The figures here given are official, being taken from the company's own reports. The company states in its answer that in February, 1918, the number of cars required for its evening peak load was 2127. In 1914 the normal maximum cars operated were 2126. In 1917 the normal maximum cars operated were 22215. This was only 4 per cent increase in the normal maximum number of cars operated, while during that time the increased number of passengers carried was 24 per cent.

"These figures speak for themselves and show conclusively that instead of the seating capacity in the cars being increased it has actually decreased in proportion to the number of passengers carried.

Inadequate Renewals

"As to the renewal fund of the company arising from setting aside 15 per cent of the gross receipts, it is no wonder the physical condition of the company's equipment was so disastrous to the public when we find that out of the renewal fund of $4,283,042 only $366,949 was spent for renewals.

"Another remarkable showing that appears from the company's report is, that while the gross receipts increased six millions and the passengers increased over two hundred millions between 1911 and 1917, the increased cost of maintenance was a beggarly $30,000. This would not be enough to pay for the wear and tear on the pen used in writing the check for Mr. Mitten's salary of $100,000 per annum. The only improvement in equipment claimed by the company in their answer is stated as follows: 'It (the company) has undertaken during the last year the reconstruction of 100 double-truck open cars into closed cars of the pay-within type. Forty of these cars have been put into service.'

"Such a system is well worthy to receive over $28,000,000 in fares from a generous people. While the company was standing the enormous financial strain of changing forty summer cars into closed cars it added to the unexpended renewal fund $671,973. Therefore we have before us a company which is an examplar of economical management, whose war cry is 'more dividends, more passengers, less equipment.'

Specific charges of dangerous service, filthy cars and uncivil employes in the Northeast were filed by George A. Campbell, an iron and steel manufacturer and president of the Wissinoming Improvement Association, who came armed with letters of pretest from the Disston saw works, National Ammonia Company, Frankford Arsenal, Pennsylvania Forage Company, and others.

Mr. Campbell, who said that the cars ran "like submarines"—in groups, he meant—blamed the so-called Mitten-Stotesbury management. Up to three and one-half years ago, he testified, the service was good, but under the new control cars were taken off as a measure of economy in spite of the fact that the population of the section had increased greatly. He named instances of where 300 or 500 persons had to wait for an hour in the cold.

Asked by Mr. Ballard in cross-examination to name a specific instance of discourtesy on the part of an employe, Mr. Campbell said that a conductor told a complaining passenger to "go to h——." He gave the conductor's number.

"One car ran like a fire alarm," said Mr. Campbell, causing smiles as he described broken-down cars. He said he was a member of a delegation that protested to the company and was advised that the Frankford elevated line would relieve their troubles.

"The 'L' will not be ready for two years," he said.

Mr. Ballard asked Mr. Campbell's opinion as a steel man as to the life of a car wheel. His questions brought out the point that the company believes it better to run crippled cars than none at all.

Former Senator John C. Sheetz, of Overbrook, described the poor service in his section, declaring that the service had not kept pace with the growth in population. He suggested a shuttle car in the morning and evening between Sixty-third and Market streets and Sixty-third street and Lancaster avenue. This suggestion was seconded by Robert A. Beggs, an Overbrook lawyer, who also advocated a system of switches to relieve blockades.

Delays Hurt Thousands

An official of the Atlantic Refining Company, Point Breeze, testified that workmen at his plant had lost thousands of hours of pay a month because of delays in getting to work.

Woman Witnesses Complain

The first witnesses called were Mrs. Annabel Lee, of 108 Queen lane, Germantown, and Mrs. M. Ellicott Hess, of 109 Queen lane.

Mrs. Lee said that on February 5 when she attempted to board a car on Germantown avenue, car after car passed her. When one finally stopped, she asserted, she was pushed off by the conductor and narrowly escaped falling under the wheels. Mrs. Lee declared that the cars were dirty, poorly ventilated and the service generally deplorable. Virtually the same testimony was given by Mrs. Hess.

Poor service on the Ridge avenue line was responsible for A. Ryan, a postoffice employe, of Manayunk, receiving many demerit marks, he said. Ryan asserted that he had to start to work early in the morning in order to reach the postoffice at the proper time.

He also declared that the poor service demoralized the carrier service, as many of the men were constantly late for work. Women passengers, he declared, were obliged to suffer many indignities.

Mr. Ballard asked the witness to cite specific instances as to when he was late and Ryan said he would do so when he obtained records from the postoffice.

Kensington Windows Broken

The car tracks and roadway in Kensington avenue were in such bad condition, according to M. Murdock, of Kensington avenue and Cumberland street, that windows and glassware in homes on Kensington avenue were frequently broken by concussion, due to the rattling cars. In the 2900 block on Kensington avenue, he said, there were seven breaks in the track.

In order to compel the cars on the Chester Short Line to stop, Joseph Farrell, of 7926 Laycock avenue, said it was necessary for passengers to pile railroad ties on the cartracks. He said the people concluded that the cars were just being run to keep the crews warm and maintain schedules, with the passengers getting secondary consideration.

ASKS STAY FOR MOONEY

Socialist Wants New York Assembly to Act

Albany, N. Y., March 14.—Socialist Member Whitehorn introduced a resolution in the Assembly this afternoon "urgently petitioning" the Governor of California to grant a stay of execution in the case of Thomas J. Mooney.

The resolution says "it has become manifest that Mooney's sole crime has been his single-minded devotion to the cause of labor."

SOLDIERS AT CAMP DIX TO STAGE REAL CIRCUS

New Rule Expected to Wipe Out "Bootlegging" Via the Mails

Camp Dix, Wrightstown, N. J., March 14.—From soldiers to circus performers is a bit farfetched, but that is what the men of the 78th Division are planning to stage late next month when a big circus will be put on by those stationed here. It is expected that thousands will visit the cantonment to view the exhibition. Plans for the affair will be discussed Monday at a meeting of the welfare workers in the camp and all those interested in the entertainment of the soldiers. Dix has plenty of talent.

The death knell of bootlegging, via Uncle Sam's parcel post, has been sounded, for in the future all packages addressed to soldiers in camp will be opened by the owner in the presence of a commissioned officer and all contraband goods will be seized and the sender punished.

By not writing his full name on the allotment record, Private Arthur W. Clapp, nearly lost allowance claims for his wife. The fact came to light when Mrs. Clapp wrote to the War Department about her allowance and was told that there was no man in the army of her husband's name. She was insistent because she had received letters regularly from his and then it was discovered that her husband was Arthur Clapp, of the 26th Engineers and that the initial W. of his name was missing from the records.

Lou Tendler, Patsy Broderick, Charley Murray and Al Nelson, Philadelphia boxers, under the management of Phil Glassman, will give exhibitions tonight in Knights of Columbus building No. 3.

Company 2, of the 152d Depot Brigade, has on its roster the names of six Boyles, who were sent here in the last draft by the same board of Bayonne, N. J. While some of them are related, they all gave different home addresses and luckily no two have the same Christian name.

Licensed at Elkton to Wed

Elkton, Md., March 14.—Seven Philadelphia and one Reading couples were granted marriage licenses here today as follows: John Marshall and Anna Duval, Thomas Brown and Catherine Graff, Albert Davis and Mabel West, Aaron S. Weber and Sarah Rubin, Alfred S. Tarr and Sadie J. Boyce, John J. Smith and Martha Schwab, Charles Uhl and Mamie Rutter, all of Philadelphia; Harry Hummer and Irene Hartman, Reading.

German Gets 64th Plane

Berlin, March 14.—The Germans brought down nineteen airplanes on the Franco-Belgian front, Tuesday, army headquarters has announced. Captain Baron von Richthofen achieving his sixty-fourth aerial victory.

...MUSE PROMPTS LEARNED LAWYER ASKING COURT TO GRANT DIVORCE

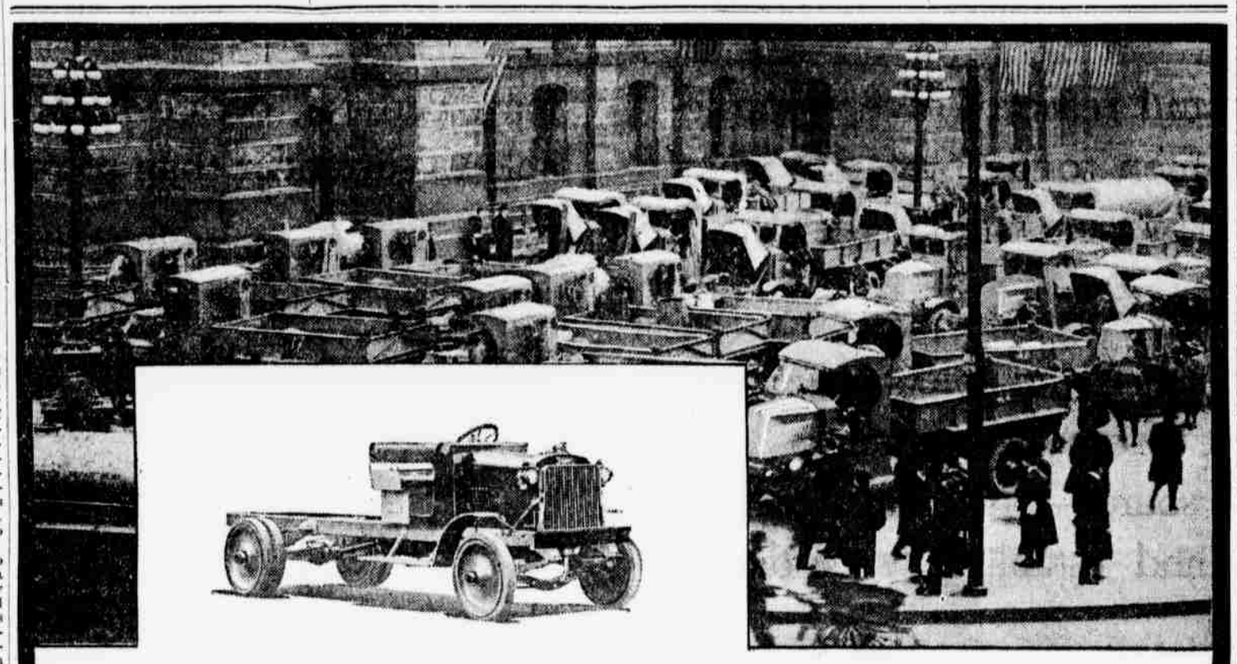
Unusual Report in Verse Made by William Fackenthal, Attorney, of Easton, in Suit of Mary Rice for Severance of Marital Bonds

ONE of the most unusual reports ever filed by a master in a divorce suit has just been handed over to the court by William Fackenthall, an Easton attorney, with a recommendation that Mary Rice, who sued her husband, Ray M. Rice, be granted a divorce. The report is in verse form. It follows:

...before the passage of this act,
...ts of this State jurisdiction lack'd,
...over matrimonial ties,
...the causes therefore did arise,
...the offending and guilty mate,
...ed was, and out the State,
...when by server, with writ in hand,
...found on Pennsylvania land.
...no matter where the cause arose,
...from matrimonial woes
...had by all, 'tis plain and clear,
...bide with us for one full year,
...although the offending mate,
...have been within this State,
...so cases are, in the reports,
...Supreme or Superior Courts.
...the Christmas case, P. L. J.
...sixty and two, the court say,
...does this, and nothing else mean—
...five, twenty-five, the case is seen,
...Clark against Clark—for which see
...Court Reports, forty and three,
...thirty-six—another Judge said,
...that way the act should be read.
...Judge, in the Beovic case—
...same book but another place—
...did the act thus define—
...which see page two seventy-nine,
...in the Beckett case, at which look,
...page four thirty-six of the book.
...Court Reports, forty and two—
...did not thus the act construe,
...the proceedings must abate,
...of service within the State.
...now does the court decree,
...may by publication be.
...Legislatures make the laws,
...and court but hear the cause,
...court, when the facts are found,
...legislative mandates bound;
...'s effect and binding force,
...act who seeks divorce.
...Swearingen, Judge, has said
...case, rules on this head,
...Pearl what would thee say,
...man, but for a day,
...province, in time's due course,
...of easy divorce;
...husband or wife,
...domestic strife,
...and respect for thee,
...a court's decree.
...Bar,
...more, by far.
...bonds cut,
But, as adultery is one cause,
The respondent, under this State's law,
May not with the guilty woman wed,
Till the libellant herein be dead,
So forbade to do so he should be,
By your Honor's sentence and decree;
Act of March thirteen, eighteen fifteen,
Section nine—in Purdon's Digest seen,
Page twelve forty-seven, where it be,
At placitum thirty-two, a. v.
Attach'd and made part of this report,
Are all things call'd for by rules of court,
And this report and form of decree,
Most respectfully submitted be.

TODAY'S MARRIAGE LICENSES

James Higgins, 2111 Moore st., and Florence M. Brooks, 1367 E. Rittenhouse st.
Joseph Diamond, 454 N. 7th st., and Eva Furman, 729 Oxford st.
Harold J. Davis, Phila. Navy Yard, and Rose Clark, 1839 Taney st.
Jens C. Thompson, Camp Dix, N. J., and Laura Larsen, Bryn Mawr, Pa.
John O. Orrell, 2218 N. 7th st., and Bertha P. Wunderlich, 2911 N. 7th st.
Charles McDaniel, 501 Kedrick st., and Josephine Funk, 1816 Plumb st.
Eugene Stewart, 1330 Webster st., and Evanna Holman, 6100 Washington ave.
William Fabbo, 1338 S. 15th st., and Cecelia Ryan, 1421 N. 55th st.
John H. Massey, 715 S. 11th st., and Maud Gardner, 616 Panama st.
John J. Ward, 7 S. S. Carolina, and Mary M. Murray, 1519 Rowan st.
William Jones, 520 S. 10th st., and Hannah E. Williams, 425 Hazel ave.
Bernard Moskowitz, 2410 S. 7th st., and Esther Mennber, 2100 S. 8th st.
Gustav Lambricht, 4849 Tacony st., and Olga Buchholz, 2409 Duncan st.
Harold Green, 2831 Fairhill st., and Edith Shillito, 2827 N. Fairhill st.
John P. McDonald, New York city, and Ivis B. Shiner, Boston, Mass.
James Fairweather, Jr., 1444 S. Broad st., and Alice Yaeger, 2138 S. Garnet st.
Morris A. Kotzker, 867 N. 6th st., and Pearl Ingier, 7904 Eastwick ave.
Harry R. Conway, 1837 W. Clearfield st., and Marie E. Rodebough, 1713 Bailey st.
John Russell, 1917 N. Alder st., and Mary Morehead, 1917 N. Alder st.
Robert Moore, 938 Service st., and Florence I. Leopold, New York city.
John Keyser, 2438 S. Sheridan st., and Mary Samuck, 665 N. 10th st.
Louis Edelstein, 1019 Mifflin st., and Ida Goldstein, 609 McKean st.
John D. Schick, Jr., 2825 N. Orkney st., and Catherine A. Downey, 2826 N. Orkney st.
Frank Mordinlick, 1521 Summer st., and Mary Rabinowitz, Carmel, N. J.
Lester C. Brown, Washington, D. C., and Emma Kopetsky, 1719 S. 54th st.
[illegible]



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