

PUTS HOG ISLAND BEFORE PANAMA

President Stone Declares Project Surpasses Canal in Magnitude

"PROBE NO SURPRISE"

Investigation of the American International Shipbuilding Corporation, now being conducted by the Senate Commerce Committee, is "not to be wondered at" in view of the magnitude of the undertaking at Hog Island, and the speed with which it was necessary to do the work.

Mr. Stone finds a fitting parallel to the Panama Canal in the great Hog Island shipyard, with the benefit of the comparison in favor of the latter. The estimated cost of something like \$300,000,000, more than ten years was required to complete it.

After reciting the circumstances leading up to the signing of the contract between the Emergency Fleet Corporation and the American International Shipbuilding Corporation and declaring that speed in building ships was considered the vital factor in the making of that contract, the report continues:

"The ships will be delivered on schedule time if the material continues to flow to the yard in the same way and under the same conditions. The yard is now ready to use the steel as rapidly as the steel mills and fabricating shops of the country are producing it. The features are approaching completion, and it is anticipated that from now on the weather will permit the work to be done with even greater speed than in the past. There are now two keels laid and ten additional ways awaiting steel. There has been no unnecessary waste in view of the speed attained.

"Great difficulties have been encountered, for the work is a colossal one. Measured by the standard of volume of work to be accomplished in a given rate of time, it surpasses all the great public works of the world. It was evident that during organization by the United States Emergency Fleet Corporation of its own forces for the great task before it, the construction of a yard of such magnitude and the building of ships on the scale contemplated would add an impossible burden to its many duties, and for this reason it called for its assistance in already well-organized and thoroughly tested force. Only in this way was the undertaking possible.

"All our plans, contracts and, in fact, our entire procedure, have been carried out with the approval of the representatives of the United States Emergency Fleet Corporation. Some thirty days ago the shipping board established an office in Philadelphia for its assistant general manager, with full powers of supervision over all three fabricating shipyards.

"One of the most experienced naval constructors in the Government service, Admiral Francis T. Bowles, has been assigned to this post. With the assistance of the shipping board and of its representatives, and the co-operation of the Government authorities in delivering the materials and expediting railroad transportation, there is no doubt that this great work which we have undertaken will be carried quickly and efficiently to completion.

"The mobilization of the resources of the United States for the accomplishment of shipbuilding at a rate never before attempted was the purpose of the United States shipping board and of your corporation. Parts of the ships to be built at Hog Island are now in process of manufacture in 2500 factories in various parts of the United States.

"To carry out the work wisely and expeditiously, it required the co-operation of experienced shipbuilders and a great force of engineers to design and construct the yard and expedite the work of fabricating the ships. While the matter was under consideration, we arranged to utilize the services of the New York Shipbuilding Corporation and the firm of Stone & Webster, who had a large number of experts and engineers engaged in various work for the United States Government and for private corporations throughout the United States."

Slav Chiefs Clash Over U. S. Support

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U. S. HOPES TO AROUSE RUSSIANS TO RESIST

Washington, March 20.—The United States Government holds firm to the belief that there is yet hope of arousing Russia against the "Teutons." It is a "small margin," high officials say, but worth hanging on to. And it may be assured that President Wilson will continue his efforts to drive home to the Russians, America's friendship to the last.

Confidence in officials here has been aroused slightly by the new tone adopted toward America by the Russian press since the President's message to the Soviet Congress. Many of the papers see in the message the real purpose of the President to preserve, if possible, the revolution.

The Pravda, alone, organ of Prime Minister Lenin, continues its editorial onslaughts, designed to direct the fears of the Russian people away from the German foe and turn them to the "capitulating Allies."

It appeared likely today that President Wilson would delay his expected statement on the war situation until confounded events, now in the process of development, had had a chance to assume definite form.

For the moment Japan's proposed expedition into Siberia is held up by conflict of opinion as to its necessity in her own country and cabinet. It is believed by the President, apparently, that events are taking a course the end of which no one can foresee for the moment, and a more propitious time to speak will come later.

INDUSTRIAL WAR CABINET CONFERS WITH WILSON

Washington, March 20.—Six of the principal governmental heads met with President Wilson at the White House this afternoon to formulate a system for carrying into effect the policies outlined by the President in his letter appointing Bernard M. Baruch, chairman of the war industries board. The other members were Secretary Clegg, Edward N. Hurley, Dr. Harry A. Garfield, Robert Hoover and Vance McCormick.

Lenroot Leads Wisconsin Race

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WILSON GIVES DAVIES HIGH INDORSEMENT

Washington, March 20.—A formidable array of speakers will campaign in Wisconsin for Joseph E. Davies, Democratic senatorial candidate, tomorrow night. Here this afternoon, it was announced, will take the stump for the former Federal trade commissioner are Vice President Marshall, Assistant Secretary of Agriculture Vrooman, Henry Morgenthau, former Ambassador to Turkey, and Senators Lewis, Ashurst, Pittman, Kenrick and A. A. Jones.

President Wilson today sent the following letter to Mr. Davies accepting his resignation from the Federal Trade Commission:

"My dear Mr. Davies: This acknowledges your letter of March 12. It is with sincere regret that I accept your resignation as a member of the Federal Trade Commission. I should always be glad to have you with me in the work which we are doing together. I am sure that your resignation will be a relief to you and a source of great satisfaction to you that on these crucial propositions you proved your loyalty and your ability."

"Assuring you of my high regard, and with hearty good wishes for the success of your new undertaking, I am, cordially yours, WOODROW WILSON. Davies' letter of resignation was as follows: "My dear Mr. President: Will you please accept herewith my resignation as a member of the Federal Trade Commission. It is with deep regret that I feel impelled to take this course. As you know, my industrial background in my country has meant a great deal to me. I am happy in the belief that it has benefited in a measure the country. Moreover, the war work that the commission is now engaged upon is of great importance. I am sure that you will know that no selfish reason could impel me to resign at this time.

"My conviction is that I can render a greater service to my country, to my State and to you by entering into the content for the United States senatorship in Wisconsin. The pride in and affection for this State of my birth have caused me to resent deeply the misrepresentations which have led many to believe that the State of Wisconsin was not fully loyal to the country in this crisis as her sister Commonwealth.

"At the special election on April 2 Wisconsin will demonstrate that she stands with her sister States in their loyalty to the United States in the vigorous prosecution of the war. Wisconsin is loyal and stands behind you. The issue will be clear-cut. I desire a great and rare privilege to be permitted to engage in this fight for such a cause. Wisconsin will demonstrate at the special election on April 2 that a united nation stands behind you.

"In conclusion, will you let me say a personal word of appreciation for the privilege which you have afforded me of leaving my country under your great leadership for five years past, first as commissioner of corporations and then as a member of the Federal Trade Commission. It will be an enduring satisfaction to know that even in this way I have been associated with your Administration, which has rendered such noble service, not only to the people of our own country, but to the cause of all humanity.

Faithfully yours, JOSEPH E. DAVIES."

LOST LICENSE TAGS ANNOY TRAFFIC CHIEF

Captain Mills Wants Deputy Highway Commissioner and Aides to Solve Problem

In the creation of the office of State Deputy Highway Commissioner, with assistants at all important traffic centers and large Pennsylvania cities, Captain Mills, head of the traffic squad, sees the solution of many problems with which the police have to contend when owners of motorcars lose their license tags.

Captain Mills, in urging this plan today, pointed out that many innocent car owners are penalized for conditions which exist through no fault of theirs. New Jersey and New York already have created such an office and much of the red tape and annoyance to automobile owners is eliminated. In these States if you lose your motor tag you can get another quickly by paying the cost. In Pennsylvania, should you lose your license tag, you must wait in some instances ten days before Harrisburg reissues it for you. The result is that many innocent motorists have been arrested for driving without license tags and have been heavily fined.

Under Captain Mills' plan, if you should lose your license you could seek out an assistant of the Commissioner of Highways and obtain another license tag, or at least a conditional license tag until the proper one could be ordered for you.

Many Philadelphians are now going to Camden and getting New Jersey license tags instead of waiting for officials at Harrisburg to send them their tags. By a reciprocal agreement New Jersey license tags honorably upon Pennsylvania highways.

The captain will present a statement urging this solution to the office of Deputy Commissioner of Highways and Director of Public Safety Wilson this afternoon.

HOG ISLAND KNOW HOW IS PAID OVER AND OVER

Subcontractors, Although Idle, Get 5 Per Cent a Month of Equipment Value

U. S. PAYS FOR REPAIRS

Washington, March 20.—The little companies and individual contractors who subcontracted with the American International Shipbuilding Company to perform the actual work of building the Hog Island shipyard were extremely well paid for their labor, according to a report directly from the Government, it developed from the testimony of George O. Muehlhoff, vice president of the American International Shipbuilding Company before the Senate Commerce Committee this afternoon.

The committee members, particularly Senators Vrooman and Hiram Johnson, questioned Mr. Muehlhoff closely in an effort to obtain confirmation of the statement they had extracted from "President" Hiram Johnson, of the company, that the Government is paying over 5 per cent a month for the "know how" at Hog Island. In that they were successful.

5 Per Cent a Month on Fees

They were told by Mr. Muehlhoff, who is construction manager of the plant, all the subcontractors were paid 5 per cent a month on the value of all the equipment they brought with them in addition to a fee on the estimated value of the work their equipment and employees would do. In addition, the Government footed all bills for the repair of the subcontractors' equipment. It was a "know how" fee, he said.

Mr. Muehlhoff, who said he had been general manager of construction for Stone & Webster for ten years, told the committee Stone & Webster were considered by the biggest builders in America to be "emergency contractors."

Explaining this, he said when there was a great job on hand, Stone & Webster were often called in because it was known they "did things" and would finish up the job on time.

Subcontractors Taken Over

Stone & Webster have built everything from skyscrapers to sewage systems, Mr. Muehlhoff said. "Last spring we began to study the merchant vessel and submarine problem and came to the conclusion the shortage of ships was the greatest problem before the world. "We investigated a number of the largest shipyards and then decided to submit a proposition to the Government to build a great yard with fifty buildings to turn out fifty ships at a time. The contract was closed and we went to work on the job with confidence we could build the ships on time, and we will,—it's a certainty.

"The company did not undertake to perform all the construction at Hog Island itself, he said, but retained numerous subcontractors and divided the work among them. The subcontractors were taken over—foremen, laborers and equipment and everything—and put on the Government payroll by the American International, he explained.

Under the form of the contracts with the subcontractors the 5 per cent they received for use of their equipment was considered equivalent to a "know how" fee, he said, and, in addition, the American International also receives a percentage for its "know how" on every cent paid to the "little fellows."

Lack of Steel Revealed

There is a serious shortage of steel parts at the Hog Island plant, and if progress is to be made in building ships the Government must get right back to the problem of obtaining steel from the mills on which the fabricators can go to work, according to Mr. Muehlhoff.

"We have twelve keels laid now, but cannot go on because we are unable to get the steel that goes into the platforms on which the derricks rest," he said.

"This steel was ordered last November, but has not arrived. Why, we do not know. "We have told the shipping board about our difficulty. One of the first things Rear Admiral Bowles did when he came to Philadelphia was to try to expedite delivery of this steel.

"The one message I want to deliver to this committee and to Congress is that if we are to have the ships the Government must get behind the problem of bringing the steel to us. We have told Rear Admiral Bowles and the shipping board about it, and they can't help us. It goes beyond them, where I don't know. This Congress should find out."

Baker Is Imperiled by Bursting Shell

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everywhere and was heartily cheered by the soldiers.

When Mr. Baker entered the trenches he wore a khaki coat, rain coat, "tin hat" and carried a gas mask. Previously he had taken a gas mask ride. He chatted with the Ohio men, frequently asking, "What part of Ohio are you from?" "Some of the men recognized the Secretary of War and drew up stiffly at attention. Mr. Baker asked the men how things were going and how they were feeling. The unanimous opinion was that everything was "quiet."

Some German shells passed overhead and the Secretary inquired what size they were. A soldier dropped a hammer in the mud. Mr. Baker picked it up. The soldier remonstrated, but the Secretary said he was afraid it would be lost. A listening post sentry bashfully assured the Secretary that the Americans shoot better than the boches."

WILSON UPHELD ON OVERMAN BILL

Senate Committee Favorably Reports Measure by 11 to 7

BITTER FIGHT IS SEEN

Washington, March 20.—Administration forces won an important victory today when the Senate Judiciary Committee, by a vote of 11 to 7, decided to make a favorable report on the Overman bill, giving President Wilson broad powers to reorganize the war government.

The Overman bill will be reported to the Senate in a day or so, and the bitter fight of the present session of Congress looked up as a virtually inevitable. Senators who fought the bill in committee made it clear today that while they would not filibuster they would contest the measure to the last ditch on the floor.

The vote today stood: For the bill—Senators Overman, of North Carolina; Fletcher, of Florida; Culberson, of Texas; Ashurst, of Arizona; Walsh, of Montana; Shields, of West Virginia; Hiram Johnson, of Utah; all Democrats, and Senators Nelson, of Minnesota; Cogh, of Rhode Island; and Borah, of Idaho, Republicans.

Against the bill—Senators Hodge, of South Carolina; Reed, of Missouri; Democratic and Senator Dillingham, of Vermont; Brandegee, of Connecticut; Clegg, of New York; and Senators Dakota, and Pinckney, of Washington, Republicans.

Reject Limited Power Plan

Senators King, although he voted for the bill, announced that he reserved the right to support amendments which will be offered in the Senate. He was specific when it comes up in the Senate. Just before the final roll call, the committee, by a vote of ten to eight, rejected a proposal of Senator Hoke Smith to confine the proposed reorganization to the War and Navy Departments, the shipping board, the emergency fleet corporation and the bureau of mines.

An effort will be made to get early action in the Senate. "There is no desire on the part of those hostile to this bill to filibuster," said Senator Smith, leader of the opposition. "We simply intend to have our say on it. I personally regard the bill as a surrender of legislative prerogative and a contribution to confusion."

Adopt "Safeguards"

Three amendments which the committee adopted were accepted as safeguards. They do not limit the scope of the President's power. One by Senator Woodruff provides that any reorganizations must be in the interest of the prosecution of the war. Another by Senator Borah provides that when the President decides to abolish any agency created by act of Congress he shall notify Congress and let the act of abolition come from Congress. The third, by Senator Smith, provides that acts of reorganization shall come up on the written order of the President, and order to become permanently part of the Government's archives.

The President's decision today clinched a fight of more than six weeks in the committee, beginning when Postmaster General Burleson brought the bill to the Capitol and persuaded Senator Overman to introduce it. "The only important change made in the bill since its introduction was the elimination of the provision giving the President power to create new governmental agencies at will.

The bill, as it stands, gives the President almost unlimited power to reorganize the war government in any way he sees fit to promote higher efficiency.

DIVINITY STUDENT DIVORCED

Wife Says He Deserted Her to Continue Studies

Because he did not have money enough to support his wife and at the same time continue his studies for the ministry, John Wesley Berge deserted his wife, Mrs. Edna F. Berge, her petition to the court for divorce stated. The petition was granted.

The couple were married in the summer of 1915, shortly after Berge began his studies for the ministry. A year later the left home telling his wife that his future movements would not concern her. She found him through his family. E. C. Kirk, formerly dean of the Dental School at the University of Pennsylvania, will be the presenter.

S. S. White Employee Gets Watch

S. S. Heiss, of the advertising department of the S. S. White Dental Manufacturing Company, is to be presented tonight with a gold watch by his employers as a token of his long connection with the firm. Dr. E. C. Kirk, formerly dean of the Dental School at the University of Pennsylvania, will be the presenter.

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"WASHLESS DAY" KEPT BY GLOUCESTER FOLK

But Broken Main, Not Patriotism, Is Cause of Enforced Water Conservation

CUSTOM OFFICERS WAIT TO SEIZE DUTCH SHIP

Themisto, Only Hollander Here, to Be Taken Over on Word From Washington

In line with the new agreement between the United States and Holland by which this Government is to take over Dutch ships in American waters, custom officers are momentarily expecting instructions from Washington to seize the Dutch schooner Themisto, now tied up at the South Street wharf. The Themisto is the only Dutch ship in this port.

Children Break War Saving Record

School children of this city demonstrated their patriotism last week in the purchase of War Savings Bonds to the amount of \$29,559.45, an increase of \$10,000 over the sales of the previous week. Postoffice sales amounted to \$17,551.75. A large number of requests from bookkeepers and residents are on hand today and ready for distribution at a small price.

The Surpassing Charm of the Hampton Shops

DEXTEROUSLY brought together under one hospitable roof, you may find at the Hampton Shops all that is needed to bring into your own house the sentiment of olden times and all that goes to make the ideal room.

Here you will see not only Furniture of rare distinction and personality, not only shimmering stuffs and delicate fabrics, not only a thousand and one examples of loveliness gathered, with discriminating and affectionate care, from the four quarters of the globe, but also the decorative skill and ability to make these of avail and to meet your special needs.

Decoration Antiquities Furniture



Your Wartime Capital

Hustling with the feverish activity of a hundred thousand strangers—bustling with the headlong haste of completing a myriad new tasks—its cafes crammed—such is the Washington of Today

But how has this change affected living conditions? Are the "rent profiteers," who have drawn the fire of Congress, a real menace or an imaginary one? What is the biggest problem which the capital is facing?

Read Charles W. Duke's vivid description of the nation's nerve-center after a year of war—a first-hand impression of conditions today—in the Magazine Section of the

PUBLIC LEADGER SUNDAY, MARCH 24

Advertisement for Brown Brothers & Co. featuring 'Funds for Officers and Enlisted Men' and 'The Safest Way' to carry funds.

Advertisement for Mawson & DeMany fur coats, listing various styles and prices, and offering a 'Practical Way to Save' on fur purchases.

Advertisement for the Public Ledger magazine, highlighting a special issue on 'Your Wartime Capital' and 'Washington of Today'.