INSPECT SUBWAY UNDER CITY HALL

Engineers, Officials and Prominent Citizens View Gigantic Work

ENGINEERING TRIUMPH

Visitors See How Municipal Building Was Set Upon New Foundations

(Pictures of the work in the subway will be found on the back page.)

For the first time today the new Broad street subway under City Hall was thrown open for the inspection of a party of engineers, city officials and prominent Philadelphians.

The Keystone State Construction Company, which has built the great structure, acted as host to the visitors. The trip was arranged by the Engineers' Club, of this city, which sent out the invitations.

The visiting party was invited to a special luncheon at the clubhouse, after which they were taken to the subway and shown around by officials of the construction company.

The party viewed one of the most astonishing pieces of engineering work of modern times.

Day by day, since work was begun September 13, 1915, Philadelphians have carried on the ordinary business of life above and around the great excavation—approximately 196 feet wide by 700 feet long—scarcely realizing that below the surface of the street hundreds of men were busy on a job as big and as difficult as it was important.

The subway structure which was shown for the first time today to members of the engineering profession, municipal officials and men prominent in the city's life, will be the heart of the new underground transit system. A few years hence the big subway terminal under City Hall will be as familiar and as important to Philadelphians as Broad-Street Station nearby. Then passengers for the new subway lines will enter the great terminal hall under the Public Buildings by entrance stairways from City Hall courtyard and from the plazas outside.

Work 85 Per Cent Completed

The party which visited the subway today saw the great structure in the rough. Though it is 85 per cent completed, the work which remains to be done will greatly alter its present appearance. The visitors today went through huge galleries, flanked by ponderous walls of concrete and roofed with tremendous girders and archways of concrete and steel. What engineers call the "core" of the work has not yet been removed. This "core" consists of the rubble and dirt packed tight between the deep-sunk retaining and dividing walls, the debris left after the construction men have passed along.

This "core" will be excavated virtually down to the water line, giving vastly more head-room than appears at present from an inspection of the subway.

Passing by along the plazas of City Hall, or through the inner courtyard, all that one sees is the covering of heavy planks which roofs over the exterior cuts, the few necessary buildings to house conveying and excavating machinery, and the fenced-in area opposite Broad Street Station.

Teams or motortrucks driving in and out, or standing at the curb while they were loaded with dirt brought up from the excavation shafts, show that some sore of work is going along there steadily, but offer no hint of the magnitude of the undertaking.

Great Difficulties Overcome

Building this subway terminal would have been a comparatively simple job had the work been simply a matter of excavating a great pit, lining it over with concrete, and then roofing it over with street and sidewalk.

The difficulties lay in the fact that the subway makes a sort of suboellar for a portion of City Hall. The great marble buildings under which subway trains will roar in future years weigh 140,000 tons. The job was to dig under them and yet keep them from sinking into their foundations. How well this job was done may be realized from the fact that the maximum settlement in any part of City Hall has not exceeded five-eighths of an inch since the work began. No serious cracks have developed in the building, despite the fact that in the three and a half years since work began the whole tremendous weight has been shifted from its original foundations to new ones of steel and concrete.

The subway under City Hall has been costly—far more so than was estimated originally. The contract price for the work was $1,737,320. But when the contract was let it had not been planned to take the subway under the building. The new work necessary because of the change in the original plans probably will bring the final cost up to approximately $3,000,000.

Huge Underpinning Job

The work was essentially an underpinning job. Even the laymen in the party which viewed the structure today could see that the crux of the work had been the transfer of the hall's weight to the great columns and piers built for the purpose. Merely figuring the loads and strains, and making the detailed specifications for the materials which would go into construction, were a difficult piece of engineering work. It had to be absolutely right, else there was grave danger of serious damage to the structure above, to say nothing of possible loss of life.

The job will be done in its entirety by midsummer, if the present schedule is adhered to. About 450 men are at work on it now. At no time have there been fewer than 200 men working.

Foundations Rest On Bed Rock

To make the hall secure from sinking or cracking, it was necessary to set it on bed rock. The weight rests on walls built in sections, each section approximately six feet in length, and carried down to the water line.

Below the water line, the strain is borne by great 15-inch steel pipe piles. These piles were driven down through the muck and water of the lower levels, little by little, until they struck bed rock. When firmly anchored there they were cleaned out and filled with concrete. The walls were built on top of them.

2200 Steel Piles Support Building

The steel-pipe piles are designed to carry a weight of approximately 100 tons each as a maximum. There are 2200 of these piles under the building.

In some places huge weights are carried by great columns and pillars. The weight of the structure could not be evenly distributed. The heaviest loads are concentrated at the northwest corner along the center line of Market street and at the south entrance along the line of Broad street. Here in some cases single columns or piers are called on to carry loads in excess of 1600 tons.

The track level is approximately forty-[illegible] feet below the surface. It is so deep [illegible]

sired, to carry the tracks of the Market street elevated through the hall. Part of the present work will be the building of a mezzanine gallery over a portion of the subway area to provide access to the "island" platform.

Work Remaining to Be Done

The work remaining to be done is the removal of the "core," completion of the platforms, main and mezzanine floors, completion of the setting of the steel and of the underpinning of the Filbert street subway. It will also be necessary to backfill the street and restore the piping and so forth in City Hall basement.

Here are some approximate quantities of material used in the work: Structural steel, 3100 tons; re-enforcing steel, 555 tons; concrete, 30,000 cubic yards; excavation, 90,000 cubic yards; concrete girders three to seven feet in width, eleven and one-half feet deep; span, twenty-six feet.

CLUBWOMEN ASK AID IN CHARTER

Sisters in All Parts of State Invited to Lend Assistance

DECIDED AT MEETING

Club women all over Pennsylvania will be asked to aid the women of Philadelphia in obtaining a new charter for the city.

This was decided today at a meeting of Pennsylvania Women to urge its various branches to help in the charter revision movement, held in the rooms of the Chamber of Commerce to discuss charter revision.

A resolution asking the Federation of Pennsylvania Women to urge its various branches to help in the charter revision movement was offered by Mrs. Frank Miles Day, and was adopted unanimously.

The resolution will be forwarded to the meeting of the board of directors of the federation, which is to be held Monday in Pittsburgh.

The resolution said that the evils of government in Philadelphia have had a detrimental effect upon the State at large.

Pledge Co-operation

Co-operation in the charter movement was pledged by the women at the meeting. They will bring it before the various local women's organization and wage an active campaign to influence members of the Legislature.

Mrs. Edward W. Biddle presided at the meeting. Mrs. Biddle said charter revision was the greatest civic call of the day. She said it was the duty of each individual to realize the responsibility of answering the call. She said Philadelphia could not be termed a free city.

"The good of the city is subservient to the advancement of corrupt individuals," Mrs. Biddle charged.

Mrs. H. S. P. Nichols, who spoke on "Why Charter Revision Is Needed," declared the first reason was "because we live under a curious dual monarchy, a two-headed form of government." This was described as the system of city and county offices.

"Why should we pay one group of officials known as county officials and another known as city officials to conduct our municipality?" Mrs. Nichols asked.

"County offices exist only to make salaries for those who want them.

"Councils Archaic"

"Councils are another archaic institution. Philadelphia is nothing if it is not conservative. I do not know how they differentiate between 'Select' and 'Common' Council. No other city in the country has such an antiquated system of government as Philadelphia.

"Philadelphia ought to emancipate itself from the contractor system now and forever.

"The city should be permitted to do its own work. Yearly contracts permit a group of contractors to control the city."

Mrs. Nichols favored the letting of contracts for a minimum of three years to give outside contractors an opportunity to bid on city work.

"A public dollar," she added, "never brings more than eighty cents' worth of service. The contractor system is most expensive. The city should have a new charter if for no other reason than to permit it to do its own work.

"All office holders should be taken out of politics and no man holding public office should be interested in any financial institution doing business with the city. We have a notable example of that.

"The city ought to have a mandatory budget. We have pledged future generations to provide current expenses. Not even a woman would conduct her business that way."

Says Amendment Needed

Mrs. Imogene Oakley called attention to the fact that the dual system of city and county administration can be corrected only by constitutional amendment and not by charter revision.

Frederick P. Greenberg, director of the Bureau of Municipal Work, said it would be easier to amend the charter in the future because it was the trend of democratic government.

He said most of our charter today was based on a period when the country was 90 per cent agricultural and 10 per cent urban, which hampered progressive growth.

"There will be no such a thing as genuine charter revision until the city and county governments are consolidated," Mr. Greenberg declared and he explained it would take a constitutional amendment to bring that about.

The small Council bill, he said, was the most important feature in the charter revision program.

Mr. Greenberg said it would be a mistake to take the police out of city control and put them under State control because we are suffering from "too much State control now."

Powell Evans asked for a list of women willing to work with the Charter Revision Committee.

Mrs. J. Willis Martin advocated methods used by the food administration to distribute propaganda. She proposed motion pictures and posters for those who cannot read. Show the clean streets and the dirty streets and what charter revision will do, she added.

Mrs. Day asked for the co-operation of women's ward organizations with the charter revision committee.

FOUND DEAD IN ROAD

Authorities Believe Frank E. Henry Was Struck by Automobile

The body of Frank B. Henry, collector of East Greenwich township, was found last night on the road between Clarksboro and Mount Royal, near Woodbury, N. J.

The ribs on the right side of the body were crushed in, the skull had been fractured and the body was generally cut and bruised. A tobacco can in one of the coat pockets was dented. The authorities are inclined to the belief that Mr. Henry was struck by an automobile.

Mr. Henry was returning from a meeting at Mount Royal. For some time, it is said, his eyesight has been growing defective. He was sixty years of age.

Dr. H. H. Clark, [illegible] Woodbury, was

ENTRANCE STAIRWAY TO THE SUBWAY STATION UNDER THE CITY HALL

The entrance stairway leading from the southwest corner of the City Hall courtyard into the subway. The entrance has been cut through the foundation walls of the City Hall. Through the most skillful engineering work it has been possible in building the new subway to underpin the foundations of the building with concrete and girders and pillars of steel, insuring complete stability and security to the great structure overhead

TAFT URGES CAPITAL AND LABOR TO MEET

Collective Bargaining Called Best Means to Combat Bolshevism and Socialism

Collective bargaining between capital and labor is the best means of combating Bolshevism and insuring industrial peace, according to former President William Howard Taft, who was the principal speaker at the annual dinner of the Philadelphia Wholesale Coal Association in the Rose Garden of the Bellevue-Stratford last night.

After speaking of his connection with the war labor board, Mr. Taft said:

"I have run up against labor unions as I never have before. I am convinced that the first step, and the needed step, to the avoidance of such labor difficulties as can be avoided is machinery to secure a full understanding by each side of the standpoint of the other side, by bringing them as closely as possible to each other by puting them into a room with closed doors such as we had in organizing this commission, in order that after all the bias is thrown off real discussion may be had.

"Furthermore, I believe sincerely that the more you effect collective bargaining and perfect it and its system, so as to bring the real employers and real employes together, the more certain you are to reach a satisfactory solution where it is possible."

Mr. Taft declared that the international union leaders have very little time for I. W. Wism, Socialism and Bolshevism. Of the latter he said:

"It is difficult for me to speak of the Bolshevists because words fail me. They are not sufficient to characterize their philosophy and their practice under that philosophy. We know that Bolshevism is the doctrine of pessimism, of dead-leveling down to the lowest proletariat led by dirty, unkempt doctrinaires.

Other speakers were Hampton L. Carson and George Holmes Cushing, managing director of the American Wholesale Coal Association.

Germans May Get Terms This Month

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largely concerned in it. He invoked the principle of nationality, which President Wilson had enunciated, in support of the claim of the Serbians to the region, where he asserted the Serbians largely exceeded the Rumanians.

Although the hearing showed a sharp difference in views, there is reason to believe that mutual concessions will lead to an agreement between Serbia and Rumania, or, if not, that a commission will be appointed to deal with the subject.

The hearing given to the Serbs is expected to be followed by the early presentation of the Jugo-Slav claims to the eastern Adriatic, which involves delicate questions and render probable a formidable issue with Italy over the Adriatic coast.

In anticipation of this question, Prince Regent Alexander of Serbia will arrive here today for the special purpose of personally laying Serbia's case before President Wilson. Meantime, reports from the region in controversy show increasing tension there.

The full text of the official communication issued last evening dealing with yesterday's session of the supreme council follows:

"The President of the United States of America, the Prime Ministers and Foreign Ministers of the Allied and Associated Powers and the representatives of Japan, met this afternoon at 3 o'clock.

"The delegates of the Great Powers composing the Inter-Allied commission which will shortly proceed to Poland, were introduced to state the conclusions which they had reached after hearing the representatives of Poland and of the Czecho-Slovak republic regarding the provisional exploitation of the industrial district of Teschen.

"After listening to the reports made by M. Noulens and by General Gothe, in the name of their colleagues, the Allied Ministers decided to send to Teschen Allied delegates for the purpose of assuring a peaceful exploitation in agreement with the Czechs and the Poles, pending a territorial settlement of the question by the conference.

"A statement of the views of the respective interests and rights of Rumania and Serbia in the Banat of Temesvar was then heard. Mr. Bratiano and M. Mishu represented the Rumanian Government, and the Serbian delegation was composed of M. Pachitch, M. Vesnitch and M. Trumbitch.

"The next meeting was fixed for tomorrow, Saturday, at 3 o'clock.

There will be no plenary session of [illegible]

$12,000 FARM AND LIVESTOCK FOR GIRL IF SHE GOES HOME

Father of Sixteen-Year-Old Helen Hahr, Who Disappeared With Philadelphia Girl to Baltimore From Y. W. C. A. Here, Wants Her to Return

Thousands of dollars in farmland and livestock at Meshanic, N. J., are offered by her father to sixteen-year-old Helen Hahr if she will return home.

The girl disappeared on January 7 from the Young Women's Christian Association here. She has not been heard from by her family since that time. Prior to her disappearance she had been in this city for about a year.

According to her father, Robert Hahr, the girl ran away from home. After leaving here she was traced, through the agency of the Girls' Aid Society, 1505 Arch street, to Baltimore. Her father was notified, but reached that city two weeks after his daughter had left.

The girl is said to have left her parents' home at night while the family slept. She was indignant, it is said, because her father, who owns the Maple Lane Stock Farm, at Meshanic, refused to permit her to go out and earn her own living.

Dispatches received today from Baltimore said Miss Hahr had arrived there last month in company with Miss Emma Halstead, eighteen years old. They came from Philadelphia and went to Baltimore.

Mr. Hahr learned from the Girls' Aid Society in this city that his daughter had left Philadelphia.

At the office of the Girls' Aid Society it was said today that the organization had been asked by the Young Women's Christian Association to locate Miss Hahr. It was also said she is a quiet girl and well liked by persons here who know her. At the Y. W. C. A. no additional information could be obtained about the girl's disappearance.

According to word from Baltimore, Miss Hahr met the Halstead girl in Philadelphia. When their funds began to grow slim during the Christmas holidays, the pair decided to leave this city. This decision, according to the Baltimore police, was hastened by the receipt of several special delivery letters from that place.

The parents of Miss Hahr are distracted over her disappearance.

"If she only will come home," said her father to Policewoman Mary Harvey, of Baltimore. "a $12,000 farm with fertile soil and hundreds of dollars' worth of livestock are hers. This will insure her a comfortable livelihood for the rest of her days."

PHYSICAL EDUCATION MEASURE IS PREPARED

Bill Would Have All Schools Under System Controlled by State Board

The bill prepared by the State Board of Education for a physical training system in the public schools of Pennsylvania has been made ready for presentation in the Legislature next week. It is the plan to have the act take effect immediately upon its approval, except in third and fourth class districts.

The bill was drawn after an extensive study of the subject by Dr. J. George Becht, secretary of the board, during the least year and studies made by him in foreign countries.

By the provisions of the bill the course "shall be adapted to the ages and capabilities of the pupils in the several grades and departments, and shall include exercises, calisthenics, formation drills, instruction in personal and community health and safety, and in correcting and preventing body deficiency."

Instruction in citizenship as it relates to community and national welfare is also mentioned, while for girl pupils there is prescribed instruction in domestic hygiene, first-aid and nursing. The State board is to make the regulations and administer the act under a bureau of physical education, to be created by the board. A State supervisor will be named. An annual report is required the first Monday in July.

In addition it is provided "If the Board of Education of any school district shall determine that the course in physical training as prescribed for male pupils shall include military training, such a course shall be prepared under the direction of the State Board and the Adjutant General, and shall be a part of the course of physical training for male pupils. All male pupils of the high school shall be required to take this course, excepting in the case of boys physically unfit, as determined by the medical inspector, or whose parents may have conscientious scruples against military training."

The system will start in the third-class districts in 1920 and in the fourth-class in 1921.

VISCOUNT GREY GOING BLIND

Great English Statesman at School for Sightless

New York, Feb. 1.—Viscount Grey, the former British Secretary of State for Foreign Affairs, who played such an important part in the world's diplomacy at the beginning of the war, is going blind, according to Sir Arthur Pearson, Bart, G. C. B. E., founder of St. Dunstan's Hotel for Blinded Sailors and Soldiers, himself blind, who is at the Hotel Plaza. Viscount Grey's sight has been failing for several years until now he can no longer see to read or write, and is learning to typewrite as the only civilian pupil at St. Dunstan's.

"Viscount Grey's sight has been going for three or four years," said Sir Arthur, the success of whose methods in aiding the blind are world famous, [illegible] he has been unable to [illegible] [illegible] months. [illegible]

LT. COL. M'COACH HOME FROM FRANCE

Assistant to General Pershing Brings Great Praise for Phila. Fighters

Lieutenant Colonel David McCoach, Jr., who served on the staff of General Pershing in France, has returned to his home, 2329 Wharton street.

For four months he was assistant to General Pershing in directing the operations of American armies on the French and British fronts.

During this time the general staff had its headquarters at Chaumont, forty miles from the Chateau-Thierry battle front. Lieutenant Colonel McCoach's duties consisted in keeping General Pershing in constant touch with the situation on a front covering 200 miles.

Along this great battleline he would scour in his automobile frequently over roads swept by shellfire and sometimes under observation of batteries of German artillery made aware of the presence of a general staff officer on the lines. Though often in great danger, he escaped unhurt.

"I am very glad to be home," said Lieutenant Colonel McCoach today, "and sorry for the wives and mothers of our gallant boys who will not be able to welcome their husbands and sons. But you must tell them for me that they should feel consoled in the fact that these men formed part of the best and noblest army that ever fought in defense of their country.

"And they fought with an idealism, with an understanding of the priceless things that were at stake in this war which was superior to anything I saw in the French or British armies, splendid as these were.

"Philadelphia, whose sons fought with a bravery that certainly was unsurpassed by the best troops in our American armies, may justly be doubly proud of the part she played, and the relatives of these boys feel consoled for the dreadful sacrifices they have made."

Lieutenant Colonel McCoach is only thirty-two years of age, and his rise to the general staff is considered phenomenal. He is probably the youngest member of his rank on General Pershing's staff.

On June 8 he went to France as a casual. He entered the staff college in France to receive more training in general staff work. After this he was sent to join the Twenty-seventh Division at Langres to gain his first experience in the conduct of the operations of the American armies. He then joined General Pershing at Chaumont.

Following the armistice, Lieutenant Colonel McCoach went into Germany on an inspection for General Pershing of the American armies of occupation, and particularly of the Third Army under General Dickman. This took him to Coblenz, where he remained until he left for America assigned to rejoin the general staff in Washington. He will be in Philadelphia ten days. His family, during his absence overseas, have been at the home of Hugh Black, who [illegible]

MOORE SAYS LUXURY TAX PLAN WILL FAIL

Phila. Merchants Protest to Representative Against Revenue Bill Provision

Representative J. Hampton Moore believes legislation will soon be passed rescinding the objectionable features of the taxes on luxuries in the war revenue bill, he asserted today.

Speaking of the hundreds of appeals that have come to him from Philadelphia merchants asking his assistance, as one of the revenue bill conferees to urge elimination of the objectionable luxury taxes, Mr. Moore said today:

"The so-called, luxury tax provision was included in the revenue bill when we were at war and when Great Britain was proposing a similar tax to raise revenue. It was passed by the House and sent to the Senate which made one of two changes principally with regard to clothing and dresses. These changes by the Senate are the only matters that come within the jurisdiction of the conferees.

"The taxes not changed by the Senate as reported by the House remain in the bill under the rules and will have to be voted up or down with the bill. It is, therefore, outside of the power of the conferes to eliminate these taxes, but my personal belief is, and I cannot speak as a conferee, that legislation will soon be enacted that will dispose of this luxury tax problem to the satisfaction of the thousands of business people affected."

FRANKFORD "L" STATION DESIGNS NOT APPROVED

Art Jury Refuses Sanction to Plans for Two Proposed Landings

The Art Jury has disapproved designs submitted by the Department of City Transit for proposed stations at Allegheny avenue and Girard avenue, along the Frankford "L".

Two stations, with four buildings in all, are nearing completion at Orthodox and Margaret streets and at Church and Ruan streets, Frankford.

Plans have been made for nine more stations, and designs for two of them were sent to the art jury for its approval.

Eli Kirk Price, a member of the Art Jury, representing the Fairmount Park Commission on the jury, today explained why the designs were frowned upon.

"The transit department," he said, "originally submitted designs that met with the entire approval of the jury. Later when the department found its funds would not be sufficient to erect the stations planned, a substitute design was submitted and this was followed by a second substitute.

"While the general nature of the design was not changed, it was cheapened. The third design omitted a certain part of the structures as first planned and the jury felt that it could not approve the substitute.

"The act of Assembly creating the Art Jury provides that when designs have been submitted to it they must be acted upon within sixty days or the designs are presumed to have its approval. For this reason we took action upon the Transit Department's substitute design so that approval would not be presumed."

REDS ADVANCE IN UKRAINE

Trotsky at Front Urging Further Invasion—Allies Appealed to

Odessa, Feb. 1.—(By A. P.)—It is reported that Leon Trotsky, the Bolshevist Minister of War and Marine, has arrived in Kharkov and is exhorting Bolshevist regiments to invade Ukraine further.

Despairing appeals for help against the Bolshevists, addressed to the Allies, are reaching Odessa from Kharkov. The Bolshevists are said to have occupied Tchernivov and to be adancing southward toward Kiev, where there is a panic reported.

OIL SHIP BOUND HERE AFIRE

Vessel Leased by Sun Company Being Towed to London

The Belgian motor tankship Emanuel Nobel, bound from Antwerp to Philadelphia, in ballast, is being towed to London after having been afire in the English Channey, according to word received at the Maritime Exchange.

The ship is leased by the Sun Oil Company, Marcus Hook, and has been engaged in carrying oil to the American expeditionary forces in France and the American ship of war operating in European waters.

Admiral Bristol at Turk Capital

Washington, Feb. 1.—Rear Admiral Mark L. Bristol has arrived at Constantinople and has hoisted the American flag again over the U. S. S. Scorpion, a cablegram to the Navy Department today reported. The Scorpion was interned at Constantinople when the war began.

BLAMES FOOD ACT FOR HIGH PRICES

Food Administration Counsel Tells of Law's Flaws in Regulating Packers

POWER MUCH CURBED

Sky the Limit on Products Not Listed in Lever Bill as "Necessaries"

Washington, Feb. 1.—W. A. Glasgow, Jr., council for the food administration, explained methods of regulating profits of the meat packers today before the Senate Agricultural Committee, which is considering legislation affecting the meat industry.

Emphasizing that only food products classed in the food act as necessaries were subject to rule of the administration, which fixed the profit at 9 per cent, Mr. Glasgow said:

"It has been said that on other products of the packers the limit of profit was the sky, but that was the fault of the act."

The fixing of a minimum price for hogs was necessary to increase production and prevent "an even higher price," he told the committee.

"Why couldn't the food administration fix the prices of all packers' products, as the prices of steel and iron were determined?" asked Chairman Gore.

Steel and iron prices were set by the war industries board in agreement with the producers," Mr. Glasgow replied.

"Did the packers refuse to arrange prices by agreement?" asked Senator Gore.

The witness answered that the food administration had no power to make voluntary agreements about other than food products listed as necessaries.

TWO DIE IN DOMESTIC WRECK

Joseph Finan, of Ehrenfeld, Kills Wife and Himself

Johnstown, Pa., Feb. 1.—The second double tragedy in this section in two days occurred at Ehrenfeld yesterday afternoon, when Joseph Finan shot and killed his wife and then turned the revolver upon himself with fatal results. The couple moved from South Fork to Ehrenfeld three weeks ago, at which time Mrs. Finan left their two children with her parents, Mr. and Mrs. J. Winters, of South Fork. Yesterday afternoon Mrs. Finan was awaiting the Pennsylvania train at the Ehrenfeld station when Finan appeared and killed his wife with a revolver shot through the head, ending his own life with a shot through the right temple. Finan was twenty-nine years old and his wife twenty-six.

Watchman Slain, 20 Men Robbed

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agents in search of an escaped Spanish criminal. They showed badges to prove their identity and ordered the proprietor to rouse all the inmates of the house and to line them up in the front room.

Line Up Victims Against Wall

The first intimation that the intruders were not what they professed to be came when the men were all lined up with their backs to the wall. While two of the robbers took all the valuables away from the Mexicans, the third went upstairs and ransacked their rooms. The robbery was about completed when the nervy Mexican took his headlong dive through the window to get help.

Schreiber was in the guardhouse at the main entrance, directly opposite the hotel building and drawing his gun rushed over when the Mexican told him of the robbery. As he entered the door the leader turned his revolver on him and shot, the robbers leaving as their victim sank to the floor unconscious.

The Mexicans raised the alarm and soon all the Delaware County authorities were taking part in a search that included the careful beating of every small patch of timber, the watching of the water front and the careful guarding of all the roads.

Say Prisoner Confesses

John O'Toole, county detective, made the first arrest. Chief of Police Thomas Kreger, of Leiperville, arrested the second man. One of the prisoners is said to have admitted being one of the band, but the Chester police are carefully guarding the men and refuse to make any statements.

Schreiber was in the service of the company for about four months and had made an excellent record. His body is now at the Crozer Hospital, Upland.

The house in which the shooting occurred is an old three-story mansion, a landmark in that section, and, with the exception of the Baldwin plant, stands several hundred yards away from any buildings. It is of Colonial architecture and a memorial of Revolutionary days.

A man who the police believe can be connected with a number of robberies and hold-ups in West Philadelphia was arraigned before Magistrate Harris in the Woodland avenue and Thirty-second street police station today. He gave the name of Joseph Green, Buffalo, N. Y. He was held in $1000 bail for a further hearing on February 6.

Green, who, the police say, has a number of aliases, including the name of Lee, was arrested last night at Market and Fifty-sixth streets. The arrest was made by Detective Seibert, of the Thompson and Sixty-first streets police station. At the time of his arrest Green was masquerading in a soldier's uniform.

The police say he admitted to robbing the apartment of Mrs. Agnes Miller, 5145 Market street. This place was looted of about $125 worth of jewelry on Wednesday. Green, according to detectives, also admitted he was wanted by the police of Buffalo.

HARRY SCHREIBER

Guard at the Baldwin Locomotive Company's plant at Eddystone. He was shot and killed early this morning by the leader of a gang of gunmen. His home is at 319 North [illegible] second street, this city

GIVE UP BARRACKS AT CAPE MAY, N. J.

Rear Admiral Helm Announces Wissahickon Station Will Be Closed

1300 MEN ARE THERE

Most of Them Will Be Discharged, Though Some Will Come Here

Wissahickon Barracks, Cape May, will be abandoned as a naval training station.

This announcement was made this afternoon by Rear Admiral Helm, commandant of the Fourth Naval District, acting on authority from the Navy Department.

Most of the 1300 men still at the barracks, many of them Philadelphians, will be discharged, the remainder going either to Newport News Training Station or the training ship at the navy yard here.

Instructors at the barracks will go to Newport News, where they probably will continue in charge of the men now under them at Cape May. A few of the instructors may be assigned to this city.

Sewells Point Not Included

The order to close the naval barracks does not affect the operation of the Sewells Point Naval Base, also situated on the outskirts of the New Jersey town.

A telegram from Washington directs that Wissahickon Barracks be abandoned as soon as possible, and only a small force of men left to make an inventory of the government property, and to continue in charge until the property is disposed of in some manner to be determined later.

Wissahickon barracks was established as a naval training base shortly after the United States entered the war. The barracks was designated as the training ground of the naval reserve force of the Fourth Naval district, and when that force was at its greatest strength, more than 7000 men were in training there, in the winter of 1917-18 the barracks becoming so crowded that many of the men lived in tents.

1000 Men Out Already

The work of demobilizing the men at the barracks who are to be discharged from the service is proceeding rapidly. This week 1000 men were given their honorable discharge papers and several hundred more will be let out during the next few days.

When the United States was called upon to supply hundreds of thousands of troops to stop the German advance in a hurry, Secretary Daniels sent a call to the Wissahickon Barracks and more than four-fifths of the men, most of whom had enlisted for coast defense service, volunteered for work on transports. Their offer was accepted.

Wissahickon Barracks was distinctly a Pennsylvania and Philadelphia institution. When the barracks was opened on September 7, 1917, less than two months after construction began, a big majority of the men who reported were from this city.

Many Philadelphians There

During the time the base was in operation Philadelphians held a commanding place in the personnel. This was partly due to the fact that this city is the headquarters of the Fourth Naval District and much of the recruiting for the reserve was done here and in the vicinity.

Of the more than 7000 men trained at the barracks the first year, 170 attained the rank of ensign, 750 were made petty officers and put in active service, more than a hundred gun crews were trained and put aboard cargo ships or transports, 600 trained men were placed on supply ships under the naval auxiliary, thirteen were made assistant paymasters, ranking as ensigns; 225 were sent to the officers' training school at the University of Pennsylvania and 132 men were transferred to the naval aviation service.

Not one man was court-martialed for intoxication during that time and the percentage of breaches of discipline was very low, a remarkable record for civilians placed under the stress of intensive training.

Built on Battleship Plan

The barracks, twenty buildings in all, is built on the lines of the 'tween-decks section of a battleship and the men were subjected at all times to sea-going discipline. So far was this attitude taken that to get a pass off the reservation the men were forced to apply for "shore leave."

The climate at Cape May was suitable and the sanitary precautions so extensive that the percentage of illness was very low. Even during the influenza epidemic the number of cases was comparatively small. Recently the barracks was quarantined for two weeks because of the discovery of one case of smallpox.

The naval base at Sewells Point is expected to be made a permanent base under the direction of the Fourth Naval District.

POEM ANNOUNCES CANDIDACY

Scully Launches Campaign for N. J. Governorship in Verse

Atlantic City, Feb. 1.—Representative Thomas J. Scully, of the Third District, comprising Ocean, Monmouth and Middlesex Counties, the first Democrat to declare himself in the race for Governor in New Jersey this fall, launched his campaign in South Jersey poetically today with a half-page announcement in Governor Walter Edge's morning paper here. In his salutatory Scully says:

I voted for war and gave my son,
I voted for all that this war might be won;
Good mothers and fathers, you gave all you had,
Responding to my plea, although very sad;
Now elect me for Governor, to back up what I've done,
And your regrets, later on, I am sure will be none.

Scully is rated as a millionaire several times over. He is head of the Scully Towboat and Transportation Company, of Perth Amboy.

DEATHS

TREFZ.—Jan. 30, HORACE, son of Louis and late Elizabeth Trefz, aged 13. Relatives and friends invited to services, Sun., 2:30 p. m., at 2736 Master st. Int. Montrose Cem.

CUTHBERT.—Jan. 31, THOMAS K., son of late Alexander M. and Edith S. Cuthbert. Relatives and friends invited to services, Mon., 8 p. m., White Horse pike, Barrington, N. J. Int. private.

FROMM.—Jan. 31, BARBARA ROSE, daughter of Christiana and late Christopher Fromm. Relatives and friends invited to services, Tues., 2 p. m., from 2511 N. 31st st. Int. Northwood Cem.

ROBERTS.—Jan. 31, at 2117 Sansom st., CAROLINE HAZLHURST ROBERTS. Funeral 11 a. m., Monday. Int. private.

HELP WANTED—MALE

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