

THE WEATHER											
Washington, March 6.—Fair tonight; cloudy tomorrow.											
TEMPERATURE AT EACH HOUR											
8	9	10	11	12	1	2	3	4	5	6	7
30	31	32	33	34	35	36	37	38	39	40	41

Evening Public Ledger

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PRICE TWO CENTS

FOUR KILLED, 2 INJURED IN P. R. R. CRASH

Davisville Bridge and 15 Cars Also Burning Near Willow Grove

BLINDED BY LIGHTS. CLAIM OF ENGINEER

Crews Buried Under Blazing Debris of Rear-End Collision

SEVENTH MAN MISSING

Federal, State and Railroad Officials Probe Freight Train Wreck

Four men were killed, a fifth is missing and two others were seriously injured today in a rear-end collision between freight trains on the Trenton cut-off of the Pennsylvania Railroad at Heaton, two and a half miles north of Willow Grove.

Fire, sweeping the wreck, has destroyed fifteen cars loaded with merchandise, and the Davisville bridge, near Heaton. The loss of property, it is believed, will reach more than \$100,000.

The dead, all of whom were members of the train crew, are:

Clyde Campbell, brakeman, Enola, Pa.

S. B. Donacher, engineer, Enola, Pa.

William Giesch, flagman, Harrisburg.

C. E. Waltman, brakeman, Enola, Pa.

The injured men taken to the Abington Hospital, are:

William W. Flora, conductor, Enola, Pa., burns and internal injuries.

B. H. Miller, conductor, Enola, Pa., burns and internal injuries.

Another is Missing

The missing man is G. K. Leonard, a freeman, whom railroad officials believe may be under the debris.

Most of the men were in the caboose of the first train and the dead, with the exception of Waltman, whose body was recovered, were cremated in the flames.

Investigations have been started by Coroner William Neville, of Montgomery County, the Pennsylvania Railroad, the Public Service Commission and the Interstate Commerce Commission.

According to A. E. Gaackler, of 2447 Real street, Harrisburg, engineer of the train which ran into the first freight train, he was blinded by the glare of the headlights of an approaching train and failed to see the signal. When within about 150 yards of the wreck, Gaackler and his freeman, Joseph Wittel, of 1501 Penn street, Harrisburg, leaped and escaped injury.

The wreck occurred about 5:35 o'clock beneath the Davisville bridge and is similar in many details to the wreck on the Philadelphia and Reading Railroad some weeks ago, when the Scranton flyer crashed into the rear end of a passenger train near Fort Washington, killing thirteen persons.

Both Trains Eastbound

Both trains were traveling east. The first freight train had halted to obtain water. The second train came into the same block and crashed into it. The passenger train near Fort Washington, which the engineer declares blinded him, was on the second track.

There were about fifty-two cars on Gaackler's train, and fifty-two cars on the other. When the impact occurred the second train was moving at a good rate of speed and the heavy train plowed through the rear cars, and derailed others on all of the tracks.

Flames burst out from the wreckage. Fanned by a heavy wind, they rapidly spread through the cars and to the bridge.

The engineer and freeman of the second train sounded the alarm and all fire companies within a radius of eight miles responded.

Because of the lack of water in the immediate vicinity, the firemen were hampered in their efforts to get the flames under control. Many companies had to return to their stations for additional hose lines, which were run to the Pennsylvania creek, about three-quarters of a mile away.

Companies from Lamont, Edge Hill, Bryn Athyn, Glenkney, Jenkintown, Abington, Glenside, Willow Grove and Hatboro, are fighting the flames, which are still raging.

Crews of rescuers are searching the wreck for more victims. All railroad traffic is tied up. The cars are piled up on both the east and westbound tracks, over a distance of about two city blocks.

Damage Exceeds \$100,000

The cars that have been destroyed by the fire contained finished lumber and coal. With the other merchandise that has been destroyed, fire officials estimate that the damage will exceed \$100,000. The Davisville bridge, which carries the road leading from Willow Grove to the Byberry road over the railroad tracks, represents a loss of \$12,000 to Moreland township.

Wreck trains were hurried to the scene by Pennsylvania Railroad officials, who are investigating the accident.

FALLING BAROMETER!

Fair falls the night, says the weather man wise.

Tomorrow look out for the clouds in the skies.

Winds from the north and the northeast still blow.

Probably followed by rain or by snow.

SCENE OF P. R. R. FREIGHT WRECK ABOVE WILLOW GROVE



The wreck, a rear-end collision between two freight trains, occurred about 5:35 a. m. beneath the Davisville bridge, near Heaton, on the Trenton cut-off of the Pennsylvania Railroad, about two and a half miles above Willow Grove. Flames from wreckage destroyed the bridge.

BALDWIN PENSION PLANS APPROVED

Locomotive Works Stockholder Tries to Defeat Idea, but Fails

ANNUAL MEETING HELD

A lone dissenter at the annual meeting of the stockholders of the Baldwin Locomotive Works today was unsuccessful in an effort to have sidetracked a plan to pension old employees of the company.

The man who tried to throw sand on the otherwise well-lubricated machinery of a routine meeting was John Lantz, a Baltimore stockholder.

When it was advocated that the board of directors be authorized to devise a plan to pension long-service men, Mr. Lantz objected. He based his resistance on the fact that no dividends have been declared on the common stock of the company since 1914, and demanded that the pension plan be abandoned at least until dividends were paid on that stock.

To Work Out Details

His effort was not received with any marked enthusiasm, and after very little discussion the stockholders voted to have the directors work out the details of a pension scheme.

Mr. Lantz then desired to know what salaries are being paid officials of the Baldwin Company. He was informed that the salaries had not been raised over last year, when the figures were read at the meeting of stockholders. He was told also that he could get these figures from the officers of the company.

The salaries of officials of the Southwark Foundry and Machine Company, subsidiary concern, also interested in Mr. Lantz's statement, that the meeting was not one of Southwark stockholders did not deter the Baltimore man, and he persisted until he was ruled out of order.

Want Plant Appraised

His next demand was that the entire stock and plant of the Baldwin Company be appraised, and that a report be prepared within six months for presentation to a special meeting of stockholders to be called for the purpose.

This request was set aside temporarily to allow the election of directors to proceed.

Twelve stockholders were nominated, after which the nominations closed. As twelve are to be elected, the nominations are equivalent to election. The twelve follow:

William L. Austin, Alva B. Johnson, Samuel McRoberts, Samuel M. Vauclain, Samuel P. Pryor, William E. Corey, Sydney E. Hutcheson, Sidney P. Tyler, B. Dawson Coleman, Harold T. White, Thomas G. Ashton and Arthur W. Sewall.

Charles A. Marsh, representing New York banking interests holding Baldwin stock, protested to the meeting that an agreement entered into by the company with the New York Stock Exchange in 1911 to the effect that the annual report of the president should be submitted to the New York Stock Exchange at least fifteen days before the annual meeting was not being carried out. He said that this year the annual report was not received until March 3, just three days before the meeting.

Mr. Marsh had a number of questions to ask concerning the company's affairs, and was advised to ask them of officials of the concern.

The meeting was held in the main offices of the company at Broad and Spring Garden streets. Samuel M. Vauclain, vice president of the concern, presided.

Aged Motorman Mourns First Blot on Long Record

Joseph Trexler, Held by Police for Death of School Girl Struck by Trolley, Served P. R. T. 25 Years Without Accident

Joseph Trexler, sixty-four-year-old motorman, who for twenty-five years has enjoyed an unblemished record in the service of the Rapid Transit Company, is being held at City Hall in connection with the death of Margaret Elmer, a nine-year-old school girl who was killed yesterday by Trexler's trolley car.

Trexler, nearly prostrated by grief, is exhibiting but little concern over the outcome of the case. He says the accident was not due to negligence on his part.

"My first black mark in twenty-five years," he said in a half whisper to the police today.

The police assert that not in years has a man arrested under such circumstances appeared so broken in spirits as Trexler.

Magistrate Pennock held Trexler without bail to await the action of the court. The accident occurred on Frankford

PLUCKY WOMAN PREVENTS THEFT IN GEM STORE

A plucky woman frustrated a robbery in the jewelry store of Ling Brothers, 226 South Eleventh street, early this morning.

The police believe the same thieves who live over the Ling store, heard breaking glass.

A few minutes before 1 o'clock this morning Mrs. Elizabeth Matson, who lives over the Ling store, heard breaking glass.

"I went downstairs," said Mrs. Matson, "and I saw a man and a woman moving about. I aroused Percy Phillips, who occupies a room over the store. He took his revolver and accompanied by another man entered the store. A sailor was there washing blood from his hands. It was evident that he had been cut when a pane of glass in the front door was broken. He was arrested."

\$4000 FIRE NEAR CHESTER

Lack of Plugs Hampers Fighters at Suburban Blaze

Firemen were handicapped by lack of freplugs at a blaze which destroyed the home of Norman Connelly, of Garden City, near Chester, early today. The loss is estimated at \$4000.

Garden City is a new suburban section, and the system of freplugs has not been completed as far as the Connelly home. When the firemen arrived they found the fire had gained considerable headway, but because of the lack of plugs they could not extinguish the blaze. They were forced to use chemicals to keep it from spreading.

The heat was so intense it burned a plunger and killed his sweetheart. Firemen had to battle to approach the burning dwelling.

Connelly and his wife were asleep at the time the fire was discovered, and were forced to flee to the street in their night clothes.

It is thought the fire was caused by a defective fuse.

KILLS SWEETHEART AND SELF

Harrisburg Man Uses Revolver After Lovers' Quarrel

Harrisburg, Pa., March 6.—Frederick Purman shot and killed his sweetheart, Cora Marshall, at the girl's home early today, following a lovers' quarrel.

Purman fired four shots into the young woman's body, and as she fell he turned the revolver on himself and blew out his brains.

GIANT AIRPLANE IS COMING HERE

Italian-Designed Machine Will Cross Ocean With Ease, Banker Says

150-PASSENGER CAPACITY

"Signor Caproni, Italy's famous airplane builder, is now at work on the world's biggest airplane. It will carry 150 persons and be driven by six 500-horsepower engines.

"Caproni will visit Philadelphia in about six weeks, and his big machine may become the property of America. When completed the machine will fly across the Atlantic Ocean with ease and probably enter in competition with the railroads of the country."

That assertion was made this afternoon by Lieutenant Colonel Robert E. Giendinning, Philadelphia banker, who has just returned from many months' service overseas.

Colonel Giendinning commanded Uncle Sam's fliers in Italy and during his long stay in that country became intimate with Caproni, the Italian aircraft expert.

"With the war over," said Colonel Giendinning, "Signor Caproni is turning his attention to the commercial airplane. He is now building the world's largest airplane."

WILSON ENJOYS FIRST DAY OUT ON SMOOTH SEAS

Lays Aside Presidential Cares and Seeks Various Forms of Shipboard Diversion

On board the U. S. S. George Washington, March 6.—(By wireless to the Associated Press.)—President Wilson laid aside his work yesterday afternoon, after several hours at his desk, and spent the remainder of the day in various forms of diversion.

The President expects to do as little as possible for the next two or three days and is looking forward to a brief vacation after the busy days since he landed at Boston.

The George Washington last evening was plowing ahead, at sixteen knots, over smooth seas.

The big liner is heading along the quickest route to France, and is expected to reach her destination on the eighth day of a coasting.

The President has received hundreds of telegrams from all parts of the United States regarding his position on the league-of-nations plan.

The George Washington has been newly equipped with a long-range wireless outfit, which will enable the President to keep in constant communication through the voyage.

The Presidential steamer was escorted to sea by many seaplanes and a dirigible, from which pictures were taken.

APPROVES HOUSE IRISH VOTE

"Friendly and Not Unnecessary Warning," Says Manchester Paper

London, March 6.—(By A. P.)—Some persons, says the Manchester Guardian, may consider the resolution on the Irish question passed by the House of Representatives as "irrelevant, even as an impertinence. It is nothing of the kind," the paper continues, "it has a very direct bearing on the fundamental principles accepted as the basis of peace."

Comments, "not as gratuitous intervention in our domestic affairs, but as a friendly and by no means unnecessary warning."

SOLDIERS REHABILITATED

Cases of 23,000 Disabled Men Have Been Taken Up

Washington, March 6.—(By A. P.)—Satisfactory progress in the work of re-educating and placing disabled soldiers, marines and sailors was reported today in an announcement by the Federal board of vocational education. Statistics compiled up to February 15 show that up to that time the board had taken up the case of nearly 23,000 disabled men. During the last month 400 cases were under the board's decision. The board has laid the foundation for the appeal, based upon violations of franchise agreements.

BLOODY FIGHT IN BERLIN; BIG GUNS THUNDER

Government Troops Mow Down Crowds With Machine Fire

REDS FAIL TO CAPTURE POLICE HEADQUARTERS

Spartan Soldiers and Sailors Open General Fiaillade in Streets

GRENADES IN ACTION

Truce Reported, but Artillery Clash Continues During Night

By the Associated Press

Berlin, Wednesday, March 5.—(11:05 P. M.)—Considerable artillery fighting has taken place since darkness in the vicinity of police headquarters, which is held by government forces.

Recurring street fighting between government troops and armed Spartan rioters, comprising soldiers, sailors and strikers, took place during the day.

At 1 o'clock this afternoon the troops and policemen fired heavily with machine guns on the crowds, which surged back into Alexanderplatz after having been driven off. Strong reinforcements were sent to police headquarters last night, including a field battery of six pieces. Minor clashes occurred there almost hourly during Tuesday, the casualties being six dead and twenty wounded.

At 10 o'clock this morning two persons were killed in a clash between troops and rioters in Hiltensstrasse, in the Moabit district.

The Spartans have constructed barricades in several side streets leading off from Alexanderplatz and continue to plunder the shops in the vicinity. Herr Krunt, the police chief, declares that the strike wave is receding and that police headquarters is amply fortified against any attempt to storm it.

Copenhagen, March 6.—(By A. P.)—Both the Spartans and the government forces lost a large number killed in fighting Wednesday before police headquarters in the Alexanderplatz, according to a Berlin dispatch to the Post-tribune. The fighting finally was ended by negotiation.

An account of the fighting given in a Berlin telegram filed at 4 o'clock this morning says that yesterday afternoon the Spartans before the police headquarters in Alexanderplatz assumed a threatening character, so that the square was to be continually cleared by government troops. Toward 1 o'clock in the afternoon the Spartans made an effort to smash the door of the headquarters by hand grenades and shots.

This attack was accompanied by general firing against the building from surrounding houses and streets, the government troops replying from the headquarters. About eighty civilians and sailors tried to storm it building from a side street where the government had stationed artillery, but they were repulsed.

During the afternoon some sailor detachments crept gradually nearer the headquarters, placed machine guns in adjoining streets and erected barricades. Otherwise, according to this dispatch, the city was quiet up to 11 o'clock at night.

The above dispatches apparently indicate that a truce was made following yesterday's fighting in Berlin, but that artillery fighting was renewed during the night.

Berlin, Wednesday, March 5.—(By A. P.)—A leader of the Majority Socialists informed the Associated Press today that so far the general strike is a failure.

Continued on Page Eighteen, Column Two

FIRE IN BOX CAR ON RIVER

Changing fire engines attracted hundreds of persons in the vicinity of Delaware avenue and Market street this afternoon when fire was discovered in a box car on Pier 3, South Wharves, occupied by the Erriccoco Line and the Atlantic Fruit Company. The damage was slight.

30,000 ITALIANS TO WORK IN DEVASTATED FRANCE

Thirty thousand Italian workmen are to be sent to France to work in the devastated region, the Idea Nazionale announces.

SPROUL'S ILLNESS SLIGHT

Governor Expected to Return From Washington Today

Governor Sproul, who has been attending the conference of Governors at Washington, is reported to be slightly ill there from tonsillitis.

The Governor's condition is not serious, and he would have returned home yesterday save for the inclement weather. He was expected to return late today.

Mrs. Sproul is at the executive residence in Harrisburg. Governor Sproul remained in his room at the New Willard in Washington yesterday.

Von Hindenburg Warns of Bolshevik Invasion

Berlin, Wednesday, March 5.—(By A. P.)—The military situation on the eastern front is painted in blackest colors by Field Marshal von Hindenburg in an interview printed here. The field marshal declares that unless the population generally rallies to the defense of their homes and families it will be impossible to ward off attacks by Bolshevik hordes.

"The expectations of the Poles and the Entente that the Poles will succeed to the German inheritance in the East will be blasted," he says. "I know the Poles and the country in the East will belong either to us or to the Bolsheviks."

Zurich, March 6.—(By A. P.)—Field Marshal von Hindenburg has placed himself at the disposal of the government in any action it may take to prevent a fresh invasion of east Prussia, according to German advisers received here.

BRITISH TO PRESS FULL MARINE BILL

Lloyd George Says Germany Must Make Reparation for Ocean Losses

URGES SPEEDY PEACE

London, March 6.—British delegates to the Peace Conference have been instructed to submit as their first demand full reparation for British losses during the war, including compensation for relatives of mariners who lost their lives, according to a statement made by Premier David Lloyd George to a deputation from the Mercantile Marine Service yesterday.

Andrew Bonar Law, government leader in the House of Commons, replied last night to some questions raised in a debate on foreign affairs that has been in progress in the House.

As regards Bolsheviks, Mr. Bonar Law said that few people now had any illusions about it. The Allies were agreed that something must be done for Russia, but none of them, he declared, would recommend dispatching the necessary forces to quell anarchy there.

As to indemnities, Bonar Law said the government realized that the country expected to get the best possible indemnities from Germany, and he emphasized the point that it was Great Britain's business to get every penny it could, but it was useless to hold out the hope that the indemnities would wipe out the country's immense war debt.

Bonar Law agreed that it was urgent that peace be achieved quickly because there was real danger of Germany sinking into Bolshevism. Moreover, he pointed out, there was the greatest necessity for the Allies to get their own trade and industries going again. Therefore, the sooner the blockade was ended, given the knowledge that some other weapon could be depended upon, the better it would be for Great Britain and the world in general.

STEEL MEN TO CO-OPERATE

Accept Federal Invitation for Stabilization, Including Prices

New York, March 6.—(By A. P.)—The invitation of the industries board of the Department of Commerce to the steel industry to co-operate in its endeavor to stabilize business conditions, including prices, was accepted at a meeting here today of the American Iron and Steel Institute.

A committee of steel manufacturers, headed by E. H. Gary, of the United States Steel Corporation, was appointed with power to act. After the acceptance of the invitation, the manufacturers were addressed by George M. Peck, chairman of the industries board.

Propose Cutting Relief

Italy is entirely dependent upon the United States for food staples, receiving credits through the American Treasury with which to make purchases. Italian relief supplies cost \$60,000,000 monthly, while the relief of the Czechs, Jugos-Slavs and Serbians costs the United States about \$20,000,000 monthly. The persistence of the Italian blockade and what is charged as the efforts of Italy to obtain political advantages are creating such bitterness that some of the European representatives are suggesting the possibility of the discontinuance of American relief for Italy.

Early in February an Italian military mission penetrated Jugo-Slav populated territory at Laibach and settled in the town. The Jugo-Slavs feel that since their union with Serbia they are not the enemies of Italy and they resent the occupation of Fiume and the Dalmatian coast by the Italian army. Consequently, they forced the Italian mission to leave Laibach on February 19. Italians retorted by establishing a food blockade against all Jugo-Slavs there. Inasmuch as the railways to Czechoslovak territory cross the Jugo-Slav region, this blockade also has affected the American relief work for both Bohemia and Moravia.

WAR GUILT REPORT READY

The report of the Peace Conference commission to determine the responsibility of the authors of the war, it is understood, will be completed tonight and presented to an early meeting of the Supreme Council. Robert Lansing, American Secretary of State, is chairman of the committee.

The work of one of the Peace Conference committees, the Commission on Reparations, is reported to be well advanced.

WOUNDED-SCARRED VETERAN FINDS LOVED ONES DEAD AT LANCASTER

Lancaster, Pa., March 6.—Wounded in battle at Chateau-Thierry, injured another time when the Germans bombed the hospital in which he was being treated and later placed in the death ward when he suffered from influenza, Raymond Wilson, son of the late Andrew Carpenter Wilson, is home from war-ridden France.

When he arrived in Lancaster Wilson found that death had claimed his father and mother and Sance, Miss Maude Dellinger.