

GREAT PORT HERE DEMAND OF CLUB

Traffic Organization Recommends Formation of General Committee

DISCUSSED AT DINNER Lack of Initiative Believed by Civic Leaders Cause of Inaction

The Traffic Club of Philadelphia has gone on record for a "Greater Philadelphia." It will demand development of this port to meet the requirements of its shipping facilities.

A resolution recommending the formation of a general committee representing business and civic organizations in the city to act in conjunction with city officials for port development was unanimously adopted by the Traffic Club at a largely attended dinner last night at the Bellevue-Stratford.

The resolution came after addresses by William J. Conlen, chairman of the committee on harbors of the Chamber of Commerce, and Richard Spillane of the Public Ledger. Both attributed the present state of affairs here and want of shipping to lack of initiative.

The material advantages and opportunities of Philadelphia as a port, together with harbor improvements already completed and others in the process of realization and in contemplation, were recounted by George S. Webster, Director of Harbors, Piers and Ferries, and J. S. W. Holton, president of the Maritime Exchange.

Mr. Holton spoke of an "insidious, hidden thing" working against Philadelphia as a port, which, he said, every one present knew.

Mr. Conlen proposed that Philadelphia "go after the ship lines" and induce them to establish terminals in the city.

Director Webster confined his talk to a resume of recent harbor improvements and an outline of the work in prospect.

Every pier ought to be connected with every railroad entering the city. Mechanical handling appliances ought to be installed on every pier.

Baby Drowned in Ditch Mahany (His, Pa., March 11)—Three-year-old John Szeskevich was drowned in two feet of water in a street excavation that had been made to locate a leak in the city water main.

Deaths of a Day Captain Sheldon G. Evans

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BROTHERS SERVED IN WORLD WAR



Standing at left is Alfred F. Jackson, Company M, 316th Infantry; at right is Corporal John L. Jackson, M. S. E., of 320th Aero Squadron; in center is Edward S. Jackson, seaman, now at Philadelphia Navy Yard.

PARENTS WELCOMING THREE FIGHTING SONS

Sailor and Soldiers at Home With Mr. and Mrs. J. F. Jackson

A special "welcome home" festival is being held these days at the home of Mr. and Mrs. Jesse F. Jackson, 2249 South Bucknell street, in celebration of the safe return from France of their one sailor and two soldier sons.

Corporal John L. Jackson, of the 320th Aero Squadron, suffered a smashed right hand when his machine went "dead" and crashed to earth with him.

Private Alfred F. Jackson was one of the selectees for the new Local Board No. 31, which left Philadelphia for Camp Meade on May 28, 1918.

Private Jackson is thirty years old, corporal Jackson is twenty-four and Ensign Jackson nineteen.

During his stay at Lilly he witnessed an attack upon the 26th Aero Squadron that virtually wiped it out.

He was here about a month when he was sent to Camp Morrison, Va., and on July 1 embarked for overseas duty.

He took part in more than 100 bombing and observation expeditions over enemy lines in Belgium.

He is survived by his wife, the late Colonel Edward W. Evans, tenth Cavalry, U. S. A., was his brother.

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AMERICA'S HELP NEED OF RUSSIA

Madame Breshkovskaya Says Aid, Not Intervention, Is Wanted

WARNS OF BOLSHEVISM 'Grandmother of Russian Revolution' Wins Hearts at Contemporary Club

In broken English, but in words which came impressively from a heart which had suffered thirty years' exile in Siberian loneliness, Madame Breshkovskaya, "grandmother of the Russian revolution," appealed to an audience of hundreds of prominent Philadelphians last night for aid and not intervention in solving the Russian problem.

She addressed the Contemporary Club in the Bellevue-Stratford Hotel.

With quietness and simplicity Madame Breshkovskaya immediately endeavored herself to her listeners.

"Only by education and friendship can we raise up the Russian. We must not make the mistake of being against all liberal movements."

"Russia suffers from Bolshevism. In my own country I see disorganization everywhere. There is no organization of the minds of the country."

When we grew up and become more instructed we shall be better. Socialism and Bolshevism are not the same thing.

She said that the members of the Peace Conference did not have the proper sympathy for the Russian people.

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INDEPENDENTS SEEK ELECTION SAFEGUARDS

Check on Ballot Frauds Proposed in House Bill

Harrisburg, March 11.—To safeguard election and prevent recurrences of past frauds, two bills were introduced in the House by Representative William J. Brady, at the instance of the independents of Philadelphia.

One of the bills provides that in the event a county commissioner is a candidate for re-election the Common Pleas Court judges shall select another and a disinterested person to sit in his place as a member of the return court.

The second bill changes the date of the primaries from the third Wednesday in September to the fourth Tuesday of the same month.

Another change in the Brady bills is one covering the distribution of ballots. The present law provides that twice as many ballots shall be distributed as there are assessed voters.

The present law provides that the number of ballots to be distributed shall be 20 per cent in excess of the number of registered voters.

One of the most important sections in the big bill, however, deals with improperly marked, illegal or ruined ballots. Under the Brady bill, these ballots must be returned with the ones which counted.

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BUFORD, HERO OF AIR, HERE WITH HONORS

Tennessee Captain Downed Seven German Planes and Wears Various Medals

Captain Edward Buford, of Nashville, Tenn., commander of the 638th Aero Squadron, who won a Croix de Guerre, Distinguished Service Cross and medal of Legion of Honor, is at the Philadelphia Navy Yard.

Captain Buford brought down seven German planes. He is officially credited with two. He fought five loche planes single-handed several thousand feet above the German lines.

For this spectacular action he was awarded the Distinguished Service Cross. He won the Croix de Guerre later for downing a German aviator after a thrilling battle in the clouds which lasted half an hour.

Shortly after war was declared in 1917, Captain Buford left his studies at Vanderbilt University to enlist in the air service.

He served with the Ninety-fifth and Forty-ninth Aero Squadrons, and at the close of the war was in command of the 638th Aero Squadron.

The cargo of the West Hosokie was composed of two 14-inch 50-caliber siege guns and several 75-millimeter pieces.

The two mortar carriages of the heavy siege guns were lashed with steel cables to the after part of the upper deck.

The guns themselves were made fast to the forward part of the vessel with heavy cables, supported by timbers.

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This Philadelphia soldier boy has charge of 200 motor cars in France—

ON ACTIVE SERVICE WITH AMERICAN EXPEDITIONARY FORCES SERGEANT DAVID S. GRANT, HEADQUARTERS GARAGE, A. P. O. 717 FRANCE

Dear Sirs:— Just a few lines from a Philadelphia boy now with the Motor Transport Corps for more than 15 months in France with the Headquarters Garage, Service of Supplies, and in charge of Touring Cars running out of this post.

I thought I would take the liberty to tell you about the good work the Cadillac cars are doing in the line of duty over here.

We have nearly 200 cars running out of this post, and, thanks to someone's good judgment, they are mostly Cadillacs, the one and only car for the kind of work that is expected of a car over here.

Those of us who are held responsible for the condition of cars when leaving this garage on long, hard trips can certainly appreciate the few adjustments needed to keep a Cadillac on the road.

We send cars out on trips from one day to six and eight weeks, and very little attention they get while on the road. I can recall trips of ten days where they covered 2400 miles with a Cadillac and never touched it, except for gas, oil and tire trouble.

But you have to look mighty hard to find therein a Cadillac and if you do you can rest assured that an epitaph something like this goes with it:—"It did not die a natural death, but one of a horrible accident."

I am enclosing a picture that might interest you somewhat, not that I mean to slam the —, for that is not in my line, but just to show you the life of these was less than seven months. I received these cars when they were sent from the base port, and in less than seven months was in charge of the convoy that placed them in their last resting place.

In this convoy there were seven — for salvage, one — for complete overhauling, and a Cadillac and — to aid in the towing of the — and —. I took these cars a distance of 170 miles, ten in all and all tied together, so you can imagine the attention we attracted en route.

I forgot to state that the Cadillac in this convoy was taken along for new fenders, due to coming in too close contact with a railroad gate.

Now, in closing, my heart and hand are out for the Cadillac, and may 1919 be a year of increased sales and prosperity.

Respectfully yours, in our country's service, Sergeant David S. Grant.

Sergeant Grant is not a Cadillac employe. He is a stranger to the Cadillac organization. His Cadillac enthusiasm is inspired solely by the overseas performance of the Standard Seven Passenger Car of the United States Army.

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