

JOHN B. PARSONS DIES; FORMER TRANSIT HEAD

First President of P. R. T. Succumbs at Summer Home in Atlantic City

BEGAN LIFE AS A CLERK

John B. Parsons, former president of the Philadelphia Rapid Transit Company and for years one of the principal actors in the romantic drama of street railways, died last night in his home at Atlantic City.

Mr. Parsons started as a clerk for the Philadelphia City Passenger Railway Company in 1870 when he was twenty years old, having come here from his birthplace on the Eastern Shore of Maryland.

He did not remain a clerk long. He rose in the service, making himself almost invaluable to the traction powers, and when the Widener, Elkins and Kemble combination, the mighty triumvirate of Philadelphia traction interests, bought the Chicago West Division line, or rather the controlling interest in them, in 1887, Mr. Parsons was made vice president and general manager. He became virtual head of those lines.

Managed Darby Branch

After two years of steady advancement with the Philadelphia City Passenger Railway Company, better known as the Chestnut and Walnut street line, the Colketts, virtual owners of the company, put him in charge of the Darby branch, where he remained until 1881.

In that year a new scientific method of control of the Lombard and South streets lines, then in a somewhat dilapidated condition, and Mr. Parsons received the not easy job of building up this system and making it pay. New rolling stock had to be provided and new horses. To do this new capital was needed. Mr. Parsons got it, and then he reduced fares to five cents, much to the displeasure of the controlling interests of other traction systems in the city. There said he was "dead wrong." But he proved to be "dead right."

Five years later a combination of Parsons' line with numerous others was effected, some systems being drawn in by purchase and some through lease. Mr. Parsons was put at the head of this combined system—sixty-five miles of traction lines, worth about \$12,000,000.

The following year he went to Chicago.

In 1896 Mr. Parsons was elected vice president and general manager of the Union Traction Company of Philadelphia, to succeed J. R. Root, who resigned. His salary was \$15,000 a year, and he was given, as an inducement, a considerable block of stock in the company. He straightened out the rather tangled affairs of the company, and, with the co-operation of Messrs. Widener and Elkins, got it on a firm footing.

Two years later Mr. Parsons succeeded James Lowther Welsh as president of Union Traction and continued as general manager. Mr. Parsons was made president of the Rapid Transit Company in 1905 and continued until 1909 when he retired. Thomas H. Mitten succeeded him.

Deaths of a Day

Josiah Hellerman, eighty-two years old, died yesterday at his home in Cheltenham. Mr. Hellerman conducted a farm in Lansdale for many years. The farm, which is adjacent to the Curtis Country Club, has been in the possession of the Hellerman family for more than a century.

He will be buried in the graveyard of the Cheltenham Methodist Church, of which he was a member and a trustee. He is survived by a son, George J. Hellerman, who is employed in the auditor general's office at Harrisburg, and a daughter, Miss Mary C. Hellerman.

Victor Hugo Rinck, widely known in Philadelphia, died yesterday at his home at 507 Chestnut street. He was 84 years old.

James Barry, 259 North Howard st., from the Thomas Potter Grammar School, on Chestnut street, lost his life before he was 14, and was a graduate of the Central Machine Co. school. He was a member of the Central Machine Co. school.

George C. Pierce, 612 North 13th st., died yesterday at his home at 1000 Locust st. He was 72 years old and was a member of the North Cedar Hill Cemetery.

George Smith, 1078 Locust st., died yesterday at his home at 1078 Locust st. He was 72 years old and was a member of the North Cedar Hill Cemetery.

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Country-Week Association Takes Worthy Women and Kiddies to Swarthmore for an All-Day Picnic

STIRRING times at Swarthmore today for the 350 women and children who are enjoying the annual day of the town's hospitality.

This is the twenty-first annual picnic given by the residents of Swarthmore to worthy city people, many of whom file their applications with the Children's Country Week Association during the winter and early spring.

Every resident in Swarthmore does something toward making the day a success. Some have made forty quarts of rice pudding, some have made an endless array of sandwiches, others have contributed ice cream, milk, crackers and great quantities of home-made cakes.

At the station were automobiles to meet the train that left Broad Street Station at 8:21 this morning and carry the guests to the grove and crackers and milk were given to the party as soon as they arrived.

Swings, sand-piles, hammocks and toys are provided for the children, and the mothers prefer not to be amused. Sometimes the residents of Swarthmore take the children for automobile rides so that the mothers can have complete rest.

From two weeks to eighty-five years, there seems to be no age limit for the picnicers; many of them look upon the day in Swarthmore as their year's vacation. A mother of seven children said that it was her first outing in ten years, so busy had she been with the family work and the five washes that she took in in order to maintain the home.

Three meals are given to the picnicers. One as soon as they arrive, and then the big lunch at noon with hot coffee made on a portable stove and later in the afternoon ice cream and cake.

When the party returns home they carry with them a bag of cakes and bunch of flowers.

With less than \$500 on hand, the Children's Country Week Association is wondering how it will finance the vacations for the mothers and children on its various farms for the next four weeks. The association is maintained entirely by voluntary contributions and the usual amount has not been coming this year. Ten thousand dollars is needed to carry on the work through to September 6.

Seventy-five women and small children are at the seashore home, and together the association takes care of 300 women and children weekly at the various farms and homes.

"BIG EATS" AND MANY JOYS GIVEN 350 OF CITY'S POOR

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3 DREDGES SUNK IN RIVER STORM

Wednesday's Gale Sent U. S. Boats to Bottom in Delaware River

WARNING TO ALL VESSELS

United States engineers today announced that three dredges were sunk in the Delaware below Reedy Island during the storm on Wednesday night.

All but one member of the crews of the three vessels escaped drowning. One man, however, is said to be still missing.

The dredges, Chesapeake, Severn and Patuxent, anchored in the shallows of the channel, could not withstand the tremendous wash of the water or the racing gale.

They were engaged in deepening the river channel just below Reedy Island, and are owned by the Maryland Dredging Company.

Today Colonel W. B. Ladue, district engineer, U. S. army, issued warning to all mariners of the sunken ships. Red lights will be displayed on them by night. They are all outside the main river channel and vessels keeping close to the center line of the channel, following the Easton lighthouse range lights, will not be endangered.

The Chesapeake is lying on its side, only a small portion visible above the water. The Patuxent is in an upright position and its frames show. The Severn is between the other two dredges in an upright position with its frames above the water.

PICNIC IS POSTPONED

Curtis Country Affair Will Be Held on Tuesday

The picnic which was to have been held today at the Curtis Country Club, at Lansdale, for 150 children, under the supervision of the State Dispensary, has been postponed until next Tuesday because of the bad weather.

Children under fourteen years of age, some accompanied by parents, are asked to meet at Seventeenth and Cherry streets at 9:30 o'clock Tuesday morning to take a special trolley car to Lansdale. The car is to be provided through the generosity of the Automobile Club of Philadelphia.

Nurses from the North, South and West Philadelphia dispensaries will be in charge of the picnic and will provide lunches for those children who do not bring food from home.

DR. LE CONTE GIVEN FRENCH WAR HONOR

Philadelphia Surgeon Decorated for Work Among Wounded. Others Recognized

The French Government has conferred the cross of the Legion of Honor upon Dr. Robert G. Le Conte, of 1530 Locust street, for services during the war.

Two other Philadelphia surgeons who served with Dr. Le Conte at Naval Base Hospital No. 5, located at Brest, have been promoted from lieutenant commanders to commanders by the United States Government. They are Dr. George G. Ross, of 1721 Spruce street, and Dr. James E. Talley, of 218 South Twentieth street.

The Navy Department recently made the announcement that Dr. Le Conte and four other physicians had been raised from the rank of lieutenant commanders.

CANTRELL & COCHRANE THE STANDARD Ginger Ale OF TWO CONTINENTS Order by the dozen from your dealer for use at home E. E. J. Burke Sole Agent New York 620 W. 46 St.

MRS. DAVID BENNETT HURT

Wife of Convicted Police Lieutenant in Auto Crash

Mrs. David Bennett, wife of former Police Lieutenant Bennett, and Samuel Uram, whose brother Emmanuel is one of the five policemen recently sentenced to prison terms in the West Chester jail for participation in the election disorders of 1917, were victims of an automobile accident during the storm Wednesday while on their way to visit the convicted man.

Uram, who, with his father, conducts a luncheon and pastry shop at Fifth and South streets, borrowed the automobile from Max Hoff, known in sporting circles as "Booboo." As they were driving along the West Chester pike just beyond the city line their machine crashed with another, throwing Uram to the roadway. He is in Misericordia Hospital with a broken leg and broken arm. Mrs. Bennett was severely shaken by the collision.

DR. BATTEN IS DELEGATE

Minister Going to International Brotherhood Conference, London

The Rev. Dr. Samuel Zane Batten will represent this city at the International Brotherhood Conference, which will sit in London, September 12 to 17, for the purpose of promoting the idea of social, industrial and international brotherhood.

More than eighty delegates from the United States will attend the convention, including Rev. Dr. Charles Wood, pastor of the Presbyterian Church of the Covenant, Washington; the Rev. Dr. Henry Allen Dupper, the Rev. Dr. Worth M. Tippet, Professor George M. Berry, of Syracuse; Doctor Batten, who is head of the Baptist department of social service, and the Rev. Dr. Rolfe Harlan, of the Baptist Home Mission Society.

Coal May Be Scarce, But—

With a modern, efficient Gas Range and a clean, quick-acting, economical Gas Water Heater, of "U. G. I." Standard make, in the kitchen—

You will have lots of Hot Water for all household needs, with no work or worry.

You will be assured of well-cooked meals, always on time, and at little cost for fuel.

Sold on TERM PAYMENTS at the Broad and Arch Store and District Offices.

THE UNITED GAS IMPROVEMENT COMPANY

Better Grade Shoes for Men

We Have NOT Raised the Price on Our Present Stock

These shoes are selling at \$8, \$9 and \$10 a pair, comprising Emerson's finest make.

34 N. 13th St. Below Filbert

GENUINE DIAMONDS Weighing 78 CARAT \$89.70

Buy from I. Press & Sons, Diamond Cutters. Our intimate acquaintance with the great diamond markets of London, Amsterdam, Antwerp and Paris enable us to "grab" on the best lots and prices that are offered there. This is the reason why we can offer you the beautiful solitaires shown above for the unheard-of price of \$89.70 for a genuine, dazzling, attractive, 78-carat diamond for this astounding figure. Another reason why we can do this is the fact that we cut every one of our gems, and we mount every one we cut. And we sell every one we mount DIRECT TO YOU, SAVING YOU FULL MIDDLEMEN'S PROFITS. There is nothing mysterious about the above offer—it is simply the natural result of our unique selling methods. If you cannot visit one of our three local stores, send for a catalogue of wonderful values and let our efficient mail order department serve you.

I-PRESS & SONS DIAMONDS-WATCHES-JEWELRY N. W. Cor. 8TH & CHESTNUT STS. 1917 MARKET ST. 909 MARKET ST. ALL THREE STORES OPEN EVENINGS

LEXINGTON Used Car Sale

TANLEY STEAMER, 1919-5-pass, run about 2000 miles. Cost \$2800. Offer for sale.

LEXINGTON 2-door motor car—2 new, passenger, 1917, run about 2000 miles. Guaranteed same as new—\$1000. (Selling as new—\$1200.)

LEXINGTON—2 Convertible Sedans newly refinished, guaranteed same as new car; each \$1500.

LEXINGTON—2-door motor car, newly refinished, new tires, guaranteed run about 3000 miles. \$1400.

OVERLAND 5 and 7 pass touring car, 1917, run about 2000 miles. \$1200.

TOURIST SPECIAL—Newly refinished, 5-pass, body, Herston Splitman motor, dual shock ignition, new tires. \$600.

BATTERY 1919 model 5-pass touring car, newly refinished and overhauled, extra tire and rim, new Connecticut ignition, new springs. \$1200.

CHRYSLER 5-pass touring car, newly refinished. \$1200.

STUDEBAKER Roadster, \$1200.

A NUMBER OF OTHER ATTRACTIVE BARGAINS.

LEXINGTON Motor Co. of Penna.

W. A. Rorer, Vice President, Mer. 851 N. Broad St.

Conducts Metropolitan Opera House

Fastest Train to Wildwood 53 minutes from Camden Leaves Reading Chestnut Street Ferry 1:20 P. M. Daily

Big Savings in Men's Wear "THE FINAL CLEAN-UP" of odds and ends in Summer stock.

50c Neckwear \$5.00 Special Silk Stripe Woven Shirts 35c "Perfect" Pad Garters

BATHING SUITS \$3.50 "All-Wool" Blue Life-guard Trunks

BAUERS 13th and 1 South



My Father Specified it for Your Father in '78 and '98. YOUR father guessed his first Carey roof would last twelve years. The roof actually lasted 40 years. His second Carey roof (now on twenty years) doesn't need repairs and looks perfectly good for twenty years more.