

WINSTON WILL ASK EXPERTS TO PROBE STREET CLEANING

Public Works Director Backed by Mayor in Plan to Find \$1,000,000 Profit

HEPBURN SAYS FIGURES SHOW CITY PAYS TOO HIGH

Council Will Be Asked to Authorize Commission of Efficiency Men and Engineers

Facts and Figures in Street-Cleaning Expose

Hepburn's Statement

"I would undertake cleaning the streets at the price the city is now paying and yet save \$1,000,000 annually. There is not a street-cleaning contractor who has not been pocketing 100 per cent profit for years. Street cleaning is a game of politics."

Report of Daily Payments

Contract price for street cleaning, with the total price divided by 300:
Daily pay for Contractors
Dist. street cleaning
\$300.00
195.00
107.00
275.00
83.00
53.00
27.00
27.00
107.00

The Contractors' Reply

"Ridiculous."
"It is impossible for anybody but the contractors themselves to know what their costs are and what profits they are making."
"Hepburn didn't figure that while we were cleaning the streets we were hauling ashes, too."
"Absurd for a man only three weeks in office to make a statement like Hepburn's."

A commission of experts was proposed by Director of Public Works Winston this morning to investigate the charges of exorbitant profits in street cleaning contracts.

These charges were made by Donald M. Hepburn, chief of the Bureau of Street Cleaning. The chief declared the contractors made 100 per cent profit, and it would be no trick at all to save \$1,000,000 a year in street cleaning costs.

The commission proposed by Director Winston would probably be composed of engineers with experience on municipal contracts, cost analysis and efficiency experts.

It has been suggested that among the experts who might be engaged are Morris E. Cooke, former director of public works, and William H. Connell, an engineer, former chief of the Highway Bureau when that bureau had charge of the street-cleaning contracts.

Advances Moore Policy

Director Winston's announcement is in line with Mayor Moore's determination to ask City Council for the creation of a special commission, an expert or group of experts, to make an investigation as provided for in the new charter.

GABY DESLAYS



Actress and dancer who died at Paris after undergoing operations for an infection of the throat.

GABY DESLAYS IS DEAD

Actress Victim of Throat Trouble, Complicating Attack of Influenza

Paris, Feb. 12.—Gaby Deslys died yesterday of throat trouble, which is believed to have been a complication of influenza. Her condition became grave last December and her relatives were summoned from America.

The glamor of romance first brought worldwide notoriety to Gaby Deslys when the floodgates of gossip were opened coupling her name with that of Manuel, the deposed boy king of Portugal, who was said to have been infatuated with her.

There was uncertainty about her origin. Some said she was born in Marseilles in 1883 and that Gabrielle Deslys was her real name. Others said that she was a Pole, named Hedy Nevralit, and that she was born in Vienna, her parents coming from Galicia.

When the actress first came to America in 1911 she was reputed to be wearing \$300,000 worth of jewels. She made her American debut in "Les Debuts de Chichino." She later appeared in "Vera Violetta," "The Whirl of Society," "The Honeycomb Express" and other notable productions.

In October, 1919, Gaby Deslys came back to America after spending several years abroad. On the same time she met Duke de Amers, who she said desired to marry her. She remained but a fortnight and returned to Europe, the duke remaining in New York. She became ill in Paris and was operated on ten times for inflammation of the throat.

"WARM WAVE" ARRIVES

Not Quite the Kind, Though, That Makes One Think of Seashore

"Warm wave" is the good news offered by the Philadelphia Weather Bureau today.

The initial "Hay Kelly" was worn by a well-dressed man of mature years. He didn't look like a poet or an inventor. Nor did he look wealthy enough to have been drinking. He was probably a waiter at the same time who wears the white frock on July 4.

The pace-setter wore an overcoat, muffler and gloves, a regular winter costume up to the neck. No gardenia in his buttonhole, no pussywillow in his hand, nothing like that. But on his unconcerned brow he wore the crown of spring, the straw hat—symbol of kinder times, ball games, summer nights and park benches.

He got a big laugh all the way down Chestnut street.

MINISTER GETS CITY JOB

The Rev. Julius G. Bierck Appointed Street-Cleaning Inspector

The Rev. Julius G. Bierck, university graduate, musician and minister of religion, has found a new way to do his civic duty at the same time and a stiff job to the old high cost of living.

\$200,000 DAMAGE AS FIRE DESTROYS BIG CRANE PLANT

Fire destroyed the grain elevator, warehouse and outbuildings of Sitley & Son, Inc., grain and feed merchant, Camden, during the night. The loss is estimated at nearly \$200,000.

The blaze was a spectacular one. All the fire apparatus of Camden, Gloucester and neighboring towns was called before the fire was extinguished about a clock this morning. It was discovered about 9 o'clock last night.

Samuel Liker, a tower signalman employed on the West Jersey and Seashore Railroad, which bounds the plant on the east, discovered the fire in the big corrugated iron grain elevator.

When the engines arrived the fire in the elevator was beyond control and the flames had communicated to the nearby office of the company, Sixth street and Chelton avenue.

The plant occupies the block bounded by Sixth street, Chelton avenue, the West Jersey and Seashore Railroad and the Atlantic City Railroad. It consisted of the elevator, office and warehouse, stable, garage and various outbuildings.

Frank B. Sitley, of Haddonfield, is the owner of the building. When he heard of the fire, Mr. Sitley hurried to the scene of the blaze and remained through the night.

Despite the efforts of the firemen, the blaze continued to spread. The horses, wagons and automobiles were saved, but hundreds of talking machine cabinets owned by the Victor Talking Machine Co. and stored in the warehouse were destroyed.

Many thousands of pounds of wool stored there by the United States Wool Co. and tons of various kinds of grains owned by the Sitley concern also were destroyed.

Traffic on both railroads was delayed for a time, but later was allowed to pass through when temporary scaffolding was erected to carry the hoses over the tracks.

The trolley service along Broadway to Gloucester, National Park, Westville, Goddard and Blackwood was tied up by hose lines. Later this difficulty was overcome by operating the trolleys in a relay system.

Passengers were carried to their destination by others.

Flames Illuminate Sky

Towns within a radius of five miles of the fire were illuminated by the blaze. Great sheets of flame shot high in the air and sparks were carried for many blocks. The flames, which were 100 feet high, collapsed shortly after midnight.

Sparks endangered the nearby plants of the Camden Shipbuilding Co., the J. C. Dunn & Co. oiling works and the F. A. Poth & Son brewery. Part of the shipbuilding fire-fighting work followed the train elevator, which was used to transport the plant to extinguish falling sparks.

ALL P. R. R. SYSTEM TO BE REORGANIZED AND UNIFIED MAR. 1

Complete reorganization of the entire Pennsylvania railroad system will go into effect March 1, when the railroads are released from government control and given back into the custody of private owners.

Plans for the reorganization were presented to the board of directors at a meeting yesterday. Samuel Rea, president of the system, sponsored the plan. It was approved.

The significance of the big change is summarized in Mr. Rea's statement. The Pennsylvania railroad system will, henceforth, become a unit of all that concerns the public.

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EGG HARBOR SUICIDE BLAMED ON INFLUENZA

EGG HARBOR, N. J., Feb. 12.—Christian Mueller, aged twenty-nine years, a well-known lumber man here, committed suicide this morning by hurling himself under a freight train as it was pulling out of the station. He tried suicide by poison three weeks ago but first aid treatment saved his life.

MAN PINNED UNDER MOTORTRUCK SLIGHTLY HURT

Tony Cellini, CVB Paschall avenue, was pinned under his motortruck in a snowbank when the truck overturned in a collision with a route 32 car at Eighteenth and Tasker streets this morning. It was necessary to lift the truck to get him out.

Admiral Declares Officers Are "Muzzled" and True Conditions Are Not Known

Admiral Sims declared that there is no politics in the present controversy, and that the press is entirely responsible for this impression. He said Republican and Democratic newspapers have tried their best to make a political issue of the situation.

IS VISITING SISTER HERE

"Colossal ignorance" of the American public of the condition and methods of its navy is responsible for the controversy in which he is embroiled, Rear Admiral William S. Sims said today at the home of his sister, Mrs. James C. Newlin, Haverford.

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WILSON TO CONFER WITH RAIL MEN ON WAGES TOMORROW

Will Meet Three Brotherhood Representatives in Effort to Avert Strike

2,000,000 WORKERS READY TO WALK OUT AT ONCE

Hines Asks President to Make Final Decision on Employees' Demands

Washington, Feb. 12.—President Wilson will have a personal conference tomorrow with representatives of the railroad brotherhoods to discuss the wage demands of the 2,000,000 railroad employees, which are to be referred to him today by Director General Hines.

In making the announcement, Secretary Tumulty said it had not been decided which of the brotherhood representatives would be invited to the White House. This, he added, will be left to Mr. Hines.

The union leaders will see the President on the south lawn at the White House, where Mr. Wilson spends a portion of each morning. Before meeting the brotherhood officials, the President will study in detail the report on the wage negotiation which Mr. Hines will submit through Secretary Tumulty.

The director general was in conference with Mr. Tumulty this morning, and then returned to his office to complete his memorandum for the President, who will be asked to make the final decision on the demands presented by the railroad workers nearly a year ago.

Decision to lay the wage matter before the President was made late yesterday after Director Hines and representatives of the railroad employers had failed to reach an agreement.

Statements setting forth the views of both sides in the controversy—one giving the reasons why the unions demand an immediate increase in wages and the other explaining why Director General Hines could not agree to such increase on the eve of the turning back of the calendar.

Whether the President upholds the views of Director General Hines or decides that the demands of the employees are just and should be granted, the opinion was expressed that a settlement finally will be reached by the machinery to be set up by legislation now pending which will govern the return of the rail properties to their former owners.

Hines to Confer With Lee

As prepared for presentation to the White House, the memorandum will include the separate grievances of the Brotherhood of Railroad Trainmen and Mr. Hines arranged to confer further with W. G. Lee, president of that organization. Mr. Hines will confer with a committee representing the maintenance of way employees, whose officers have called a strike to become effective March 1.

The action of the maintenance of way men calling a strike has not been understood by railroad administration officials and the conference today was expected to clear up the confusion. Just what bearing on this phase of the wage controversy, if any, the meeting yesterday between Mr. Hines and Attorney General Palmer had, had not been disclosed today. Neither Director Hines nor the attorney general would discuss the possibility of meeting the demands of the railroad workers, but the fact that the maintenance of way men called a strike has not been understood by railroad administration officials and the conference today was expected to clear up the confusion.

Predict Railroad Bill Will Pass

While some opposition to the railroad bill as finally agreed upon in conference has developed, Senate and House leaders predicted today that the conference report on the measure would be promptly adopted, so that the legislation would be on the statute books before the roads are returned to private control.

The final draft of the conference report is now being made, and it will be presented to the Senate Saturday or Monday. The House expects to take the report to the floor for passage by the latest, and leaders said today it would be disposed of in two days.

DUTCH MUSICIAN FOR N. Y. Symphonic Orchestra

Willem Mengelberg Engaged by New York, Feb. 12.—Willem Mengelberg, the noted Dutch conductor, for many years in command of the Concertgebouw Orchestra, of Amsterdam, Holland, has been obtained for the major portion of the season of 1920-21 to cooperate with Arthur Hoadley as director of the New Symphony Orchestra, of the Musicians' New Orchestra Society.