FRANKFORD 'L' NEED SHOWN BY TRAFFIC

Public Service Engineers Observe Passenger Carriage at Orthodox and Frankford

WATCH EVENING RUSH

Traffic engineers of the Public Service Commission have made an inspection at Orthodox street and Frankford avenue during rush hours. They have been convinced of the necessity for the early operation of the Frankford "L."

The inspection was made by A. Howard Jones and Garfield J. Phillips. The corner is the busiest one in the northeast in the late afternoon. The engineers observed conditions between 4:40 and 5:42 o'clock.

Five regular car lines converge at the intersection, with three others giving occasional service by cars on their way to regular runs. An apparent abundance of cars for the most part of the hour was unable to handle the traffic as it should have been.

A traffic patrolman and A. C. Camp, assistant division superintendent of the P. R. T., were present to aid conditions.

For purposes of observation the engineers divided their stay into three periods, from 4:40 to 5 o'clock, 5 to 5:25 and 5:25 to 5:42. The routes under observation were the regular 3, 4 and 5 blocks running north and south on Frankford avenue, Routes 58 and 75 running west on Orthodox street and occasional cars of Routes 26 and 27, running on Frankford avenue to the depot at Kensington.

Thousands of employes of mills in Bridesburg, upper Frankford, Tacony, Wissinoming and Holmesburg transfer at the corner to board Frankford avenue cars.

Between 4:40 and 5 o'clock thirty-nine southbound Frankford avenue cars passed the intersection. Of this number twelve were No. 3 route cars to Twelfth and Sansom streets, eleven No. 5 cars to Second and Ritner streets, nine No. 4 route cars to Sixth and Ritner streets, three No. 26 route cars to the Kensington carbarn, three No. 75 route cars transferring out Orthodox street and one No. 27 route to the Kensington carbarn.

Only ten cars went north to the Frankford carbarn during the same period.

Twenty-nine cars passed southbound between 5 and 5:25 o'clock. They included eight No. 3 cars, nine No. 5, nine No. 4 and three No. 75 cars.

The number of southbound cars fell off to twenty-one during the final period. In that time seven No. 5 cars, six No. 4, five No. 3 and three No. 75 cars went south.

The second period was the heavy northbound traffic. In that twenty-five minutes, eight No. 3 blocks, five No. 4 blocks and four No. 5 blocks went north. In the final period seven No. 3 blocks, seven No. 4 blocks and twelve No. 5 blocks went north.

There was a period of almost ten minutes after 5:30 o'clock when no cars passed, then eleven cars passed in two minutes.

The cars on Orthodox streets, No. 58 block from Tacony and No. 75 from Bridesburg, all were crowded, sometimes carrying seventy passengers. The cars are of the small yellow type designed for fifty passengers.

The cover of a manhole at the track intersection was found to be defective.

"L" Snarl Is Subject at Today's Luncheon

Continued from Page One

be ready for operation in a year or fifteen months after the question of the operator is settled.

Tabulates Expenditures

Mr. Twining's description was in the form of these four answers to questions asked him by the Mayor. The expenditures the director tabulated as follows:

Actual expenditures on account of the Frankford Elevated Railway as of April 1, 1920	$4,706,000
Outstanding contracts	973,000
Work for which plans are completed and ready for advertisement (April 1, 1920)	932,000
Work for which plans are still uncompleted	280,000
Total—Permanent structures, including track	$6,885,000
Real estate for yard not yet taken	100,000
Engineering and miscellaneous	150,000
Interest and sinking fund charges	736,000
Total, including track, but exclusive of other equipment	$7,821,000
Estimated cost of equipment	3,285,000
Total estimated cost, ready for operation from Front and Arch streets to Bridge street, Frankford	$11,106,000

The equipment would include ninety-three cars, a storage yard at Bridge street, the automatic signals, the power substations and the entire system for electrical supply and distribution, including the third-rail and bonding of the tracks and the equipment and lighting of the elevated stations.

An interesting sidelight on manufacturing conditions was given by Mr. Twining, he said:

"The low bidder for cars or electrical machinery may not be the one naming the shortest delivery. At an interview with Mr. Senter, of the Philadelphia Rapid Transit Co., on Saturday last, he informed me that the Brill Co., a corporation which has built most of the cars running on the company's system, had named as the best possible delivery of cars: First car, six months from the date of the order, and one a day thereafter. That would practically mean ten months from the date of the order for the full equipment of the line, although operation might be started in eight or nine months. I estimated that if purchased by the Philadelphia Rapid Transit Co. the power and substation machinery and all other parts of the equipment can be installed within the time necessary to obtain the cars."

On the question of the funds needed for equipment, Mr. Twining said a small portion might be obtained from a transfer of the unexpended balance of the thirty-year money from the City Hall construction funds. This amount is $500,000.

The shortest time in getting the road ready for operation will be on the assumption that the Philadelphia Rapid Transit Co. proceeds at once to buy the equipment and agrees to operate the road, Mr. Twining said. The date would be January 1 or February 1, 1921.

Should the city determine to operate the road as a municipal proposition the time would be somewhat longer. The steps necessary, according to Mr. Twining, would be:

First. Arrange for a loan of approximately $4,000,000 and appropriate the same to the Department of Transit for the purchase of this equipment.

Second. Authorize the creation of an operating organization.

Third. Provide for the extension of the line from Front and Arch streets to Front and Market streets, and the construction of a temporary station on Front street between Market and Arch streets, so as to give good delivery to the Philadelphia Rapid Transit Co.'s crosstown lines on Arch street and Market street, and good connection to the Delaware river ferries.

PERSHING AT HOG ISLAND

Striking pictures of the general at the launching of the transport Chaumont at Hog Island, in next Sunday's Pictorial Section. PUBLIC LEDGER.—Adv.

COL. HAMILTON D. TURNER
Former commanding officer of the old Second Field Artillery, who today was appointed United States property and disbursing officer for this state. He succeeds Colonel Jere M. Leaman

Survey of Schools to Be Constructive

Continued from Page One

the job of ten or a dozen efficiency experts in every line of educational activity. It doesn't mean a mere examination of accounts, of systems of bookkeeping or schemes of financial operation involving public funds.

A survey means a painstaking examination into everything pertaining to Philadelphia's public school system: not only the expenditures of money, but the system of raising it. It involves a comprehensive study of the actions of the Board of Education in the past and their relation to the system of education. This includes school buildings, their locations, physical condition, light, heat, ventilation and capacity. If school buildings are run down at the heel, overcrowded, insanitary, or there are too few of them, what is the cause and what is the remedy?

Question of Teaching Staff

What is the character, intellectual ability and technical fitness of the officials and teaching staff from superintendent down to the lowest substitute teacher? Are they fitted for their tasks and, if so, are they performing them to the highest degree of efficiency? If not, why not?

Is the curriculum, the course of studies, fully adapted to the needs and requirements of the pupils considering their environment and possible future? The high schools, vocational schools and the continuation schools, which are more or less either a joke or mystery; probation officers, health conditions, inspection, athletics, in fact everything pertaining to the public school institution must pass under microscopic examination by experts with all facts set forth and remedies suggested.

There are no sacrosanct privileges for the Board of Education itself. It, too, must face the limelight and abide by results. If, as has been asserted, it is atrophied and its operative machinery is performing in a rut so deep that it reaches the axles, then the findings should be spread abroad.

If its financial policy has been guided by parsimony or mistaken economy and all of its functions predicated on the methods of thirty-five years ago, then the survey will discover the facts. It is possible that a reorganization of the board as it exists at present may be necessary.

At all events the board of the future should be made up of men who will not only lay down the policy of education in Philadelphia, but who will hold the executive heads of the educational system strictly responsible for their policies and who do not propose or intend to interfere in the detailed work of the institution.

There are members of the board today, like Mr. Gratz, Mr. Shallcross and Mr. Harrington, who have grown up with the institution. They joined the body when the public school system was much simpler and smaller. They gave ungrudgingly of their time to its detailed supervision. They acquired much knowledge and skill, often more than possessed by superintendents and teachers, and that knowledge grew with the schools of the city.

But they have seemingly trained no successors. Today as they advance in years it is impossible, under this organization, for any newcomer to learn the details of the work intimately enough to take over their authority. This doubtless will be remedied. And whatever changes, if any, are inaugurated will be with full recognition of this fact.

Will Define Authority

The survey, though I have no authority for the suggestion, will doubtless more clearly than ever define the authority of the board. It will be along the same lines so thoroughly understood among business men and which customarily guides the actions and limits the activities of boards of directors in great commercial concerns.

The proposed survey is not, therefore, a highbrow proposition. It is proposed to be one of the most painstaking, practical, exact and intelligent studies of a school system ever undertaken. It is to be conducted in the same way that might be adopted by a great manufacturing concern which employs trained experts and efficiency engineers to institute an examination of its operations to suggest improvements, enlarge its output and economize its resources.

The time necessary to complete this survey and the force of experts necessary is at present problematic. It will depend upon conditions and the development of the work as it proceeds. It may be finished in sixty days and it might require six months.

The agitation over the questions of salaries will, I fancy, largely engage the attention of the survey experts. The best informed among the teaching staff, I find, have a prevalent notion that in view of the increased cost of all necessities, known as the high cost of living, and the immediate need for relief, adequate salaries should be granted under a temporary special loan that could be taken up by increased taxation sanctioned by the next Legislature.

The demands for additional school buildings, commensurate with the rapid increase of attendance during the recent last years, will be another pregnant subject for examination.

The matter of taxation must be faced frankly. This in itself is one of the keystones of the problem of greater efficiency in the public school system.

The second of Colonel McCain's articles on the school survey will appear tomorrow.

A. P. Ward Will Probated

The will of the late Alfred P. Ward, 5532 Osage avenue, was today admitted to probate in the office of the register of wills, disposing of an estate of $30,000. Other will admitted to probate today included those of John M. Fogerty, who died in the American Oncologic Hospital, $5000; Pauline L. Schnell, 455 Queen street, $6000; Jay B. Lippincott, 2031 Pine street, $12,000; Margaret C. P. Keyser, 125 West Rittenhouse street, $6000; Mary V. Noland, 1015 Oakland street, $37,000.

Inventories of personal property were filed in the estates of Frank Pearson, $129,501.07; Fanny Furness, $117,841.92; Thomas F. Golden, $24,498.26, and Charles W. Lowa, $11,137.71.

ADVOCATES RADICAL CHANGE IN SCHOOLS

Lewis Tells Educators Upper Classes Should Fit Students for Life, Not College

RAPS ANTIQUATED COURSES

Radical revision of courses in high schools of Pennsylvania to render them beneficial to the 90 per cent of the pupils who never reach college, rather than the 10 per cent who do, was advocated this afternoon by William D. Lewis, deputy state superintendent of public instruction.

Mr. Lewis spoke at today's session of the seventh annual schoolmen's week in Houston Hall at the University of Pennsylvania.

He made it plain that present courses in Pennsylvania high schools are based on antiquated theories and that the time has come to break in on a system long looked upon with mistaken awe.

"We will have to break with old educational ideas," he said, "even though such a break may be regarded as a sin against the Holy Ghost."

He directed his criticism particularly against high schools of the second and third class.

"A tremendous increase in pupils, noticeably since the war, had made the multifarious educational problems acute," he said. He intimated that high school supils should be regarded as coming citizens, rather than prospective college students.

Revising Courses

A general committee is now at work at Harrisburg, under the supervision of the Department of Public Instruction, revising present high school courses, and attempting to formulate a sane, useful course for high schools.

This committee contemplates a four-year course in English for all high schools, he said. History, taught as a social science, should be continued four years, the committee believes. Civil government should include a thorough study of municipal government the first year, economics and local industries the second year, and American social problems during the third and fourth years.

One year of mathematics in high school is enough, the general committee believes, and there should be a two-years course in science.

Mr. Lewis said the general committee at Harrisburg was also contemplating the inclusion of agriculture and the business of establishing and managing homes as important studies.

History Study Important

A. Duncan, professor of educational research and practice at the University of Pennsylvania, emphasized the need of a better study of general history in high schools. He said development of students' power of analysis was sadly neglected.

"Equality of education and democracy in the schools is a very beautiful phrase that rolls trippingly from the tongue, but unfortunate if it isn't true," Arthur J. Jones, a professor of secondary education at the University of Pennsylvania, declared at the morning session.

"As a matter of fact," he said, "we do not have educational opportunities for everybody. We know every boy and girl does not receive equal educational opportunity.

"And they've got to have an equal opportunity. We must have schools to provide for the needs of the various children, and we must see that they get to the schools.

"The time is coming when we'll have a greater amount of compulsory education. A great many persons seem to think that you offer equal opportunities to the child when you open the schools.

"Until we get for them the things they actually need for the battle of life, we are not providing equal opportunities for all.

"And we must make it possible for all children to attend schools. The schools must be made accessible, even if we have to invoke state aid to furnish transportation.

"The first, second and third high schools do not meet the needs of the majority of a community. It is even doubtful if they meet the needs of the fraction of pupils who are enabled to continue in college.

"Class 3 high schools are wholly inadequate, and were put up because they were cheap, instead of useful. High schools of the second class are little better.

"There must be longer school year, and a complete reorganization of the whole school system. Six grades of elementary schooling is enough, and high school should have six grades. Four of these should be junior grades. Beyond the high school there should be a junior college with a two years' course. But it would be unwise to reorganize the high schools without the elementary reorganization. The reorganization must be complete."

Professor G. C. L. Reimer, a state high school inspector, asserted the country boy is not receiving a square deal educationally.

ENGLAND HONORS U. S. NAVY

$30,000 Subscribed for Erection of a War Memorial

New York, April 9.—The sum of £6000 (normally $30,000), subscribed in England for the erection of a memorial to the American navy for its assistance in sweeping the English channel of mines and patrolling it against submarines, was brought to New York on the Carmania by Major Evelyn Wrench. He said he would ask Josephus Daniels, secretary of the navy, to accept that tribute to Americans who helped keep the straits of Dover open for allied operations.

The monument suggested is a replica of those erected in England and France in tribute to the work of the English and French navies in the same operations.

HIGH RATES IN "BAD LANDS"

Burglary Insurance to Rise in Districts Popular With Thieves

New York, April 9.—(By A. P.)—Property owners henceforth will pay for burglary insurance according to the popularity of their neighborhoods with burglars, under a new plan evolved by the Burglary Insurance Underwriters' Association.

The organization today announced temporary suspension of a 25 per cent advance in rates decided upon last week and stated that "when the experience of members which is now being compiled is ready for consideration increases by locality are a foregone conclusion."

The increase announced last week and now temporarily suspended was the second within four months, a 20 per cent increase having been made effective last December.

Census Gives Portland, Me., 69,196

Washington, April 9.—(By A. P.)—Population statistics announced by the Census Bureau today included: Portland, Me., 69,196; Biddeford, Me.

UNCLE SAM'S NEWEST SUPERDREADNOUGHT

Splendid picture of the Tennessee, almost ready to go into commission, in next Sunday's Pictorial Section, PUBLIC LEDGER.—Adv.

SWARTHMORE STUDENTS IN SHOW TONIGHT

Ledger Photo Service

"Mrs. Bumpstead-Leigh" will be given tonight by the sophomore class of the Swarthmore College, in the interest of the college fund drive. From left to right they are: Front row—Miss Florence Twining, Miss Ethel Kaplan, Miss Hildegarde Hexamer, Miss Isabel Jacobs, Ferdinand Nifer. Second row—Miss Edith Cugley, Arthur Gardener, Miss Betty Shannon, Lawrence McAvoy and Rogers McCullough. Back—Walter Ferris and Paul Hess

GEDDES READY TO LEAVE

New British Envoy Appointed as Friend of Nations' Harmony

London, April 9.—(By A. P.)—Sir Auckland Geddes, the new British ambassador to the United States, spent his last day in London before sailing for America at the Board of Trade, clearing up odds and ends of business and saying farewell to the officials.

"I have heard from America that because I have recently been president of the Board of Trade I am supposed to have been selected as ambassador with the special view to pushing British trade," Sir Auckland said. "My appointment was not made on that ground, but mainly because I have been known for a long time to be especially desirous of seeing the speedy development of mutual respect and understanding between the British and American peoples."

SAYS MONEY BEAT TREATY

Palmer Blames "Majority Vote Purchased in Michigan"

Macon, Ga., April 9.—(By A. P.)—Attorney General Palmer, speaking here last night, declared "three-quarters of a million dollars killed the peace treaty and the League-of-Nations covenant."

"With the majority vote purchased in Michigan," he said, "Senator Lodge organized the foreign relations committee and refused to report the treaty.

"If the Democrats had carried Michigan—if the Republican party had spent, say, only a couple of hundred thousand dollars—the Democrats would have organized the Senate and the foreign relations committee would have reported the treaty and it would have been passed. It took months of struggle to get these Democrats to desert the party."

OYSTER FAMINE IN CITY

Stews and Frys Soar as Harbor Strike Cuts Off Supply

There is a temporary oyster scarcity in this city as a result of the harbor strike in New York and the high winds along the southern Jersey coast which prevented oyster men from venturing out to the oyster beds in their frail craft. The harbor strike has made it difficult to ship Long Island oysters.

The scarcity has as usual caused an increase in prices in many neighborhoods. In some localities stews and frys were put up another nickel, while neighborhood oyster shops, which supply family trade, also added five cents a hundred on various grades of oysters.

HORSE FLIES TO SHOW

Carried in Special Airplane After Humane Society Consents

Santa Barbara, Calif., April 9.—A horse, entered in an exposition here, arrived yesterday by airplane from Los Angeles.

The trip was delayed a day until officers of the humane society had been convinced no cruelty was involved in the trip, which was made in an especially equipped airplane.

Ice-Bound Steamers Reach Port

Muskegon, Mich., April 9.—(By A. P.)—The Crosby steamer Petoskey and the Goodrich steamship Alabama, stuck in the ice off Muskegon and Grand Haven, respectively, were safe in port today. The Petoskey broke through unaided, while the Alabama and a Grand Trunk ferryboat opened the way into Granw Haven together. The fishing tug Bos, to which a supply of provisions was taken yesterday, was expected to reach here today.

Cuba to Keep Seized Foe Ships

Havana, April 9.—(By A. P.)—Enemy ships seized during the world war will remain Cuban property, according to an official statement issued following a session of the cabinet. A committee composed of the secretaries of war and marine, treasury and commerce and labor was named to take charge of arrangements for the leasing of such vessels at public auction to private companies. They must be used in Cuban commerce and fly the Cuban flag.

Louisville Forms Hoover Club

Louisville, April 9.—A "Hoover for President" Republican club is being formed in Louisville. Sixty-six persons, nine of whom are women, are identified with the club. Prentice M. Terry, of Louisville, is to be in charge of permanent headquarters.

Civil War Surrender 55 Years Ago Today

General Robert E. Lee, commander-in-chief of the Confederate forces, surrendered to General Grant at Appomattox fifty-five years ago today.

With the surrender the Stars and Bars of the Confederacy passed into eclipse and the Civil War, which had torn the country for four years, virtually came to an end.

NITTI AND RENNER CONFER

Italian and Austrian Chiefs Discuss Relations—Pope Sees Chancellor

Rome, April 9.—(By A. P.)—Premier Nitti and Chancellor Renner, of the Austrian republic, conferred yesterday on questions of finance, revictualing and raw materials. The Italian premier asserted that Italy desired to re-establish commercial relations with Austria as soon as possible, so that the republic might develop economically.

Doctor Renner was received in private audience today by Pope Benedict, who showed great interest in the present state of affairs in Austria and anxiously inquired as to the condition of the Austrian population, especially the children. He also expressed pleasure at the recovery and well-being of Austrian children who have been brought to Italy so that they might receive better care.

Doctor Renner, greatly moved, thanked the pontiff for his support of the children of the central empires, so many of whom, he scaid, had been saved from certain death by the pope's intercession.

GARY MAKES A PLEDGE

Tells Shipping Board U. S. Steel Won't Discriminate on Pacific Coast

Washington, April 9.—(By A. P.)—Assurances that hereafter there will be no ground for complaint against United States Steel Corporation subsidiaries that American vessels were being discriminated against in shipment from the Pacific coast were given the Shipping Board today by Judge Gary, of the Steel Corporation.

Chairman Benson, of the board, recently asked the officers of the Steel Products Co. and the Illinois Steel Co. if those concerns were discriminating against American vessels on the Pacific coast because of the requirement that through bills of lading show freight charges on the water.

Judge Gary's telegram said:

"I think our local officials have been laboring under a misapprehension. Please be assured we will not intentionally antagonize the statutory regulation, and there will hereafter be no just ground for complaint."

DENIES CHANGE TO OAKLAND

Chairman Cummings Says Democrats Will Meet in San Francisco

Waterbury, Conn., April 9.—(By A. P.)—The Democratic national convention will be held in San Francisco, according to Homer S. Cummings, chairman of the Democratic national committee. He made this declaration last night when he was shown a dispatch saying it was proposed to hold the convention in Oakland, across the bay. Mr. Cummings said:

"I strongly doubt that Mr. Lynch has been correctly quoted. There is always a certain amount of dissatisfaction and complaint at this stage of the game. The convention will be held in San Francisco and not across the bay, as proposed. I have a personal representative in San Francisco at present, and he will go ahead with the program as planned."

TO RESUME FLIGHT TODAY

Stranded Aviators Forced to Remain at Cape May Overnight

Cape May, April 9.—Captain Harry E. Smith, pilot, and Sergeant Byron, who fell here in a De Haviland plane, were forced to remain at the Coastal Air Station overnight on account of not being able to obtain a new propeller. They will hop off for Mitchell Field, Long Island, early this afternoon, as weather conditions are perfect.

JOHN BURROUGHS' BIRTHDAY PARTY

The good gray naturalist, surrounded by his friends in celebration of his eighty-third anniversary, in next Sunday's Pictorial Section, PUBLIC LEDGER.—Adv.

TWO HELD IN ROBBERY

Suspected of Connection With Candy Store Theft Last Friday

Two suspects have been arrested in connection with a hold-up last Friday in a candy store at Ninth street and Hunting Park avenue, where sixteen-year-old Dorothy Trinker frightened away two armed men.

The defendants say they are Frederick O'Brien, twenty-two years old, Fletcher street near Girard avenue, and James McDade, twenty-six years old, Third street near Girard avenue.

O'Brien and McDade were arraigned last night before Magistrate Campbell and held in $1000 bail for a further hearing Monday. Police of the East Girard avenue station expect to make two more arrests.

Miss Trinker was behind the counter in her uncle's store when the two men entered. Four other men were in an automobile near the store. The two bandits aimed revolvers at the girl and demanded money. She indicated a till containing $6. As one man leaped the counter and took the cash the girl screamed. The robbers ran out, overlooking $38 in another drawer.

OAK LANE ASKS ATTENTION

Delegation Appeals to City for Sewer and Water Extension

A delegation representing the Oak Lane Improvement Association, headed by Robert Foster, builder, called upon Joseph C. Wagner, assistant director of the Department of Public Works, at the City Hall and urged the necessity of continuing public improvements in that section. Many building operations, it was explained, were in progress and others contemplated. They asked that extensions of sewers and water pipe be made and that the work of paving Broad street be continued north of Haines street to Seventieth avenue.

Assistant Director Wagner informed the delegation that the city is now engaged in laying an asphalt strip in the center of Broad street north of Olney avenue and also to Oak Lane to provide for through traffic from Oak Lane and Old York road, much of which comes from Montgomery county, and that after this operation is completed the underground work will be pushed and Broad street paved from curb to curb. This cannot be completed until the close of the year.

SUBURBS TO HONOR HEROES

Memorials to Be Constructed on Fox Chase-Rockledge Borough Line

In honor of those who gave their lives in the world war, two huge memorials will soon be erected on the borough line of Fox Chase and Rockledge. One of them will stand on the east side of Huntingdon pike at B street, and the other on the west side, forming a semi-archway. Both will consist of concrete bases supporting dull metal columns and surmounted by specially designed groups of lights.

Two bronzed tablets will be placed upon each column. On these tablets will be engraved the names of Edith Winchester, who died in Armenia serving the Red Cross; John Laudenslager, killed at Chateau Thierry; Frank Pfiefer, who died at Ellis Island, and others, all of whom were former residents of Fox Chase and Rockledge.

The fund to cover the cost of the memorials will be obtained by contributions through the efforts of members of the Fox Chase branch of the Emergency Aid.

WOULD AID BOND BUYERS

Representative Edmonds's Bill May Help North Penn Losers

Representative Edmonds, of this city, has reported a bill to the House in Washington which provides for the relief of subscribers of Liberty bonds who suffered loss by the failure of the North Penn Bank.

The bill as reported provides for the indemnification of these subscribers to the extent of their actual loss, not exceeding the amount paid in by them.

The total sum paid in the North Penn Bank will be approximately $151,000. This sum will be reduced by whatever dividends, if any, may be paid the subscribers.

Officers of the bank are excluded from participation in the benefits of the bill.

HELP WANTED—FEMALE

TYPIST—Young lady typist wanted by large corporation; steady position. Apply to Mr. Flynn, 840 Chestnut st.

NAVY WAS READY, ASSERTS FLETCHER

Sims's Charges on Unpreparedness of U. S. Denied by Admiral in Senate Inquiry

PAY INCREASE IS URGED

By the Associated Press

Washington, April 9.—Two years before the United States joined the Allies in the world war the navy general board prepared a comprehensive plan for war against a "central power" of Europe, Rear Admiral F. F. Fletcher today told the Senate investigating committee. It was replying to Rear Admiral Sims's charge that when the United States entered the war the Navy Department had no "well-considered" plans or policies for fighting Germany.

Many such plans had been made in the past, Admiral Fletcher said, but the plan referred to "covered every phase of naval operations under the assumed conditions of war." It dealt with the mobilization, organization and composition of the fleet, its disposition and employment, protection of the coasts, bases of supplies on the United States coast and in the West Indies, routes across the Atlantic and the enemy's forces and probable courses of action, he said, and comprised nearly 300 typewritten pages.

Sims's Charges Answered

Explaining that he wished to comment on certain specific charges, the witness first took up Sims's criticism that the navy was not prepared for war in April, 1917. "No navy ever was or ever will be fully prepared for war in the eyes of every one, the admiral declared, but the American navy, when it entered the war, was "just as well prepared as any other navy in the world when the great war burst forth," he asserted.

No loss of shipping or failure of the navy to transport troops to France prolonged the war for a single day, the admiral asserted. Admiral Sims's assertion that "the Navy Department is responsible for the loss of 2,500,000 tons of shipping, the prolongation of the war for four months, $15,000,000,000 of debt and the loss of 500,000 lives," was based upon assumption and had no foundation in fact, the officer declared.

"The whole conclusion reached in the accusation is built upon the flimsy foundation of a hypothetical condition and is wholly without value," he said.

Higher Pay Necessary

Congress must increase the pay of both officers and men if the navy is to be "saved from disaster," Read Admiral Washington told the committee.

Failure of Congress to act, he said, has resulted in wholesale desertions of enlisted men and the resignation of hundreds of officers.

Foreign countries have increased the pay in their navies, he said, adding:

"I understand the increases abroad are being paid largely with money borrowed from the United States."

The committee was told that the navy had been "going down hill" rapidly since July 1919, and that the desertions in the last half of 1919 totaled 4666 men, including 1000 petty officers who had served more than one term of enlistment. In January the desertions numbered 898 and in February 765.

The officer situation also is "very bad," the admiral said. Thousands of officers have resigned since the armistice and the resignations of 1450 have been accepted.

The navy medical corps is in the worst condition in the history of the navy, the admiral declared.

FAVOR DAYLIGHT SAVING

Civilian Workers at Navy Yard Vote 2700 for and 1200 Against

The majority of civilian workers at the Philadelphia navy yard expressed themselves in favor of the daylight saving plan urged by Mayor Moore when a vote was taken on the issue late yesterday.

According to a statement from the naval communications office, 2700 voted for the plan, which embodies starting and quiting work an hour earlier, while 1200 voted against it.

Captain McArthur, acting commandant of the navy yard, explained last night that the vote had been taken merely as a means of ascertaining how workers felt concerning the daylight saving plan. "The Navy Department wishes to make the working conditions of the civilian employes as satisfactory as possible," he said.

The result of the vote will be submitted to the Mayor.

BRIGAND ROBS MAIL CAR

Five Train Clerks Cowed by Revolver Near Kansas City

Kansas City, Mo., April 9.—(By A. P.)—The mail car of an Atchison, Topeka and Sante Fe Railroad train going from Chicago to Kansas City, was robbed by a bandit between Lexington Junction and Kansas City last night. No estimate of the amount of loot obtained was available.

The bandit boarded the train at Lexington Junction, thirty miles east of here. Entering the mail car flourishing a revolver, he forced four of the five mail clerks to lie face downward on the floor and compelled a fifth to bind them. He then bound the fifth man himself and proceeded leisurely to rifle the registered mail.

The bandit left the train at Sheffield, an industrial suburb of Kansas City.

Minister to Poland Coming Home

Warsaw, April 9.—(By A. P.)—Hugh S. Gibson, the American minister, left Warsaw for Washington Tuesday. He will travel by way of Berlin, Paris and London. After a conference in Washington with Secretary of State Colby, Mr. Gibson will go to his home in Los Angeles to recuperate from the effects of an attack of influenza which he suffered some time ago.

HOUSE PEACE VOTE FIXED FOR TODAY

Limited Debate Continues on Resolution to End War With Germany

"UNHOLY ALLIANCES" HIT

By the Associated Press

Washington, April 9.—The House locked horns with the peace resolution today, prepared to complete action and send the proposal to the Senate before the session ended. More than half of the members on either side who wished to express their views were heard yesterday, and under the special rule debate will end at 5 o'clock this afternoon.

Combating the view of opponents of the resolution that it proposed an invasion of the constitutional powers of the President, Representative Madden said it did not "assume to take away any of the President's treaty-making rights."

"If the treaty of Versailles had been ratified as presented by the President," he said, it is "obvious" that an American army "of anywhere from 25,000 to 200,000" would have been in Armenia today and the nation obligated for an expenditure of not less than $757,000,000 to maintain a mandate under the League of Nations over that country.

"Shall we protect America against unholy alliances, or shall we become internationalists?" he asked. "We should under no circumstances jeopardize the freedom of the western hemisphere at the solicitation of any dreamer or doctrinaire. Our forefathers framed a government to save in peace what they had gained in war, and we are asked by the President to create something that will lose in peace what we won in war.

"Since the President has refused to act, refused to consult, refused to compromise, it seems to me the time has come for the voice of the people to be heard, and this resolution presumes to express their voice, for I verily believe that four-fifths of the American people are for America, whatever the other one-fifth may be for. I want to see the League of Nations' covenant Americanized."

Representative Flood, ranking Democratic member of the foreign affairs committee, announced that the motion to recommit allowed under the rule adopted yesterday would propose straightout repeal of all legislation.

The motion will direct the foreign affairs committee, he said, to report out a resolution repealing the wartime acts. Republican leaders said the motion would be defeated and the resolution adopted soon after debate closed automatically at 5 o'clock. Democratic leaders conceded that the Republicans had the votes to carry out their program.

HELD AS THIEF-SPEEDERS

Two Caught Racing on Boulevard Put Under $600 Bail

Charged with speeding a stolen automobile on the Northeast Boulevard, Herman Sessa and William Bell, of Thirteenth and Cambria streets, were held today in $600 bail each for a further hearing Monday by Magistrate Rooney in Central Court.

Dies of Tuberculosis on Street

Paul Musante, fifty-three years old, of 2620 South Eighth street, a sufferer from tuberculosis, collapsed in front of his home last night and died on the way to St. Agnes's Hospital.

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