DALLA SVENTURA

Terremoto ha Devastato o Distrutto Citta' e Paesi della Bella Toscana

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Roma, 8 settembre-Parecchie vite si erede siano andate perdute per le gravi gione a settentrione di Firenze. Man mano che giungono i rapporti, a mezzo del telegrafo e del telefono, dalle localita' colpite si comprende che il disulle prime di credeva. Il territorio maggiormente colpito si estende dal nord di Firenze sino a Modena, lungo la costa e verso l'Apennino per un raggio di 100 miglia. Detto territorio com-

A Favizzano, una citta' di 17,000 meet him at London tomorrow regardinabitanti vicino Carrara, parecchi fabbicati sono stati gravemente dannegiati e molti altri completamente distrutti. Tra quelli distrutti vi e l'ufficio postale che crollo' seppellendo gli impiegati addettevi. Soleria, nella provincia di Massa Marittima, e Monti varia di massa di mata di provincia di Massa Marittima, e Monti sono state parzialmente distrutte. Rive-ano, Forni e Montignoro sono state rapportate in rovina, mentre in Marina e Carrara son crollati soltanto pochi edifici. A Viareggio la chiesa di San Paolo fu distrutta e la Chiesa di Castel-ano di Sotto gravemente danneggiata. Un immenso panleo prevale a Lucca ed i rapporti da Gavinana e Limestre annunziano parecchie vittime. A Villa-annunziano parecchie vittime. A Villa-annunziano parecchie vittime. A Villa-annunziano parecchie vittime.

Sant'Andrea, ms il numero delle vittime non e' stato ancora accertato.

La popolazione di Pisa e' rimasta terrorizzata in conseguenza delle scosse di terremoto, che furono sussuitorie ed ondulatorie. La popolazione ha abbandonato le case e sie' riversata nelle campagne. La famosa torre di Pisa fu vista oscillare. Molte persone rimasero ferite dalla caduta dei cornicioni dei fabbricati. Altre rimasero ferite per essersi gettate dalle finestre. A Pontedera un ragazzo di 10 anni mori' per lo spayento. mori' ner lo spavento.

A Vizzano la situazione in conse

guenza delle scosse di terremoto sarebbe gravissima. E' ancora impossibile avere dettagli dei danni e sul numero delle vittime, dato che le linee tele-grafiche e telefoniche sono state spez-

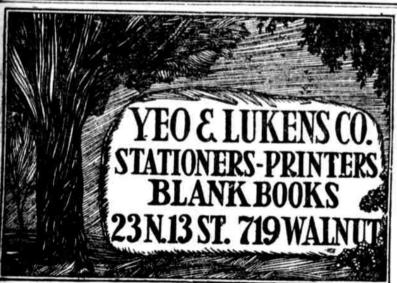
Roma, 8 settembre. - Da rapporti qui' giunti appare evidente che la Jugoslavia vuol divenire padrona dell'Albania. Truppe Jugoslave hanno occupato Tara-bosh e stanno attaccando Kastrati, erede siano andate perdute per le gravi Dibra e Elbassan. Nei combattimenti scosse di terremoto verificatesi nella reed hanno perdute cannoni e mitraglia-trici. Si dice che la Croce Rossa Americana sarebbe stata ritirata dall'Alba-

mantro e' piu' grave di quello che in TRY TO HALT BRITISH STRIKE Miners Agree to Confer With Min-

ister of Labor Portsmouth, England, Sept. 8 .- (By P.)—The executive committee of the inners' federation, which is attending prende parecchie tra le piu' popolate citta', dalle quali non sono ancora ciunte notizie.

the trades union congress here, has decided to accept the invitation of Sir Robert Horne, the minister of labor, to A Favizzano, una citta' di 17,000 meet him at London tomorrow regard-

annunziano parecchie vittime. A Villa-franca, Lungiana, una intera famiglia fu seppellita sotto le macerie della propria casa ed il villaggio di Vigetta e stato totalmente distrutto. Gravi dauni si sono avuti nel distretto di Frignano. Orr, who was driving the machine, atove le case crollarono, e a Frassineto, tempted to turn in a crossroad when con un certo numero di vittime. Gravi another car ran into his. Orr's car was danni sono segnalati da Pievepelago wrecked, but he was not hurt.



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Mauch Chunk - - \$3.00 EVERY SATURDAY AND SUNDAY WAS TEX 240

noing Sunday, September 12, to Sunday, October 31, inclusive) train leaves Reading Terminal 8.00 A. M., stopping at Columbia ingrious St. Wayne, Junction, Logan and Jenkintown. Returning the Chunk 6.00 P. M.

Gettysburg - - -\$3.60 SUNDAY, SEPTEMBER 12 SUNDAY, SEPTEMBER 12
Special train leaves Reading Terminal, 7.15 A. M., stopping at Columbia Ave., Huntingdon St., Manayunk, Conscholocken and Norristown (DeKalb St.). Returning leaves Gettysburg 5.09 P. M.
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Philadelphia & Reading Railway War Tax 290

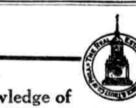
Submarine Is Designed by Frenchman to Explore Ocean's Depths

TEUTONS CAUSING TROUBLE

Summary of special cable dispatches to today's Public Ledger. Copyright 1920, by the Phile Ledger Co.

Paris, Sept. S .- The submarine, after having been the terror of the seas, can new be used to overcome the ocean's dangers. The announcement of the inby the French engineer, M. f. of a submersible designed to answer the perplexing problem of ocean-ography was the sensation of the Scien-tific Institute on Monday. The submarine of peace, which will cost 600,000 francs, will be capable of realizing the dreams of Jules Verne

and will permit the closest study of the ocean, including the taking of samples of water to a depth of 100 meters. Germans Use Danzig Corridor Berlin, Sept. 8.—A promising sign



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for improving the Polish-German relations is seen in the conclusion of an agreement between the two governments permitting the transport of the Ruscians interned in East Prussia to the interior of Germany by the railway interior of Germany by the railway across the Polish corridor.

German Radicals Strong

strength of the radical following is ad-mitted even by veterans. Chieftains who are standing out for independence of German organization, but who how-ever deny the possibility of the Novem-ber convention, show a majority in favor of joining the Third Internation-ale on conditions laid down by the Soviet leaders.

Millions of Chinese Starving Pekin, Sept. 8.—Reports of witnesses received by the United States delegation indicate that 20,000,000 are starving in Chihll, Hunan and Shantung, in spite of an abundant Manchurian harvest, adequate to supply the starving areas, but not provided with starving areas, but not provided with a transportation and a distribution or-ganization. Present relief measures are confined to local authorities in Pekin, who have taken steps to cope with the famine situation.

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Tokio, Sept. 8 .- (By A. P.) -Although the American congressional party now visiting Japan is not on official mission, it is apparent that official Berlin, Sept. 8.—It is reckoned in socialistic circles that more than one-third of the rank and file of the Independent Socialists would obey a Moscow call to follow the pro-Bolshevist leaders into the Communist camp. The strength of the radical following is adstracted over by vertages. Chiefteins Japanese circles are seizing the oppor-

The negotiations now being carried on between Secretary of State Colby and Ambassadaor Shidehara in Washington are attracting great interest and form the subject of numerous editorials embodying arguments in suport of Japan's standpoint in the dispute in California. Contributions made by notable writers to the discussion are calling attention to the good qualities of the Japanese in California and asking fair treatment for them in the questions involved.

TO TEACH WOMEN POLITICS Audubon Pastor Announces Weekly

Sessions in Church Audubon, N. J., Sept. 8.-Women of this place are to be drilled in the different versions of partisan politics, instructed in election laws and taught every phase of citizenship. They will see demonstrations of preparing ballots, voting and counting them; they will be shown the difference between the Repub-lican and the Democratic parties, their principles, platforms and administra-

principles, platforms and administrations.

The Rev. George Kane, pastor of the Logan Memorial Presbyterian Church, will conduct political classes for women in his church weekly, beginning tomorrow. E. L. Hibbs, of Judge John B. Kate's office, will preside.

The Rev. Mr. Kane is enthusiastic over woman's votes, and he has expressed his intentions, and his desire to have every woman in the borough to vote intelligently, from his pulpit during Sunday services. In addition to this programme which he has originated he promises to have prominent Republi-

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Domestic Utilities Co. 1717 Chestnut St. Philadelphia Walter the state of the state o

The United Gas Improvement Company

Office of the President

Philadelphia, August 31st, 1920.

Hon. J. Hampton Moore, Mayor of the City of Philadelphia.

My Dear Sir:

In a letter to you dated May 19, 1920, and at subsequent meetings of City Council's Committee on Transportation and Public Utilities, I have endeavored to make clear that the greatly increased demand for oil, as a motive force for naval and merchant vessels, automobiles, trucks and farm tractors, has resulted in a marked falling off in the supply available for gas manufacture.

In order to reduce the consumption of oil and guard against a shortage of gas next winter, City Council, on July 13, 1920, authorized the temporary substitution, until January 1, 1921, of a 530 British Thermal Unit Standard for the 22 Candle Power Standard provided for in the lease.

The capacity of the two manufacturing plants is not more than sufficient to meet the estimated demand on days of maximum consumption during the coming winter. This demand should largely increase each year with the growth of the City and the increasing preference of its citizens for gaseous fuel.

Upon whether a British Thermal Unit Standard shall be made permanent, and, if so, upon how many British Thermal Units per cubic foot of gas shall constitute said standard, depends decision as to the future development of the gas business. An erroneous decision on the question of standards, or failure to act promptly, may seriously impair the efficiency and greatly lessen the value of the City's most important asset.

At our last conference I stated to you that in the operation of the Philadelphia Gas Works radical changes in economic conditions brought about by the war have so increased the cost of manufacturing and distributing gas as to render it financially impossible for The United Gas Improvement Company to continue to operate under the terms of the lease; and urged that, in the interest of the City, its taxpayers and gas consumers, and in fairness to The United Gas Improvement Company, an exhaustive study of the situation be made, with a view to establishing conditions under which it will be possible for the Gas Works to be successfully operated in the future.

I believe that the people of Philadelphia, constituting in their corporate capacity the Landlord, will with practical unanimity admit that The United Gas Improvement Company has been a good Tenant. I doubt whether more than a very limited number realize how good a tenant the Company has been.

In 1897 the Gas Works had a daily manufacturing capacity of 19,440,000 cubic feet.

In the Fall of 1920, when changes in apparatus now under way are completed, the daily manufacturing capacity will be 74,000,000

In 1897 the number of consumers was 123,026; at this date the number of consumers is 418,863.

The sales of gas in 1898, the first year of the lease, amounted to3,633,366,805 cubic feet.

In 1920 (the last six months The plant when leased to The United Gas Improvement Company was worth approximately \$14,000,000. It is now con-

servatively valued at \$40,000,000.00. The price of gas in Philadelphia has been \$1.00 per thousand cubic feet since January 1, 1894. During the first four (4) years of this period the property was operated under municipal management, at a loss of \$981,643.94, or an average loss of \$245,410.98 per

From December 1, 1897, to December 31, 1920, under the management of The United Gas Improvement Company (the last six months of 1920 being estimated), the City's profit is as

Cash paid into City Treasury \$30,679,370.00 Betterment and Extension of Plant 25,718,847.81 Free Gas for and Care of Street Lamps... 14,889,081.05 Free Gas for City Buildings..... 2,454,898.10

\$73,742,196.96 City's average profit\$3,206,182.47 per annum During the same period The

United Gas Improvement

Company's profit averages 634,676.33 per annum When the war began, the Philadelphia Gas Works was the only gas works in the country equipped to produce toluol, the deor which was largely in cess of the supply. This made it possible during 1915, 1916 and 1917 to offset to some extent the steadily increasing cost of gas manufacture from the increased profits of the residual business which we have built up at the

Philadelphia Gas Works. In 1918 the situation changed. The City's share of the \$1.00 paid by consumers was increased to 25 cents per thousand cubic feet, and simultaneously with a reduced revenue per thousand cubic feet the Company was faced by further greatly increased

costs, so that for 1918, 1919 and 1920 the results are as follows: Loss of The United Profits of City Gas Improvement Co. 1918 \$4,581,171,56 \$854,111.94 1919 4,414,700.40 732,271.13 1920 6 mos. actual 5,274,766.58 2,654,089.38 6 mos. estimated

Total 3 years \$14,270,638.54 \$4,240,472.45 The results for 1920 are based on 5 cents per gallon for oil at both Manufacturing Stations up to August 1st, and after that date on 131 cents per gallon at one station and 5 cents per gallon (under a 1919 contract) at the other, or an average of 91 cents per gallon for the entire supply. We have been unable even at 131 cents per gallon to contract beyond February 1, 1921, for the Point Breeze Works, and our 5 cent contract for the Twenty-fifth Ward Works will expire about the same time, and cannot be renewed at less than 131 cents per gallon.

If after February 1, 1921, oil costs us no more than 13% cents per gallon at both works, our loss for 1921 and thereafter will, under the terms of the lease, greatly exceed the loss of 1920.

The following figures illustrate the effect of the war upon the cost of manufacturing gas in Philadelphia:

1916	1920
Gas Oil per gallon 3 cents Gas Coal per net ton \$3.13 Boiler Fuel per net ton \$3.10 Generator Fuel per net ton \$4.12 Materials for Construction, Re-	5 cent, to 13½ cents. \$5.90 to \$13.75 \$4.62 to \$13.42 \$7.15 to \$8.45
pairs, etc	Increase of
Wages	100 to 125

100 to 150 per cent. But for this great increase in wages and in the cost of material, The United Gas Improvement Company would have been able, until the termination of the lease, on December 31, 1927, to provide from \$1.00 per thousand cubic feet, the high quality of service to consumers which has obtained during the last 23 years, and to maintain the City's present profit of \$5,275,000 per annum.

Under existing conditions it will be impossible for us to do so.

We, therefore, urgently request that at the earliest possible date the Mayor and City Council secure the services of capable and impartial experts to study thoroughly the situation and to recommend to the Mayor and Council, taxpayers and gas consumers such readjustments as may seem wise and fair under existing

Very truly yours,

SAMUEL T. BODINE,

President.