

THE WEATHER
Fair tonight; Wednesday increasing clouds; little change in temperature; moderate winds mostly southerly.
TEMPERATURE AT EACH HOUR
8 9 10 11 12 1 2 3 4 5
67 69 72 77 80 80 82

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PRICE TWO CENTS

NAVAL AIRMEN SPEEDILY SINK U-BOAT IN TEST

First Squadron of Aerial Bombers Make Short Work of U-117

SHOW VALUE OF PLANES AGAINST SEA WARCRAFT

Giant Seaplane Wrecked and Burned During Practice Flight at Hampton Roads

CREW OF NC-7 IS RESCUED

Three Officers and Seven Men Saved From Flaming Machine—Takes Fire in Air

By the Associated Press. Washington, June 21.—Naval bombers made short work of the former German submarine U-117 in the opening phase today of the tests arranged by the Government to demonstrate the efficiency of the airplane against modern warcraft.

The first division of seaplanes sent out to bomb the submersible fifty miles off Cape Charles lightship sent the former German craft to the bottom, Commander Ellison, executive officer at the Hampton Roads naval base, reported to the Navy Department on the basis of radio dispatches from the bombing squadron.

The commander of the squadron added to his cryptic message of the sinking that it was unnecessary to send additional planes to the scene. This ended the first phase of the bombing tests.

Three Planes in Squadron

First reports to the department did not give the number of bombs dropped by the attacking planes or the number of hits recorded. The squadron was made up of three F-5-L type of naval planes, each carrying four bombs weighing 168 pounds each.

Under the orders for the flight, the planes could drop the bombs in any order selected and at any safe altitude. The attacking planes were to drop the bombs in a line along the coast, 400 feet would be the minimum for any one plane.

Seven squadrons or divisions of naval and marine corps planes had been prepared for the attack, and it had been arranged that if the 188 bombs carried by them did not sink the submarine, the attacking planes would undertake to destroy the underwater boat.

Had the former German submarine remained afloat after that she would become the target for guns of a division of destroyers.

GIANT SEAPLANE BURNS

Naval seaplane NC-7 caught fire while 150 feet in the air and fell into Hampton Roads today with her crew of three officers and seven men. The Navy Department was advised by the commandant of the Hampton Roads station. The machine was reported to be completely wrecked, but none of those aboard was injured, though one man was made ill by drinking a mixture of salt water and gasoline while struggling in the water.

FIREMAN SAVES OWN LIFE

Breaks Thirty-Foot Drop by Clutching at Awning at Blaze. Harry McShane, a hoseman of Engine Company No. 22, who lives at 406 South Front street, saved his life by clutching at a fire in the five-story brick warehouse, 122 Walnut street. He was climbing a ladder in the rear of the burning building and was about thirty feet from the ground when he slipped and fell. As he was falling he caught the awning, McShane grabbed at the awning beam.

Lone Judge Adjourns Court

Dover, Del., June 21.—Judge Heisel, of the State Supreme Court, was the only judge present at the regular session of the Supreme Court here today. He ordered the Court opened and then adjourned until October 25.

The People Read Them

That is what is said of the Tarzan stories, several of which have appeared from time to time in these columns. Another of the series will begin on the fiction page tomorrow. It tells of the doughty hero's wonderful adventures with strange and fearful beasts. Thrills and Holds Interest

Age-Old Papers of 1814 Show Run Was Issue Then

Musty Records, Just Uncovered in Old State House, Tell How Mayor Assailed Vice and Dirty Streets Just as They Do Now

Did you know that Robert Wharton, once Mayor of Philadelphia, addressing Select Council on December 13, 1814, deplored the increase of "tipping houses," especially those that sold "ardent spirits" to minors in one and two cent quantities?

Would it surprise you to know that late as May 9, 1814, a request of this city paid \$28.50 as a tax for being allowed to carry a watch?

Did you know that the rule insisting on uniform rates for taxicabs and the requirement that those rates be posted applied just as much to the old hackneys back in 1775?

Doesn't it sound familiar to read that the same Mayor Wharton, asked for more policemen because of the danger to pedestrians, especially children, in crossing crowded streets back in the days when motorcars were unknown? Encircled with dust, yellow with age, some nibbled by mice, a real treasure trove of documents has been discovered by workmen restoring the old State House, the last of the group of Independence Hall buildings to receive the city's attention.

Under Old Floor. These relics were found behind wainscoting, under old floor boards, in the old attic, seldom visited since the City Hall was moved to its present site about thirty years ago.

The documents date from 1775 to 1863, the majority belonging to the years of the last decade of the eighteenth century and the first two decades of the nineteenth. At that time the entire City Government was in its old quarters at Fifth and Chestnut streets.

As they lay on the desk of Wilfred Jordan, curator of Independence Hall, the papers made a curious collection. Here was a marriage license signed by Mayor Coates—the Mayor was an active magistrate in those days—and dated June, 1791. Attached to it was a petition by a third party to the effect that the bridegroom had misrepresented his age, asking that the marriage be annulled. The couple were Joseph Fox and Henrietta Lind.

An Odd Ordinance. Lying next to it was an ordinance signed by Mayor Gilpin in 1853, restricting the carrying of iron across the streets. Those were the days when the usual pavement was cobblestone, commonly known as Trenton Clay, and very naturally the residents objected to the noise of iron on such streets.

The receipt of \$28.50 as a license fee for carrying a watch was the next find, and beside it was a roll call of Council members at the beginning of the nineteenth century.

A familiar enough letter to Mayor Gilpin asking for a job came next, its unusual note being that its writer claimed to have been a loyal Whig for many years.

Next came the "tipping house" address of Mayor Wharton. "While Continued on Page Two, Column Two

BRIDGE COST RISE AND DELAY SEEN IN PROPOSED CHANGE

Engineers Also Tell Camden Delegation New Site Would Lengthen Span

ELM-MAIN ST. TERMINAL ADVOCATED AT CONFERENCE

Delay, greater expense and a lengthening of the main span of the Delaware River Bridge would result from a proposed change in the bridge terminal site on the New Jersey side, a delegation of Camden citizens was told today by the board of engineers.

A committee representing the property owners and church interests of North Camden presented their plea at a meeting of the bridge commission, held in its offices in the Widener Building.

T. J. S. Barlow, a New Jersey member of the joint commission, presided. Ralph Modjeski, chairman, and Lawrence A. Hall, a member of the board of engineers, were present.

Under the plan recommended by the board of engineers the bridge approach would be changed from Franklin Square, toward Second and Pearl streets on the other side of the river and then curve southward to Penn street, between Sixth and Seventh.

300-Foot Northward Swing. The change advocated by the Camden committee would extend the bridge about 300 feet north of Pearl street, to Elm and Main streets, thence curving southward to the point recommended by the engineers.

Congressman Francis F. Patterson, Jr., of Camden, the first speaker, in advocating the Elm-Main street terminal, said any one with vision could see that the bridge would cost Camden far more than it would Philadelphia.

Congressman Patterson predicted that the erection of the bridge would act as a spur on Camden's population and that it would increase from 100,000 to 500,000. Property valuation under the plan of the bridge would jump from \$100,000,000 to \$500,000,000.

The Congressman was standing in front of David Baird, former United States Senator and disgraced for a few minutes in denouncing how Mr. Baird came from Ireland as a boy and had won success in business. He then introduced the former Senator as the next speaker.

Former Senator Baird said he admitted he was a "little sentimental" and declared that sentimental reasons would be heavier with him than financial questions affecting the bridge. He concluded by stating that the Camden committee would stand back of the Board of Engineers no matter what the ultimate decision was.

Consideration Promised. Mr. Modjeski, replying to the committee's plea, assured the delegation that the interests it represented would be given careful consideration.

The proposal to change the bridge site was met with a "strongly negative" reply by Mr. Modjeski, who said it would entail greater expense on Philadelphia. It would also require the addition of twenty-five feet to the length of the 1750-foot main span, three times the cost.

State Inspectors to Make Round-Up Here. The State officials will confer and cooperate with Walter Gilbert, chief clerk of the Bureau of Animal Industry, in the issue of the dog license law. A canvass will then be made of every station house, and the names of all owners of unlicensed and unvaccinated dogs will be taken.

WOMAN FEELS HER ESCAPE. So Does Detective, Who Is Still Looking for Blind Splitter. After, it is alleged, he had been detected receiving stolen goods from a blind woman shoplifter, in an alley near a Chestnut street department store, Charles Manels, New York, was held today in 8000 ball for the Grand Jury by Magistrate Renshaw in Central Station.

FRAGTURES SKULL IN FALL. Gloucester Shipyard Worker Drops 30 Feet Through Tanker Hatch. Peter Moore, 226 North King street, Gloucester, was probably fatally injured at the south yards of the New York Shipbuilding Corporation in Gloucester when he fell from a thirty feet through a hatch aboard the tanker Empire Arrow.

SPANGLER VISITS MAYOR. Robert S. Spangler, of York, who was denounced as Speaker of the State House by the late Mayor Moore, was in the city today for the first time since his arrival at the eleventh hour of the recent session, called on Mayor Moore at City Hall today. He said he had an hour to spare and that he wanted to see "an old friend."

ASA'S WING FAVOR'S A MAN AS BRYN MAWR'S NEW HEAD. Would Avoid Danger of Radically Feministic Tendencies—Dr. Gummere and Miss Donnelly Possible Candidates. Asa S. Wing, chairman of the Committee of Bryn Mawr College Trustees and Directors, charged with the duty of choosing the institution's next president, has leanings toward a man for the post.

DIPLOMACY DELAYS MASSING OF WHOLE FLEET IN PACIFIC

Denby Takes First Step Only. Owing to Opposition of Hughes

DISARMAMENT AT STAKE; TOKIO PARLEY INVOLVED

By CLINTON W. GILBERT. Staff Correspondent, Evening Public Ledger. Copyright, 1921, by Public Ledger Company. Washington, June 21.—The first step toward making the Pacific Ocean the chief scene of our naval operations was taken by Secretary Denby's order yesterday strengthening the Pacific fleet in its operations against the Atlantic and the Indian oceans.

The order concentrating the whole fleet in the Western ocean lay on Secretary Denby's desk for weeks and is still there, but a variety of difficulties lay in the way of so dramatic a move.

Diplomatically, there always were reasons against any sudden step which might be interpreted as indicating an aggressive policy in the Far East. The Administration disclaimed any such policy, but disclaimers would hardly serve to end the speculation which a sudden and complete change of bases would start.

There is, from the diplomatic standpoint, disarmament to be considered. It is a hard time to ask for disarmament in the Pacific after a drastic change of naval policy.

Lack Facilities on West Coast. From the naval standpoint, too, there were difficulties. There do not exist on the West coast of the United States adequate facilities for taking care of the removal of warships to the stations there will be strained to dock and repair the capital ships that will be there now under Secretary Denby's order.

In the Naval Appropriations Bill pending in Congress provision is made for large additions to the Pacific coast stations and for a big station at Guam, but those appropriations are in doubt and may not be passed at this session.

In spite of the technical difficulties the admirals of the Navy and the Secretary of the Navy favored the Pacific concentration. They felt it to be unwise to divide the fleet whose highest capability can only be attained not by such joint maneuvers as are now contemplated, but by constant operation as a unit.

Hughes Opposes Concentration. Against immediate concentration was Secretary Hughes. The Secretary of State has a variety of negotiations on with Japan over Yap, Shantung and other issues. The Anglo-Japanese alliance is pending before the British Imperial conference now sitting in London and the Secretary of State is candidly reported to have indicated opposition to the removal of that part in the Far East. His own foreign policy is undeveloped, and, as already said, disarmament is at stake.

Altogether the diplomatic situation was felt to be too delicate to permit of so radical a step to be taken as the sending all at once of the whole American fleet to the Pacific.

The issue before the Navy Department and the State Department, which was perfectly friendly, was taken up in favor of Mr. Hughes and for delaying the concentration. For the order of Continued on Page Eight, Column Two

GIRL DIES IN BATHING POND. Companions, Not Suspecting Heart Disease, Think She Is Joking. West Chester, Pa., June 21.—Miss Ann A. Rapp, twenty-five, of East Greenville, Pa., who had been stopping at Whitford Lodge, east of Downingtown, an outing place for young women, died in a swimming pond near the resort late yesterday afternoon. According to Deputy Coroner Patrick, of this place, death was due to heart disease or trouble other than drowning.

WEDS, THEN GOES TO JAIL. Bridgroom Begins 3-Year Sentence After Marriage in Court. St. Catharines, Ont., June 21.—Frederick Mastene and Irene Pearroy, both of Brantford, were married yesterday in the Grand Jury room in the Courthouse.

DRINK COSTS HIM \$900. Julius Yahn Blames Cider Seller for Loss of Cash. The elder which Julius Yahn, thirty-one years old, Fifth street above Poplar, drank yesterday in a shop near his home had sufficient protest to put him to sleep. Yahn charges that during his slumbers \$900 of \$1400 which was in his pocket disappeared.

TRAIN SEVERS BOY'S FOOT. BOY HIT BY TROLLEY DIES. Accident Occurred at Thirty-first and Walnut—Motorman Held. Seven-year-old Allen Glensing, 3212 Sanson street, was run over by a trolley car at Thirty-first and Walnut streets last night and died at 8 o'clock this morning at the University Hospital as a result of the injuries.

AFGHANS SUPPORT TURKISH NATIONALISTS. WASHINGTON, June 21.—Mohammedans of the Near Eastern world are appealed to by the recently arrived mission of Afghans at Ankara to act in accord with the Turkish Nationalists for the deliverance of the Mohammedan world. "No treaty exists between Afghanistan and Great Britain," the statement says, adding that "the movement against Great Britain for the deliverance of India gathers momentum from day to day."

INTRUDER IS HELD. New York Man, Surprised in North Broad St. Home, Under \$2000 Bail. Thomas Aberts, thirty-seven years old, of New York, surprised "yesterday in the home of R. H. Foster, at 6008 North Broad street, and captured after a short chase, was today held in \$2000 bail for the Grand Jury by Magistrate Price, at the Twenty-second street and Hunting Park avenue station, charged with breaking and entering.

COAL MEN DISMAYED AT BARE THOUGHT OF HOOVER PRICE PROBE

Volstead Chews Tobacco as He Talks on Beer Bill. Secretary, Himself an Engineer, Is Dragon-Fly in Amber of Mine Operators

PROPAGANDISTS TROT OUT BOGIE-MAN ARGUMENTS

Bewail Possibility of Bolshevism Concealed in Frelinghuysen Measure. Operators Try to Becloud Issue of Profits in Order to Escape Nemesis Hoover

BLACK FLAG AGAIN AFLOAT, IS BELIEF

By GEORGE NOX MCGAIN. Washington, June 21.—In the final analysis Herbert Hoover is the storm center of all the agitation over the Frelinghuysen bill.

The Secretary of Commerce is the dragon fly in the amber of the coal operators. They are trying in every way possible to becloud the real issue. They are ducking and dodging right and left, but behind all their agitation stands the abiding fear of Hoover.

As Secretary of Commerce the bill makes him the industrial and regulatory force of the Government. In particular the anthracite operators must pour into his ear the story of their operation of the mines, their costs and profits.

And do not forget that Herbert Hoover is himself a mining engineer, one of the greatest in the world. Must Reckon With Hoover. Let it not escape the memory either that during the past six years he has been dealing with the craftiest and most oligarchic gentlemen of Europe, the food handlers and would-be profiteers of Western Europe.

Finally, Herbert Hoover, once he starts a thing, invariably ends it; wide his masterful handling of Belgian relief during and in the Near East after the war.

As a matter of fact, that Frelinghuysen bill in itself is not dangerous. It would be under certain conditions; if, instead of imposing a fine of \$1000 or six months in jail or both, it made a prison sentence compulsory for falsification of reports or facts, in addition to the fine.

Of course, there is a joker in the measure. Congressional and legislative bills sometimes have a Senegambian concealed in the woodwork. In this instance it is liability to a straight charge of perjury in case of false reports.

Operators Act Cautiously. As a secondary issue, there is the reluctance of coal operators to relinquish high values and accept a moderate profit. The war was responsible for inflating this. It's the old "get-rich-quick" idea glorified in industry.

Fear of Hoover's searching interrogations, his knowledge of the mining industry and his wide experience with captains of industry is deterring the operators.

An outstanding feature of the situation here is the effort of the National Coal Association and its individual units to lead the public's mind away from the real issue.

Here are some of the things they are saying: First—They are singling out the coal business for an initial attack of inquiry and reform, behind all this very clever propaganda is the fear of Continued on Page Eight, Column One

'L' Lease Hearing Today by Council's Committee. The Transportation Committee of Council will have a public hearing at City Hall this afternoon on the proposed lease of the Frankford elevated line by the city to the P. R. T. Members of Council, many with divergent views regarding the lease, will attend, and endeavor to obtain a clear interpretation of the agreement.

Residents of the northeast are expected to be present and Director Twining, of the Department of City Transit, will be there to answer questions on the subject.



MISS HELEN MERRIGAN. Today she appeared in Central Station against John D. Miller, whom she accuses of attacking her.

"PEARLY TEETH" HER CLUE

Girl Says Prisoner Is Her Assailant. He Denies It. John D. Miller, twenty years old, 2957 Memphis street, was held in \$1500 bail for court by Magistrate Renshaw at Central Station today on charges of attempted highway robbery and assault and battery.

The prosecutor was Miss Helen Merrigan, 2426 Tulip street, an unusually pretty girl, twenty-one years old, with blue eyes, red cheeks and fair hair. She said Miller stopped her early last Saturday morning as she was coming from a friend's home, and attempted to carry her off.

She told the Magistrate he grabbed her and said: "I've been waiting for you for a long time. Now I've got you and I'm going to take you away with me." Her screams attracted neighbors, she said, and caused the man to drop her and run.

Asked how she identified the man, Miss Merrigan said, "By his pearly teeth and curly Auburn hair." Miller denied the girl's charge and said he never saw her before. Both told such straightforward stories that Magistrate Renshaw finally decided to let a jury try the case out in court.

PULLMAN COMPANY LOSES ITS "OPEN-SHOP" FIGHT

Railroad Labor Board Sustains Union Contentions in Wage Cut Dispute. Chicago, June 21.—(By A. P.)—The Pullman Co. lost its open-shop fight before the United States Railroad Labor Board today when the board upheld the contention of union leaders that the company had not obeyed "the letter and spirit" of the Transportation Act which it conferred with its employees in mass meetings.

The board threw out the company's petition for a cut in the wages of its employees and instructed it to go back and meet the "duly elected representatives" of the employees.

The shop crafts and clerks in the Pullman shops are involved in the case. The board's decision will delay any action on a reduction in their wages for several weeks.

AFTER UNLICENSED DOGS

State Inspectors to Make Round-Up Here. The State officials will confer and cooperate with Walter Gilbert, chief clerk of the Bureau of Animal Industry, in the issue of the dog license law. A canvass will then be made of every station house, and the names of all owners of unlicensed and unvaccinated dogs will be taken.

CLOVER JUICE FOR PHTHISIS

Experiments Said to Indicate It Destroys Tuberculosis Germs. Washington, June 21.—(By A. P.)—The juices of alfalfa and other clovers are said to destroy the tuberculosis germ, Dr. Hyman Lischner, of San Diego, Calif., declared today at the convention of the American Institute of Homeopathy. Both grasses, Dr. Lischner said, are being used effectively in the dynamo-therapeutic treatment of former service men at Alpine Sanatorium, with which he is connected.

WOMAN FEELS HER ESCAPE

So Does Detective, Who Is Still Looking for Blind Splitter. After, it is alleged, he had been detected receiving stolen goods from a blind woman shoplifter, in an alley near a Chestnut street department store, Charles Manels, New York, was held today in 8000 ball for the Grand Jury by Magistrate Renshaw in Central Station.