U. S. Arms Stand Is Well Defined

Continued from Page One

certain generalities, such as the assurance of China against foreign aggression, just as Mr. Wilson sought the protection of the smaller nations of the world against aggression by the big nations. It has only a general aspiration in view, just as he had. The trouble will be on the details, just as it was at Paris.

The position of the United States at both conferences is inherently the same. It is the historic American position that the nations of the world have a right to develop free from external interference that impairs their sovereignty. Mr. Wilson had in mind machinery, the League of Nations, to achieve this end. Mr. Hughes has no machinery in mind. The most he hopes for is an agreement among the great Powers which may take the form of a treaty.

Mr. Wilson's desire for a League of Nations proved a source of weakness to him. The other Powers traded him his league for certain considerations. Mr. Hughes says this country asks nothing from the conference. But to an extent of which he is not entirely aware, he is asking the ending of the Anglo-Japanese alliance. That consummation bulks almost as large in his mind as the starting of a League of Nations did in Mr. Wilson's at Paris, with what consequences no one can yet foresee.

No One-Man Delegation

The American commission starts under better auspices this time than it did at Paris. During the Paris conference there was one meeting of the American delegation in the beginning and not another until March or April, when Mr. Wilson made his famous gesture of sending for his ship, the George Washington, to come to Brest.

There was no such entity there as the American delegation. Mr. Lansing, Mr. White and General Bliss used to meet occasionally and talk over their sorrows to each other. Colonel House, having the privilege of entering higher spheres, ignored his associates. President Wilson was unapproachable by any one except Colonel House.

The American delegation actually meets and organizes this time. It will work together. There will be mutual understanding among its members. Its task will be easier than that confronting Mr. Wilson at Paris. It is working for the practical, not the unattainable. No one expects too much of it. No member of it expects the impossible.

MILES WELL KNOWN BY PHILADELPHIANS

Basil Miles is widely known in Philadelphia, although he gave up his residence here some five years ago. He is the son of Mr. and Mrs. Frederick Miles.

One of his sisters is now Mrs. Harold Binney, of New York, whose two daughters, Constance and Faire, have recently appeared on the stage and in the movies. Mrs. Binney was Miss Gertrude Miles.

Another sister, who was Miss Ada Miles, married a Mr. Surett, of New York.

Mr. Miles was former chief of the Division of Russian affairs of the State Department, and since August has been a special assistant in the department in connection with the armament conference.

Prior to 1917 he was a special assistant to the American Ambassador at Petrograd and later served as secretary of the Root commission sent to Russia by President Wilson.

BEAUTY BEATS SHORTHAND AS COURSE AT Y. W. C. A.

Announcement of New Course at Kensington Starts Something

Beauty vs. Shorthand, a match at the Kensington Y. W. C. A. last night, was won by a knockout by Beauty in the very first round.

Whatever interest the girls may have in any of the other educational facilities offered by the association the announcement of the start of a class where they could learn to "make the most of themselves," started a rush that necessitated the limiting of the number of pupils.

The new class will take up every phase of removing the wrinkle, dressing the hair, clothing the body and the thousand and one other things that are a part of making a girl "look like what she ain't."

Girls ranging from eighteen to twenty-five years so rushed the registration clerk when the announcement of the establishment of the class was made that the size of the class was reduced to fifteen. There is a long waiting list.

LEGION TO AID UNEMPLOYED

Members to Open Bureaus and Make Personal Solicitation for Veterans

Oklahoma City, Oct. 12.—(By A. P.)—A program for posts of the American Legion throughout the country to follow in combating the unemployment problem was issued here today by Roy Hoffman, of Oklahoma City, chairman of the National Legion Committee on Unemployment.

Establishment of Legion employment bureaus to get in touch with employers and urge employment of war veterans in all possible openings was asked. Legionaires in paying positions were asked by the committee to "act as big brothers to less fortunate men, and lend the money to furnish food and shelter during periods of unemployment."

'Dry' Agents Bought Liquor Freely in Saloons Here

"Many saloons in Philadelphia are selling whisky openly," said L. G. Nutt, acting chief enforcement agent of the United States forces investigating bootlegging.

"Agents investigating conditions in Philadelphia had no difficulty in buying both whisky and beer in the saloons of Philadelphia and throughout the State of Pennsylvania. These conditions will be wiped out and action will be swift and sure.

"The responsibility for such conditions rests entirely on the shoulders of the Federal Prohibition Director for the State. He should see that the law is enforced."

Calls Philadelphia Bootleggers' Nest

Continued from Page One

method will become public property, because by that time we will have acted."

Will Arrest Any Violator

"Will you say if there will be arrests of violators of the prohibition law?"

"We will certainly arrest any one we find has violated the law when we have on hand sufficient evidence to satisfy us that we can convict."

"Your investigation shows that practically every saloon in Philadelphia is openly selling whisky?"

"I can safely say that there are many saloons in Philadelphia selling whisky and that our agents had no difficulty whatever in buying it. We are compiling evidence and will take care of it in due time."

"Who is responsible for such conditions?"

"The responsibility rests entirely on the shoulders of the Federal Prohibition Director for the State. He should see that the law is enforced?"

"Will he be held responsible by Commissioner Haynes?"

"That is a matter to be answered by Commissioner Haynes. Whatever information we have or will receive will be turned over to the commissioner and he will direct whatever action follows."

"Are your men now checking up on the withdrawals of whisky and alcohol made by wholesale drug houses and others holding permits?"

"Yes, we are now checking up on permits for withdrawals. This will take some time, but we are going to find out a few things about these withdrawals before we get through."

"Will you say whether there will be wholesale revocation of these permits?"

"A great number of them will no doubt be revoked. We will revoke the permits issued to those we find have not been withdrawing whisky and alcohol in compliance with the law."

"Who is responsible for the issuance of these permits?"

"That is another matter that you will have to take up with the Commissioner. All that I know is that we have on hand evidence that alcohol withdrawn for a Philadelphia account has been shipped to Washington and other points, where it has been disposed of for the manufacture of whisky."

"What about the case-goods whisky withdrawn ostensibly for use in the manufacture of medicine?"

"We are checking on that too. We want to know just what particular kind of medicine the whisky is used in and incidentally we are going to find out."

Nutt would not discuss just how far the investigation has gone along these lines, but smiled when the names of several so-called health tonics used by permit holders as a basis for securing their permits were mentioned. It is known to the investigators that much of the alcohol withdrawn never goes into manufacture of medicine, but is used in the preparation of whisky.

It is also known that the statement accredited to Director McConnell to the effect that only one permit has been issued by his office since his appointment, last June, is erroneous. Headquarters in Washington are at a loss to account for such a statement, as their records show that between twenty and thirty wholesale drug permits have been issued for Pennsylvania since June last.

Officials in Washington point to the fact that holders of basic permits, issued before McConnell assumed office to wholesale and retail drug houses, may have withdrawal permits issued to them at his discretion without reference to Washington. The holders of basic permits must, of course, be approved in Washington, but there are thousands of such permits in existence, having been issued during the regime of Commissioner Kramer.

4000 Permit Holders

There are about 4000 permit holders in Pennsylvania and it has been found that a large majority of them are at this time open to question because of forgeries, duplications, fraudulent issuance and frauds practiced by the holders after procuring them. This condition is the most grievous one Commissioner Haynes has to contend with and it is said that with the revocation of such permits the liquor situation is bound to clear up to a point where the law regarding it will be respected.

Commissioner Haynes himself will not discuss the situation in this city nor in the State.

"We have the situation in New York well in hand. I might say that it is 100 per cent dry," said Commissioner Haynes, in New York, "and I hope to do the same for Pennsylvania. Just how we will accomplish this I cannot say at this time."

U. S. Holds Port To Supply Jobs

Continued from Page One

ters may be excused. This is peacetime, however, although the fool fiction prevailed in Washington until recently that we were still at war with Germany, notwithstanding that the last gun in the carnage had been fired three years ago.

With a delay that suggested indifference, or the insolence of power, the Washington authorities permitted five months to elapse before the petition received attention in the shape of a reply.

W. E. Reynolds, commandant of the Coast Guard, on August 30, returned the petition to the United States District Engineer in Philadelphia, who transmitted it to Director Sproule, president of the Board of Navigation Commissioners.

The petition was refused.

The reply was accompanied by a long dissertation on various Federal laws and quotations as to the right of the Government to continue to direct the affairs of the port.

Case of "Investigate Yourself"

From the documents returned it would seem that the United States engineers' office turned the petition over to the commandant of the Coast Guard. This was tantamount to a command, "investigate yourself."

And the commandant proceeded to investigate his service.

In the request forwarded to the authorities in Washington Mayor Moore and the shipping interests set forth the following:

"The United States Coast Guard Service is now maintaining (in the port of Philadelphia) at a large expense three boats, fully equipped and manned and paying high wharfage charges, in charge of an officer designated as the port captain, a man no doubt of high attainment but possessed of no local knowledge of the conditions of the harbor nor is he in touch with general shipping matters.

"No jurisdiction whatever is exercised over the section of the river at Chester or Marcus Hook, where the vast oil refineries are located, nor on the Schuylkill River or the upper reaches of the Delaware. Vessels are allowed to anchor promiscuously off these points and off Chester.

"Until the shipping community arose en masse against these conditions vessels were allowed to anchor off the harbor, blocking the ferry slips and rendering navigation within the city limits both difficult and dangerous.

"One serious collision, involving the loss of life, resulted from this lack of supervision, and innumerable complaints as to the blocking up of docks by vessels tailing within dangerous proximity to the outer ends of piers were recorded."

Replies With Guarded Denial

Mr. Reynolds, at the end of a five months' leisurely inspection of the situation, replied with a general, though guarded, denial of the facts affirmed in the petition.

At times he was equivocal and evasive. It is unfortunate that he quoted from Section 9, Article I, of the United States Constitution, that:

"No preference shall be given by any regulation of commerce or revenue to the ports of one State over those of another."

The ports of New York City and Norfolk, Va., from their proximity to the open sea, have been the only ports in the United States in which the Government assumed control of port interests. All other ports, Boston, Baltimore, etc., have been exempt. The preference is, therefore, against this city.

Again, unfortunately, the commandant of the Coast Guard, which is the seaboard police and detective force of the Government, quotes from River and Harbor Act of 1915 as follows:

"The Secretary of War is hereby authorized, empowered and directed to define and establish anchorage grounds for vessels in all harbors, rivers, bays and other navigable waters of the United States whenever it is manifest to the said Secretary **that the maritime or commercial interests of the United States require such anchorage grounds for safe navigation.**"

There were the exigencies of the time to justify the Government taking control of this port during the World War. The greatest shipyards in the world were turning out vessels by the score. Warships were coming and going. The harbor was greatly congested.

Conditions Different Today

No such conditions exist today. It is the consensus of opinion of the entire maritime power of Philadelphia that there are no interests of the United States which demand its continued control of the port.

Commandant Reynolds slipped a cog when, following his investigation of his own service, he stated:

"It has been necessary for the Coast Guard to make many changes in the assignments of the commissioned and of the warrant personnel in readjusting the Coast Guard to a peace-time status."

There you have the milk in the cocoanut.

Coast Guard officials, with the war ended, had to be taken care of. They had to be "readjusted" with new jobs.

To use a crude simile, suitable holes had to be found for a certain number of blue and brass plugs. Why not continue to use the port of Philadelphia as a place of assignment for the personnel of the Coast Guard Service?

Should General Beach, chief of engineers of the army, or General Henry Taylor, chairman of the Board of Rivers and Harbors, choose to deny the above, they might accompany the denial with an explanation why Boston and Baltimore, Savannah, Jacksonville, New Orleans and other ports have not received their polite attention as has Philadelphia with its Coast Guard supervision?

Anyhow, they might elucidate those two lines in the United States Constitution quoted above, that:

"No preference shall be given by any regulation of commerce or revenue to the ports of one State over those of another."

The courtesy of common life might also suggest that they explain why, after representatives of forty steamship lines protested, and all the marine interests of the port and the chief officials of the city, they were not recognized at least to the extent of giving their representatives a hearing before the chief of engineers before he turned down their petition.

A dispatch from Washington of today says:

"Federal control over the harbor and port of Philadelphia may be accepted as permanent, and will not be relinquished. This information came both from the War Department which has jurisdiction over all navigable waters in the United States, and from the Coast Guard which is vested with authority to enforce regulations for the control.

"The only reason the Government did not take control of the port of Philadelphia prior to the war was that it lacked facilities or failed to perceive the necessity for doing so. Regulation went by default. The authority was there, but wasn't exercised."

"Senator Penrose, it was learned today, wrote the War Department a month ago protesting against continued Federal control of the port of Philadelphia. General Taylor replied, explaining the statutory authority for the control, and the Senator apparently was satisfied. The correspondence in the subject ceased with this communication."

From the above it appears that Philadelphia's own port officials are port officials no longer. The scepter has departed from Israel.

Captain John G. Berry is the new boss.

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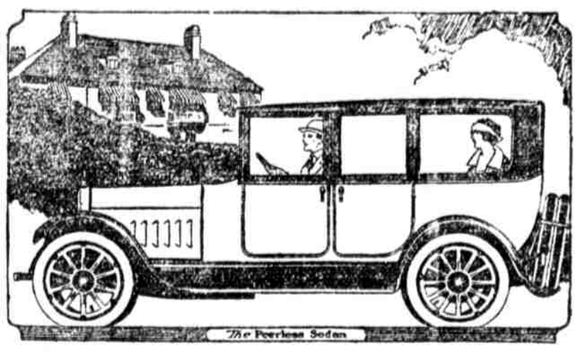

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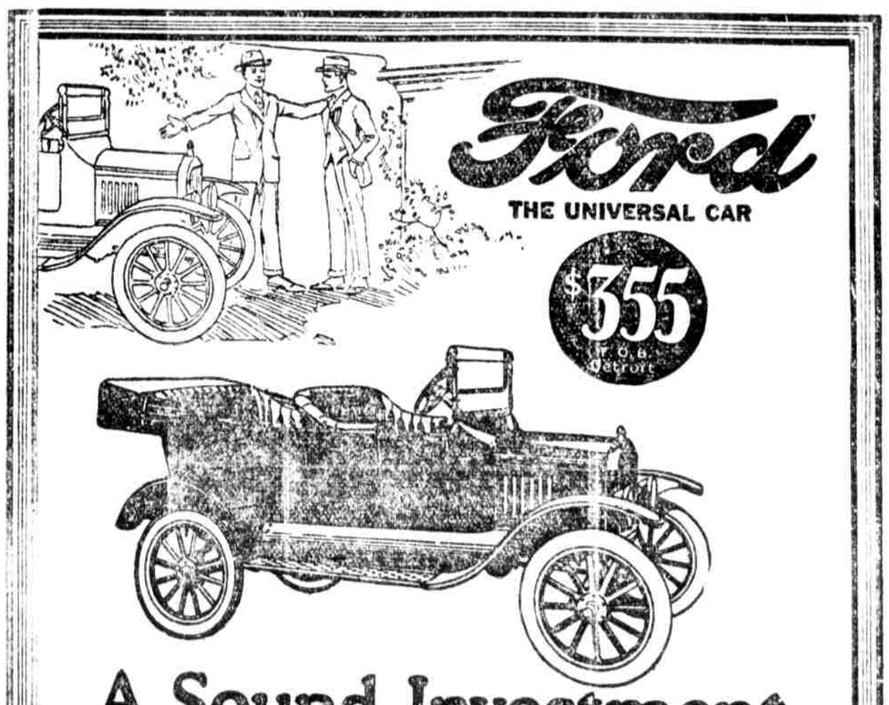

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