ANGE CREW LAW, RGE JERSEY R. R.'S

Declare Present Statute Causes Waste Which Is Burden to Roads and Public

ACK SENATE MEASURE

Trenton, Feb. 2.—Declaring that the ate excess crew law puts an unnecessary burden on the carriers and the ople, the Associated Railroads of New rsey today issued an appeal to the blic to support a Senate bill to change e statute.

The appeal declares that the railads want to provide the best service lowest possible cost but that to do they must be operated without waste. then characterizes the compulsory ployment of excess men in train opation as a waste which involved a of $620,000 last year. Such wastes, is stated, must be met by passenger freight rates.

The law so far, the statement asserts, made a total waste of $5,500,000. uch waste," the statement continues, the railroads would stop. But before y can there must be legislation reling an arbitrary, uneconomic law this State which requires employent now of 384 trainmen in positions ere they are not needed and in which ey perform no real service either for fety or efficiency of train operation.

"The railroads do not ask to be final dges of how many men shall run a ain. They will continue to put on ains, as now, as many or more men an the excess crew law requires—henever they are needed. So there can no doubt and that trainmen, not n than passengers and shippers, shall sure of full protection, the law, as railroads propose to change it, will t in the Board of Public Utility mmissioners—compulsory power to and to order that every train opated in the State is properly manned.

"What is now undertaken in New rsey, where industrial and business pression is severe, creating unemployent, losses and distress on all sides, rectly concerns every shipper and ssenger, every farmer, trucker and dustrial worker in the State, every mily, every individual, being a measre to stop a perfectly unnecessary exense in railroad operation, as one imortant move to get down the whole st of railroad operation and service r the benefit of all."

Cardinals Gather to Elect New Pope

Continued from Page One

rovisions yesterday for the sustenance f the Cardinals, only provided menus r today, tomorrow and Saturday. kers who believed the election would brief pointed out that the Cardinals nerally were in favor of a continuaon of the late pontiff's policy, and at there was, therefore, nothing to do t choose a man who would follow that olicy.

As the conclave convened it appeared at the "irreconcilables," headed by erry Del Val, and the "peace party," nder Gasparri, could each count on bout twenty votes. The remaining elve constituting the moderate secon. The candidate of Merry Del Val's roup was said to be Cardinal LaFonaine, while any one of Cardinals Gasarri, Maffi or Ratti was said to be acptable to those favoring a rapprochent with the Quirinal. Cardinal Laenti was mentioned as a candidate who ight be put forward by the moderates nd fully satisfy both factions.

London, Feb. 2.—(By A. P.)—The ome correspondent of the Times telraphs that when the numerous opinns as to who will succeed the late ope Benedict are sifted the names hich stand out are those of Cardinals asparri, Ratti, Maffi, LaFontaine, uldi and Granito.

[With the exception of Cardinal Granito, all these have been consistently entioned as possible choice. Cardinal ranito is Bishop of Albano, is seventy ars old and was raised to the purple 1919.]

The Times' correspondent adds that is probably safer to mention no names all, but emphasizes that no Cardinal ot Gasparri stands much chance for lection.

He quotes a "very well-informed uarter" as saying that either Monignor Cerretti, papal nuncio in Paris, Monsignor Pacelli, nuncio in Berlin, ould succeed Gasparri as Secretary of tate. The fact that neither of them a cardinal would not create a precent, as Merry del Val was not a Cardinal when Pius X appointed him to the osition.

$9,000,000 IN FRICK TAXES

Estate of Capitalist Shrinking and Now Valued at $94,012,153

Pittsburgh, Feb. 2.—(By A. P.)—ore than $9,000,000 has been paid by e executives of the estate of Henry ay Frick, the former coal and steel pitalist, in Federal and State inheritance taxes. This was shown in e first account filed today in Orphans' ourt here. The Federal Government as the principal beneficiary, receiving 8,338,898, while Pennsylvania reeived $1,978,949 and Kansas $353,887. he State of New York received 131,600.

The value of the estate was estimated t $94,012,153, which is considerably ss than the estimate when Mr. Frick ied. The shrinkage was attributed to e lessened market value of stocks and onds.

The account also showed that beneciaries under the will had received 15,335,994, the largest payment being ade to New York City, which has eceived personal property valued at 13,132,391, for the establishment of e "Frick collection," provided for in r. Frick's will.

OULD CUT HARBOR GRANTS

Bill in Senate Limits Appropriations to $17,000,000 a Year

Washington, Feb. 2.—(By A. P.)—evision of all legislation authorizing ppropriations for river and harbor deelopment and maintenance will be unertaken soon by the Senate Commerce ommittee.

Chairman Jones made this announcemnt today in the Senate in connection ith a bill he had introduced providing r authorizations not to exceed $17,-00,000 a year.

Wills Probated Today

Five wills were admited to probate day. They are those of Anthony Kay-r, 238 South Eleventh street, $13,550; ary K. Allen, who died in Riverside, J., $32,885; Annie B. Smith, 4530 egent street, $9000; George W. ufer, 1427 Widener place, $20,000, d Susan N. White, 3942 North Sixth street, $5000. An inventory was in the personal estate of Jesse arst, valued at $210,413.

MOTOR CO. SALE HALTED

Wilmington U. S. Judge Annuls Order Previously Made

Wilmington, Del., Feb. 2.—The order of sale of the property of the Lincoln Motor Company, made by the United States District Court in Detroit and indorsed, conditionally, by the United States District Court here, has assumed a new phase, the order of the local court having been vacated. The sale was set for next Saturday, February 4, at Detroit. What effect the vacation of the local order will have on the sale is problematical.

The Lincoln Motor Company is a Delaware corporation. On November 8, 1921, on the suit of William H. Murphy, Judge Arthur H. Tuttle, of Detroit, where the plant is located, appointed the Detroit Trust Company receiver of the assets in that district. On November 19 Judge Hugh M. Morris, in the United States Court here, appointed the Detroit Trust Company and William H. Boyce, the latter of Delaware, receivers. On January 4, 1922, Judge Tuttle made an order of sale of all the property on Saturday, February 4, by William H. Sayers, Jr., of Detroit, the special master appointed for that purpose, who had received an offer of $8,000,000 for the property.

As the matter now stands the Michigan court has ordered the property sold next Saturday, while the Delaware court, Delaware being the domicile of the company, has withdrawn its order authorizing a sale.

Detroit, Feb. 2.—(By A. P.)—Sale of the holdings of the Lincoln Motor Company here will be carried out at a public auction at 10 o'clock Saturday morning despite the action of Judge Morris, of the United States District Court, at Wilmington Del., vacating his order of sale, it was announced today by United States District Judge Arthur J. Tuttle, of the Eastern Michigan District.

SPROUL TO AVOID FLORIDA

No Politics to Be Talked on Proposed Sea Trip for Rest

Harrisburg, Pa., Feb. 2.—Governor Sproul says that when he leaves Harrisburg it will be to take a sea trip along the Atlantic coast to rest and "avoid politics" and not to go to Florida to take part in any political conferences.

"There is plenty of political talk right here," said Governor Sproul.

The Governor intimated that the Florida conferences at which Senator Vare will be the central figure, would not be important. He said State leaders were disposed to let things drift along until those who are going to Florida return, when they will resume the discussion of political matters.

It is understood W. Harry Baker, secretary of the Republican State Committee, also does not intend to go to Florida.

BAD LIQUOR KILLS ACTRESS

Lillian Carroll, Out of Work, Falls Dead in New York

New York, Feb. 2.—(By A. P.)—Poisonous alcohol was said by medical examiners to be the probable cause of the death of Lillian Carroll, an actress, twenty-nine years old, who fell dead at 450 West Fifty-fifth street last night after telling another roomer there of repeated failures to get a position. An autopsy was ordered.

Earlier in the day John Carnello, a bootblack well known to workers in office buildings on Columbus circle, was found groping his way helplessly along Central Park West. At Bellevue Hospital, where it was found that he was blind, he admitted taking "some drinks" with a friend whose name he would not tell.

C. W. MORSE TO BE WARNED

Will Be Brought Back When Needed if He Leaves U. S.

Washington, Feb. 2.—(By A. P.)—Attorney General Daugherty was understood today to have suggested to District Attorney Gordon that in replying to the request of Charles W. Morse, New York, for permission to leave the country to consult his physician in Italy, that Mr. Morse be told that wherever he goes he will be brought back whenever his presence is required, whether he leaves the country with or without premission.

Progress of the Grand Jury proceedings in connection with Mr. Morse may take some time, it was indicated at the Justice Department.

PLUMBER SEEKS MILLIONS

Relies on Old New York Leases to Obtain $120,000,000

Lancaster, Pa., Feb. 2.—William Schnepf, a plumber in the employe of George T. Sellers of Gap, Pa., hopes to obtain a fortune amounting to $120,000,000. It was learned from Schnepf this afternoon that he has retained William Tregany, of Coatesville, as an attorney to investigate old papers belonging to his deceased grandmother, Mrs. Mary E. Platt, nee Hanway, which showed ninety-nine years' leases on two valuable tracts in New York.

According to the aspiring millionaire he was informed a short time ago that the leases were about to expire.

ROB CONGRESSMAN TWICE

Brooklyn Man Loses Overcoat, Hat, Gloves and Watch

New York, Feb. 2. — Representative Warren T. Lee passed anything but a pleasant week-end at his home in Brooklyn, it was learned yesterday with his return to Washington.

On the sleeper to New York, he was robbed of overcoat, hat and gloves. The thief overlooked his watch and chain. But another member of the fraternity visited the Lee home when the Congressman was out and pocketed the timepiece and chain which the owner had left on the bureau.

WILL ERECT CLUBHOUSE

Oak Lane Review Club to Build at 70th Avenue and 12th Street

A clubhouse for the Oak Lane Review Club will be erected at the corner of Seventieth avenue and Twelfth street. Ground will be broken as soon as weather conditions permit and it is expected that the building will be completed by fall.

Mrs. Clarence Miller, chairman of the Building Committee, made that announcement at the club's meeting yesterday.

Plans for the clubhouse include a large auditorium that can be used for meetings, lectures and dances. Smaller rooms will accommodate committee meetings and parlors for the use of the members will be provided.

COCKRAN OFFERS PROTEST

Washington, Feb. 2.—(By A. P.)—Protesting against any attempt to control the size and nature of the American Army and Navy by treaty, Representative Bourke Cockran, of New York, introduced a resolution today declaring that privilege rested solely in Congress, with the House sharing responsibility equal with the Senate.

SHAUGHNESSY DIES FROM HIS INJURIES

Second Assistant Postmaster General Victim of Washington Theatre Disaster

HAD NOTABLE WAR RECORD

By the Associated Press

Washington, Feb. 2.—Edward H. Shaughnessy, of Chicago, Second Assistant Postmaster General died here early today at Walter Reed Hospital from injuries received in the Knickerbocker Theatre disaster Saturday night.

Although Mr. Shaughnessy's injuries were known to be of a critical nature his condition had shown improvement up to yesterday and his death was unexpected. Attending physicians at the army hospital to which Mr. Shaughnessy was taken when removed from the wreckage of the motion-picture theatre several hours after the collapse of its roof, which caused nearly a hundred fatalities, said his death followed a sudden heart collapse shortly after midnight.

This was preceded, they said, by development of internal complications late yesterday. Mr. Shaughnessy suffered a broken pelvis and other injuries in the accident, but for several days had shown a resistive power which made physicians hopeful of his ultimate recovery.

Mr. Shaughnessy's wife and his ten-year-old daughter Ruth, both of whom are now recovering from injuries received in the theatre disaster, had not been informed of his death at an early hour today. They are being treated at another hospital, the daughter having had both arms broken, while Mrs. Shaughnessy is suffering from a fractured rib and shock.

President Harding had shown constant concern over Mr. Shaughnessy's condition, and during the first days after the accident had received encouraging reports of it through Brigadier General Sawyer, the President's personal physician, whom he had sent to the hospital to make direct inquiry.

Chicago, Feb. 2.—(By A. P.)—Edward H. Shaughnessy was born in Chicago in 1883. When fifteen years old he was made ticket agent for the Chicago North Western Railroad at Elgin, Ill., and had worked his way up to superintendent of that railroad when the World War broke out.

He was commissioned a first lieutenant in the Thirteenth Railway Engineers, and went overseas with that regiment. He served as superintendent of transportation at Chateau-Thierry, and later, during the St. Mihiel drive, was general superintendent of transportation at Is-Sur-Tille.

During the Argonne offensive he was general manager of transportation in the zone of advance, and by that time had been advanced to the rank of colonel.

Philadelphia Not Like Main Street

Continued from Page One

have heard Philadelphia is tremendously busy and I am very anxious to go and find out for myself."

"They have Independence Hall over there," another Gothamite suggested.

"Independent thought, did you say?" put in Margot Asquith.

"It's a city of homes. Nearly everybody believes in homes there," was the next volunteer bit of instruction for the very humble but apt pupil.

"That is as it should be," was the rejoinder. "Marriage, homes and children are the finest things in the world." And to prove that she was not just sitting on the velour lounge making pretty speeches, Margot Asquith jumped up blithely and introduced her visitors to the little picture gallery on the mantelpiece.

Son at Oxford

There was the Princess Bibesco, the daughter, who is twenty-two and married to the Rumanian Ambassador at Washington. There was Anthony, the son, at the age of nine. He is eighteen now and at Oxford and destined to be a politician. Last but not least in the little gallery was the Princess Priscilla, looking like a snowbird in a little white fur coat.

"That is my little granddaughter," Margot Asquith said, picking up a small gilt frame. "Isn't she a darling? I take my pictures wherever I go."

It is because of her firm belief that a woman has all she can do to take care of her home that Mrs. Asquith does not believe women can live up to suffrage. She does not advocate women in Parliament, but has scarcely been in America long enough to discuss the political situation here.

Mrs. Asquith has been in America long enough, however, to state clearly, nicely and courteously that she likes American men better than American women.

She smiled fascinatingly when she said she did not find the men of the United States the hard-headed, hard-hearted business type so often depicted. One might surmise that an autobiography written with our United States as a romping ground might not have proved uninteresting.

As to the diary itself, however, the lady whose interesting disclosures went with fixed but sky-rocket fame into the clear cool sky of England does not think there was anything particular remarkable about it.

"I have kept a diary since I was fourteen," she explained. Mrs. Asquith is fifty-eight, by the way, now. "I should never have published it if it hadn't been that really we needed the money. The big sales were ridiculous, weren't they?"

And no, for those who are curious about it, Mrs. Margot Asquith didn't mind the heckling that came from the gallery on the occasion of her first lecture here in America.

"On the whole," she said, "I think Americans are remarkably courteous. They have, I should say, more real native warm-heartedness than we have in England. That little incident wasn't so much after all. You see, I'm not really a lecturer, so perhaps I was to blame."

"My knees knocked together and I almost gave way when that woman shouted 'Good-by, you've got my money for nothing,'" said Mrs. Asquith.

"The trouble was that I was placed too far back on the stage. I had been terribly seasick on an extremely rough voyage, and I was doing the best I could. I think that every one heard me except in the early part of the lecture.

"I made an unfortunate selection in my first reading. I should have known that the people here do not ride and hunt as we do in England and that the subject did not interest them. Besides, I made it more difficult to understand because of the brogue used by one of the characters. That was quite stupid and entirely my own fault. I have learned something."

Mrs. Asquith said she had found the newspaper accounts of her lecture interesting.

"I think they were quite friendly and kind, all things considered," she said.

Fair Sites Considered on This Percentage Basis

	Per cent
Procurability	13
Esthetics	12
Accessibility and transportation	18
Cost and salvage	10.5
Health (water supply sewage, topography)	9
Comfort	9
Housing and feeding	9
Size	4.5
Facilities for exhibitors	4.5
Power and light	3.5
Communication	2
Miscellaneous	5
Total	100

Park Site Best for Fair, Say Engineers

Continued from Page One

of large permanent value to the city after the fair is over. The accessibility of the location would add a material percentage to the income of the fair, through admissions and the value of concessions, as compared with sites less centrally situated.

Beauty Ready at Hand

"From the esthetic standpoint the location would make possible the utilization of the most beautiful park development in this country, if not in the world. The proper use of portions of the Parkway would forward construction of the great permanent and needed structure planned for that magnificent thoroughfare, and would likely leave it so developed as to have become a competitor in beauty and dignity with the Champs Elysees in Paris, now generally recognized as the most beautiful existing boulevard.

"Further, the Art Gallery, National Government and State buildings, and other permanent structures contemplated for the Parkway, which can be completed and adapted for the Exposition, may be made to serve as a method of reducing the number of temporary structures, as they represent an important amount of floor space.

"This site would naturally have entrances which make easy access from the south and west portions of the city, from West Philadelphia, and from North Philadelphia; and the Park being a source of rightful pride and interest to all of the people of the city, its acceptance as the site should result in all sections of the city joining in the enterprise with equal enthusiasm and civic pride. With regard to housing and caring for visitors, the site has been ranked first, and it is acceptable from the standpoint of transportation, water supply, sewage disposal, comfort, health, etc.

"Destruction of foliage, interrupted public use of the Park, and interference with the regular avenues of city travel have been pointed to, and they with other disadvantages which have been suggested, have been given careful consideration by the committee.

Determine Boundaries Later

"The specification given in the resolution, quoted earlier, concerning territory within the limitations of which the exposition may be placed, is made broad, as the specific boundaries of the fair must be determined when the architectural and landscape plans are prepared, and those responsible therefor should, of course, have as large leeway as possible.

"Further, the exposition engineers and architects should be in a position to avoid placing excessive expense upon the fair project in the form of sewerage development, covering and electrifying railroads, condemnation of valuable property, etc.

"However, there are improvements along the Schuylkill, contiguous to the territory proposed, involving the condemnation of land and improved sewerage disposal, which, when accomplished, might be of great advantage to both the city and the exposition. Their prompt undertaking by the city is submitted for the consideration of the municipal authorities.

"Although request was made for recommendations concerning sites, the consideration of this problem has of necessity involved a study of the probable features and general scope of the exposition. The results of this study are to be found among the appendices, but the following suggestions are submitted here for consideration in connection with the site recommended by the committee to be most desirable.

Two Outstanding Features

"Thus, there are two elements of national and international activity, of much importance, which are not from the architectural or physical standpoints readily adapted to the central group of an international exposition, but which, it is believed, should be developed as co-ordinate exhibits. These are, an exhibit dealing with the practice and problems of marine transportation and activities, and another for showing agricultural processes and methods.

"It is suggested by the committee that an exhibit including possibly full-sized boats equipped for various types of marine service, and other large marine exhibits, may be located to advantage at or near the Philadelphia Navy Yard at League Island. It is probable the United States Government, or the United States Shipping Board, would undertake to carry through a project of this kind. Undoubtedly a great proportion of our American visitors attending the fair would welcome the opportunity to visit such a display, as well as the Navy Yard, where a naval exhibit also could be included. This feature would greatly aid the Nation in the development of its merchant marine.

The agricultural exhibit suggested should be a working educational display of agricultural methods, as distinguished from the exhibit of agricultural products, which doubtless will be within the main fair groups. It might include dairying, barns, agricultural apparatus in actual operation on the ground, including numerous contests of interest; livestock of all varieties; plots devoted to the growth of food products of this and other countries, with which the people are not commonly acquainted, etc.

"It is the expectation of the Executive Committee to agree upon a site within the next two weeks," the Mayor said. "No definite site will be agreed upon until after the public hearings. It might be emphasized at this time that the members of the committee are anxious for a site which will attract the greatest number of people, since much will depend upon paid admissions to the fair."

"One of the natural advantages of these suggestions rests in the fact that they would cause great numbers of the visitors to traverse the magnificent drive in the Park, as well as northern and southern Broad street, and become impressed by the substantial character and extent and beauty of our great city."

The report goes on to explain why the committee has rated second the various sites to the north of the city center, which include Pennypack Park, Upper Roosevelt boulevard, Juniata and Tacony Parks, and the Roxborough sites; that in most cases these sites lend themselves from the esthetic standpoint to beautiful development.

"They are rolling in character and in general contain sufficient water to enable marine features to be added in landscaping. In these sites transportation can be arranged which will serve the needs of probable attendance at such locations, as can also the disposal of sewage and the supply of drinking and other water. They are of reasonably high elevation, and in that regard meet the requirements of comfort and the health of visitors. The character of the ground would enable the necessary foundations of the fair buildings to be constructed without excessive cost. The placing of the fair at any one of these sites also would tend to the rapid development of the city near the fair location.

Far From City's Center

"On the other hand, the sites are distant from the center of the city, and are as a result not accessible, nor would they draw the attendance nor make the concessions as valuable as in the case of the Fairmount Park-Parkway sites."

The southern sites, placed third by the report, are discussed as follows:

"The southern sites are in a region fitted to become a highly developed and valuable part of the city. They have many advantages, but these are offset by certain conditions, having to do with the time set for and the character of the exposition, which have caused the committee to rate them in the third group. They include two sites near League Island and the United States Shipping Board sites, the Fortieth ward and the Cannonball farm.

"The southern League Island Park site has the great advantage of lying close to the Philadelphia Navy Yard, which itself is a national attraction of great value, and this site has a magnificent stretch of frontage on the Delaware River, as has also that of the United States Shipping Board. This League Island site is not far removed from the center of the city and could be reached from all quarters.

"All these southern sites, however, would require large sums for grading to prepare them for the specific needs of the exposition and, in connection with this, much time, needed for actual construction, would be required to get the ground into condition to begin operations. They are not readily adapted to easy treatment from the esthetic standpoint, nor would they draw the attendance and income which would come to a site more centrally located, with easier entrance from all parts of the city."

Considering aviation and certain other items necessary to the success of the exposition, the report continues:

"Methods of transportation by air will without question be a matter of great importance, and there will be extensive exhibits of apparatus relating to this modern development, in the main part of the exposition. There will doubtless also be much use of airplanes for the transportation of visitors from a distance. Airfield facilities have not, however, been considered as a necessary part of a site by reason of the fact that it is believed wise to locate them at available and practicable points, preferably not contiguous to the exposition grounds.

"On the other hand, the parking of automobiles, close to and in the grounds, and arrangements for those who desire to camp out, have been given full consideration and weight in the findings, as have also many other requirements of a great exposition, such as handling the masses of people, easy transportation between buildings, etc. In like manner, in deciding matters relating to attendance and income, the value of concessions, etc., careful study has been made of results obtained at other expositions."

Financial Side Considered

The following are relative figures on past expositions:

PHILADELPHIA INTERNATIONAL CENTENNIAL EXPOSITION
May 10, 1876

National appropriation	$2,183,184.50
City appropriation	1,500,000.00
State appropriation	1,500,000.00
Private subscriptions	2,300,000.00
Paid attendance	8,004,274.00
Cost	8,500,000.00

WORLD'S COLUMBIAN EXPOSITION
Chicago, May 1 to October 30, 1893

Cost	$19,640,329.61
Paid attendance	21,480,181.00

PAN-PACIFIC INTERNATIONAL EXPOSITION

Total receipts	$27,178,065.14
Total disbursements	25,865,914.38
Final surplus	1,312,150.76
Total attendance	18,413.00
Final profit	$1,040,000.00
Federal appropriations for expositions:	
1876. Philadelphia	$2,183,184.50
1880. Yorktown, Va.	172,328.02
1883. Louisville	10,000.00
1884. New Orleans	1,650,000.00
1888. Cincinnati	157,750.00
1893. Chicago	5,840,329.00
1895. Atlanta	200,000.00
1897. Nashville	130,000.00
1898. Omaha	240,000.00
1899. Buffalo	1,015,000.00
1901. Charleston, S. C.	250,000.00
1904. St. Louis	11,122,500.00
1905. Portland, Ore.	485,000.00
1907. Jamestown, Va.	2,050,000.00
1909. Seattle, Wash.	600,000.00
1915. San Francisco	1,174,000.00

"In order that the committee might consider the problem of a site of suitable characteristics and size for an international exposition," the report goes on, "it was essential that it gather information concerning previous fairs of similar character, and from this data and by comparative studies of conditions which exist in Philadelphia, set forth the fundamental conditions which must be met."

Summary of Buildings

"From the study thus made it was decided that the following buildings or their equivalent will be an essential to a proper presentation of the world advances which have been made during the last fifty years: Manufactures and liberal arts, machinery, including electricity; mines, metallurgy and chemistry, transportation, agriculture, fisheries, food products, horticulture, music, including auditorium; art galleries, education, anthropology, United States Government buildings, Administration building, Pennsylvania building, States and foreign buildings, building arts, stadium and drill grounds; necessary buildings for amusements.

It was estimated the main group of buildings of suitable size would require 100 acres of space, and there would be other buildings, incidental but necessary to the group, which would increase the area to about 150 acres. The minimum space for properly setting these buildings, it was estimated, would require 150 acres more, or a total of 300 acres. To this area should be added from 300 to 500 additional acres to provide for other purposes, which makes a total of between 600 and 800 acres, as the estimated territory demanded.

"The 300 acres called for should be in one plot, and it is preferable to have all together.

Choice Not Final

Though the "Modified Cret Plan" is recommended by the committees of experts designated by the Executive Committee to consider the matter of a fair site, this choice is not necessarily final.

The next move will be to appoint public hearings, at which all persons interested in the various sites proposed will have an opportunity to urge their choice. The Executive Committee will make its final decision after all comers have been heard.

However, it is considered virtually certain that the site recommended by the experts will be the one finally chosen. This because the engineers already have gone into the question with the utmost thoroughness, considering every practicable site from many points of view. In this work they have had the expert advice of the architects and real estate men on the availability of various sites as adapted to architectural development, and the feasibility of acquiring the necessary ground. It was the opinion that from every point of view the "modified Cret plan" was the best.

Original Plan too Small

The plan elaborated by Paul Cret, internationally known architect and professor at the University of Pennsylvania, called for the use of a section adjacent to the Parkway and Fairmount Park which was found too small to meet all the needs of the great exhibition in 1926. It was enlarged according to suggestions made by Eli Kirk Price, of the Fairmount Park Commission.

Many important matters were before the Executive Committee at the meeting this afternoon. One of these was the appointment of Richard Weglein, president of Council, to the main body of the Sesqui-Centennial Association. It was expected Mayor Moore would announce his appointment. The Mayor already has signed the resolution recently passed by Council pledging the city to the appropriation of $5,000,000, and "as much more as may be required," for the fair.

Another matter for consideration today was the appointment of committees to appear before Congress to seek aid for the fair. The Mayor yesterday conferred with James M. Beck, Solicitor General of the United States, on the matter of the fair. Mr. Beck told the Mayor what he had learned in several conferences concerning the fair with important men at Washington.

In spite of the recommendation of the committees that Fairmount Park and the Parkway be chosen for the fair, the Hog Island Section Exposition Association will hold a mass-meeting tonight to urge that the fair go to South Philadelphia, in the Hog Island section.

The meeting will be held at the Fortieth Ward Republican Club, Fifty-seventh street and Woodland avenue. Posters and placards advocating this site have been spread broadcast through South Philadelphia. The officers of the association say they will carry on an aggressive fight through the hearings, and will not cease to agitate for Hog Island until a final decision is reached.

Everybody Get Ready to Laugh and Make Money

The "Best Last Line"

Limerick Contest

Starts Saturday, February 4, in the

Evening Public Ledger

It's just about the easiest thing in the world to write a limerick. We print four lines. All you have to do is to furnish the best last line you can think of and, if it's better than any others,

Daily Prize $100 a Day $600 a Week $2400 a Month

You Get $100

Daily Prize $100 a Day $600 a Week $2400 a Month

Here's the story in a nutshell. On Saturday next, February 4, the EVENING PUBLIC LEDGER will print on the page opposite comics an incomplete limerick. It will have only four lines. The contest is to see which of our readers can furnish the best fifth line.

This is just a plain, open-and-above-board contest for the amusement of EVENING PUBLIC LEDGER readers. There are no complicated conditions. Everything is easy. And in addition to the fun for every one we will pay $100.00 a day for the best last line sent to the

Editor of the Limerick Contest

Every day thereafter until further notice, another incomplete limerick will appear and each day we offer $100.00 for the best line to complete it.

Here Is a Sample Limerick

There once was a man from Nantucket
Who kept all his cash in a bucket.
But his daughter named Nan,
Ran away with a man,
And, as for the bucket, Nantucket.

NOTE: If the Limerick Editors find two last lines of equal merit, two prizes of $100 each will be awarded.

So be certain to procure your copy of Next Saturday's Evening Public Ledger

Start reading the Evening Public Ledger today and every day thereafter for news of the Limerick Contest

Evening Public Ledger

Independence Square Philadelphia