CHARLES EVANS

P. and R. conductor on trial in connection with the wreck at Bryn Athyn which cost twenty-six lives.

Evans is shown on his way to the courtroom at Norristown and is shielding his face from photograph-ers and the wind

end, without counting the cost.

Expending \$400,000,000 a Vear

opposing the bonus came from former

"Ninety-five per cent of the people at the 'L' operated speedly and by P. R. T. We have got to stop illy-shallying about municipal operaulous, and any one who makes the The 'L' situation now is deplorable, done quickly."

Hall Criticizes Moore Councilman Hall declared a 5 per return was too childish to talk "I would like to help the Mayor get a 5 per cent return," said Mr. Hail, "but I feel that the people would rather pay one cent on the tax rate than to get a bob-tailed line.

This is no way to meet this question by saying you're going to build a

The Mayor's proposal was referred Council's committee of the whole. Prior to the reading of the Mayor's nessage Councilman Montgomery in reduced a bill providing for an appropriation of \$50,000 to Department of City Transit for service of engineers magged on valuation proceedings. This appropriation is in addition to \$120,000 previously appropriated for this work. t was referred to the Committee on

Text of Mayor's Message The Mayor's message on the Frank-

"Failure to reach a satisfactory Transit Company to operate the Frank-ford elevated railway as a track of the unified transit system and recent events tending to confuse the Rapid Transit situation generally induce me to ads your honorable body in support of my earlier proposals provided for

"As I heretofore pointed out, it proposed bonus payments, and we should would be better for the greater service of the people to have an arrangement to the problems of readjustment. If Company. But the finishing touches would be would contribute thereby no added difficulties would be would Company. But the finishing touches would be wise to let the legislation go are being put upon the Frankford L over until there is a situation which will railway. Twenty-two of the new cars have been delivered and are now under guard at the Bridge street terminus, and delay in negotiations with the Philadelphia Rapid Transit Company is only adding to the uncertainty of operations and will increase the cost, of maintenance and of waste due to determine there is a situation which will make the Bridge street terminus, and delay in negotiations with the Philadelphia Rapid Transit Company is only adding to the uncertainty of operations and will increase the cost, of maintenance and of waste due to determine the property, and have other train movements were late, the meetought to prove a great relief to the maintenance and of waste due to determine the property of the service train which will make to employes. This showed that according to schedule, train No. 151 was to meet No. 154 at Huntingdon valley and No. 156 at Somerton. When the property is not consistent to prove a great relief to the graphic orders, he said.

After Mr. Eckert produced a timetable is justify the large counting.

What remains to enable the Department of City Transit to operate the

requested upon the operating bureau ordinance which was forwarded Decem-ber 15, and the Market street terminal extension ordinance introduced October

Negotiations with the Philadelphia Electric Company are now pending, and soon as they are completed another companion will be submitted asking for authority to enter into the necessary centract. This also should have early

other construction features with the hope and expectation that if Council grants the authority, the cars which are now in the possession of the city and those which are to be delivered will be in operation before the summer. These things are of the moment, had put down the time wrong.

Mr. Bean's line of questioning was directed to show that the railroad's rules were violated frequently and with impunity. The witness admitted that operation before the summer They will be tried out experi-y before that time, unless legis-info mentally before that time, unless in lative hindrances stand in the way, in a measure to

Being forced in a measure to pre-Being forced in a measure to prepare for municipal operation, it is the intention to get the best possible service for the people out of the road which they built for themselves, and to suffer transporarily, at least, such inconveniences as may result, until the rights of the citizens to a more extensive or unified service can be obtained.

"This limited service will extend from Bridge street, Frankford, to Front and Market streets, if the necessary permission for the Front and Market streets, if the necessary permission is granted, or to such parts.

A passenger terminal at Bridge street is contemplated, should the Front and Market street terminal fail, aithough it is urged that the construction of the terminal extension to Market street would be serviceable in any with the P. R. T. Company. I am impelled, in view of the uncertainty which now prevails with respect to transit agreement, to suggest that it may be agreement, to suggest that it may be agreement. agreement, to suggest that it may be better for the people to have such legis-

high-speed line to Frankford on their cwn account, but to erect a plant for the generation of power which will provide for the independent operation of the Frankford L Railway, thus enabling the city to become a real competitor in the field which is now completely absorbed by the Philadelphia Bapid Transit Compeny.

"I am having inquiries made as to the cost of utility of a separate power plant and will later address Council at this subject.

"EDGE FOR HARDING'S BONUS-FUNDS PLAN"

A committee of disabled former service men now patients at Walter Reed Hosiptal called on President Harding today and left with him a petition asking postponement of bonus legislation until Congress enacts legislation satisfying the disabled soldiers' demands as to insurance compensation.

"Is not frequently happen," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything by rules," said Mr. Eckert. "Such thimgs sometimes happen and a conductor may flag his train through a block."

"Isn't it true that a train order sation."

"No," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything by rules," said Mr. Eckert. "Such thimgs sometimes happen and a conductor may flag his train through a block."

"Isn't it true that a train order sation."

"No," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything by rules," said Mr. Eckert. "Such thim a petition asking postponement of bonus legislation until Congress enacts legislation satisfying the disabled solders of the same and a conductor may flag his train through a block."

"Isn't it true that a train order is at all times inviolated."

"No," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything by rules," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything by rules," said Mr. Bean, "that trains pass red signals?"

"It is impossible to cover everything the disabled former services and the pass red signals?"

"It is introit in the field o them not only to operate their own high-speed line to Frankford on their ice men and

BONUS-FUNDS PLAN

"The municipal street-cleaning expriment has brought to the city an dement of independence and competition not heretofore enjoyed by the municipality, and in view of the unwillingness of the existing street-car monopoly to increase its service and make extensions unless subsidized by the city, the municipal operation of the Frank
BONUS-FUNDS PLAN

Est a Stat Correspondent

Washington, Feb. 16.—Senator Edge, described the routine of receiving and reading his orders. He said that no air had been applied at the moment of the collision, so far as he could determine.

An attempt was made to raise the be municipal operation of the Frank. President. In a formal statement earlier President. In a formal statement earlier in the week he advocated a sales tax as the only means of financing a bonus.

"I agree with the President exactly," Senator Edge said. "The sales tax is the only way we can pay a bonus. I am for it. It's either the sales tax or postponement."

Representative Ransley, of Philadelphia, said: "I would prefer short-term notes or a tax on beer and wine. I understand the President said he could not consider short-term notes and I am satisfied no one suggested beer and wine. I am for the bonus and am satisfied the Ways and Means Committee will bring in what is the best plan."

President. In a formal statement earlier in the week he advocated a sales tax as the duestion of the wooden coaches, but here again the judge promptly stepped in and limited questioning strictly to the point at issue.

"This is not a damage suit," he reminded the attorneys.

Mr. Bean asked why word of the impending wreck and not been sent to the agent at Southampton, between Churchville and Agent Clayton's post. Mr. Eckert replied that the agent at satisfied no one suggested beer and wine. I am for the bonus and am satisfied the Ways and Means Committee will bring in what is the best plan."

"Inasmuch as the Treasury is to be Ways and Means Committee will bring figure in months immediately before us, in favor of a sales tax in place of any other plan. The question is one of expediency. I am not in favor of any other plan. The question is one of expediency. I am not in favor of any peremptory action in the matter. A certain amount of delay would not do any harm."

Comment by other Congressmen was as follows:

Representative Kline—"I doubt if the President's plan can be improved upon. I am inclined to think it is a pretty good one."

SCRANTON GARAGE BURNS

SCRANTON GARAGE BURNS

Flames Communicate to Business

Flames Communica

Proposed plan without offering pretty good one."

Representative Rose—"I have always been found standing by the President chines ignited the truck and caused the blaze.

Ten automobiles were burned in the garage. Back fire from one of the machines ignited the truck and caused the blaze.

Admits Disregard of Train Orders Five Ridgefield Park Men Succumb

wooden coaches were ripped to shreds and burst into flames.

Reads Train Order The jurors are William Moore, Jr., clerk, Lower Merion; Lewis D. Spencer, contractor, Lower Merion; James M. Morison, machinist, Conshohocken; Margaret Y. Custer, Pottstown; Stella Bechtel, Pottstown; William B. Schla Bechtel, Pottstown; William B. Schuy-ler, architect. Norristown; John Moyer, constable, New Hanaver; Samuel H. Brend'inger, farmer, New Haven; F. J. Bloomhall, jeweler, Conshohocken; Wel'in ton Godshall, carpenter, Towamencin: Marvin Springer, cutter, Tow-amencin, and L. H. De Haas, machin-

2010年中国 1010年中国 1010年年中国 1010年年中国

In as Many Days

P. R. R. TRAIN IS DERAILED

necessitating the routing of the Penn-sylvania trains over the Baltimore and

The condition of three Williamsport

GENUINE

TYPEWRITTEN LETTERS

IN QUANTITY

Highest Class Merchandising Service

Over one-half of all the form

letters sent out are thrown into the waste-basket unread

-Hooven letters are not form

HOOVEN SALES CO.

A GRANT SPECIAL!

Guaranteed First Quality

CHAMOIS SKINS

Household ! 15"x20"

59c

W. T. Grant Co.

920 Market Street

for bruises

Whether they come

from bruises or over-

work, sore muscles

will quickly yield to

the soothing effect of

Rub briskly into the mus-

cles a few drops of Absor-bine, Jr., and the inflam-

mation which caused the

pear-and with it the pain. Keep a bottle on hand

and be prepared for emer-

\$1.25 a bottle

at most druggiste' W. F. YOUNG, Inc. Springfield, Massachusetts

Absorbine 3

Absorbine, Jr.

gencies.

\$1.00

WALNUT

12"x15"

29c

Ohio tracks until the damage was re-

serious.

mencin: Marvin Springer, cutter, Towamencin: Marvin Spr wealth's case. For clearness he explained that eastbound trains run from Philadelphia to Newtown. Ordinarily, he said, eastbound trains had the right of way, but the general rule was modified by special conditions, to which trains No. 151, No. 154 and No. 156 but that pneumonia was the direct cause of their deaths.

He then read the order which had halted train No. 151 at Bryn Athyn, where it was to remain until the westbound No. 156 passed with its load of commuters, most of them bound for Philadelphia.

"No. 151 will meet No. 156 at Bryn
Athyn. No. 151 takes siding." Mr.
Renninger read. He said what the jury
had to determine was whether Evans
Traffic Delayed Several Hours—Four
Athyn. No. 151 takes siding." Mr.
Washington, Feb. 16.—(By A. P.)
Traffic over the Pennsylvania lines and Yeakle were reasonably careful and whether they exercised the caution that ordinarily should be used.

rily should be used.

District Attorney then spoke of all where the trains crashed at Od nton, Md., of two cars on the the gully where the trains crashed, describing it as thirty feet deep and 200 feet long.

L. S. Hagerman, an undertaker of Jenkintown, the first witness, told of burying the bodies of three persons who had been killed in the wreck. This established the feral consequences of the sylvania trains over the Baltimore and

tablished the fatal consequences of the crash. Mr. Eckert then was called.

The division superintendent identi-The division superintendent identified the railroad's book of rules and read numerous extracts into the record. Train conductors, he said, are obliged personally to deliver copies of read the orders aloud in the presence

f the conductor.

Mr. Eckert then described the signal system governing trains on the New-town line. From Philadelphia to Bryn Athyn, he testified, an electrically erated block system is used, while from Bryn Athyn to Newtown, there is a

manually operated block system, Mr. Eckert produced a timetable is

these things, but it would be a prudent blueprint of the single track where the plan to await the developments, and I disaster eccurred, Mr. Renninger asked can see in such a postponement no lack if Yeakle had made any statement after of regard for the service men in whom the wreck. The witness said he had but service, even though it be limited, is the requested authority for an operating bureau for the southern terminal extension to Front and Market streets and for authorization to enter into a others about the restoration of busic properties.

of regard for the service men in whom the wreck. The witness said he had but that the engineer was in such an over-wrought state in a hospital that he. Eckert, placed no credence in it.

The District Attorney then asked if others about the restoration of busic.

and for authorization to enter into a contract with the Philadelphia Electric Company to furnish power for operation of cars, cables for which have already been authorized.

"Speedg action is therefore urgenify their war service are being cared for with the most liberal generosity the National Parameter and moved east toward the most liberal generosity the National Newtown, crashing into No. 156 about the restoration of business and the return to abundant employment. Those of their wounded or sick comrades who were impaired by their war service are being cared for with the most liberal generosity the National Newtown, crashing into No. 156 about the restoration of business and made a statement, wherean playment when asked in the most into a contract with the Philadelphia Electric ness and the return to abundant employment. Those of their wounded or he forgot train No. 156. Train No. 151 had been passed by No. 154 at their war service are being cared for with the most liberal generosity the National Action of the playment. tion can bestow. There are here and Newtown, crashing into No. 156 about there exceptional cases of neglect, and a mile beyond Bryn Athyn. attending complaint, out we are seeking Mr. Bean, in cross-examining Mr.

them out and correcting with all pos-sible speed. It has not been possible to the records showing the time of train meet all the demands for special hos-movements had been altered, a fact de-pitalization, but we are building to that teeted by examination under a micro-Mr. Eckert, who is superintendent of

"We are expending \$400,000,000 a the alteration had been necessary beyear in compensation, hospitalization cause Agent Cayton, in the excitement and rehabilitation. These things are of the moment, had put down the time recited to reassure you that such delay wrong.

week it is understood that Senators were informed that less than 100 Republican votes in the House could be mustered for a sales tax, as a method of financing the adjusted with the selection of the witness, reminded Mr. Rear that

The Judge, coming to the rescue of the witness, reminded Mr. Bean that the railroad was not on trial, Mr. Bean made the point, admitted by Mr. Eckert, that Train 154 passed Church-

arr. Bean that was not on trial. Mr. will extent train 154 passed Churchville nations of the non-dispersion of the non-dispersion of the non-dispersion is granted. or to such parts and declaring that all proposals for a cast because of the nation's finances," and is added the point, admitted by Mr. Eckert, that Train 154 passed Churchville nations of the backed past a signal standard and took a siding. The attorney for the defense then backed past a signal standard and took a siding. The attorney for the backed past a signal standard and took a siding. The attorney for the backed past a signal standard and took a siding. The attorney for the backed past a signal standard and took a siding. The attorney for the backed

Means Committee, and Senator Freinghuysen, both of whom called at the White House.

Senator Freinghuysen, after leaving the White House, said that he was receiving about 150 letters a day from New Jersey protesting against the en-"I think there must be some mistake," said Mr. Eckert.

"The records prove it," said Mr. Bean. "Was not the time changed on the papers?"

Mr. Eckert then replied that the change had been made because Agent Clayton in his excitement had written

down wrong figures.
"Does it not frequently happen," said Mr. Bean, "that trains pass red

railroad is not on trial. A train order is inviolable. This case does not con-cern what others did or did not do. The question is whether or not this

An attempt was made to raise the

miled upon to meet more than \$6,000,
The second of maturing obligations in the disternance of many second of maturing obligations in the disternance of

POISON BOOZE KILLS FIVE Ship Subsidu Faces Hard Path

Ridgefield Park, N. J., Feb. 16.—
(By A. P.)—Five residents of this town have died from drinking poisonous liquor obtained from the same source in the last five days.

Discovery of the source of the liquor was made today upon the death of Charles Kelly, railroad gate tender, when his daughter made affidavit that he had purchased the liquor from John Best. Before Best could be located he also had succumbed to alcoholic poisoning.

Consinued from Page One advocating a soldiers' bonus and who are likely to be disappointed will quarrel with any suggestion that the Government make payments to shipping.

But the Administration has no choice but to bring in its plan for getting the merchant marine going at this time. The Republicans were bitterly critical of the Democratic operation of the Government ships. They also pledged themselves to get out of the shipping business as soon as possible. They will en-Detectives next visited Best's home, ness as soon as possible. They will en-ter a congressional campaign next fall

where they found his son, Harry Best, forty-four, desperately ill. He was taken to a hospital, where he died withand must make some show of carrying out their pledges.

Shipping has been one of many impossible situations which the Harding Administration has faced. If world con-Administration has faced. If world conditions in that industry were bad after the war in the last two years of the Wilson Administration, they have grown much worse since. All nations have a large proportion of their ships lying idie. Prices of vessels are lower than in many years. There is no market for ships. The United States Government could hardly give its vessels away if it Later the names of the Hackensack Later the names of the Hackensuck Hospital victims were given as Samuel Dunlap and Schastian Geiger. Phy-sicians said symptoms of alcoholic poisoning were present in both cases, ships. The United States Government could hardly give its vessels away if it

would.
Under these circumstances it has been impossible for Mr. Harding's Shipping Board to accomplish much toward get-ting the Government-built and owned ships into private hands or to cut down the losses on vessels in their charge, variously estimated up to \$1,000,000 a

Washington, Feb. 16.—(By A. P.)
—Traffic over the Pennsylvania lines
between here and Baltimore had been

chant marine ships sold very cheaply by the Government and assured of busines by exclusive mail contracts, by a share in the immigration traffic and through preferential rates on American railroads and receiving in addition a direct payment from the Government. Such a proposition may, it is believed, tempt American capital. Only in this way will the Government be able to get rid of its ships and end its losses upon them, unless it waits until a boom in world trade creates a new market for ships.

Others May Retaliate

Some of the favors granted to American ships under this plan, if it goes through, will start discriminatory practices by other Governments whose nations own much shipping. An ocean rate war is one of the possibilities. But the subsidy plan does not invite as much ill feeling as did the Jones bill with the many discriminations in favor of American vessels which it provided for. The bill when it is introduced will start a vast controversy. Everybody The bill when it is introduced will start a vast controversy. Everybody else who wants a subsidy, the farmers and soldiers for example, will fall afoul of this proposed subsidy. Representatives in Gengress of coast States which have shipping interests will favor the Harding plan. But the interior of the country has always been cold to the idea of subsidies for shipping.

It will be argued that the Government is proposing to sell its ships in the worst possible market and arranging a bonus on the basis of a depression in the shipping industry. Op-

sion in the shipping industry. Op-Only by making the operation of American ships attractive to private capital can the Government be got out of the shipping business. The subsidy plan is an attempt to induce private en-

Doctors do for their own

sore throats

"I want to congratulate you, Doctor, on the great success I hear you are having with your throat cases. I myself have attacks

I guess, Doctor, I will have to introduce you to Formaminta real good throat antiseptic with which you will keep the soft tis-

of inflamed throat every winter, can't seem to get rid of them. Wish

Formamint pleasant and convenient enough to use frequently. I find that the average patient will readily dissolve Formamint in his mouth every hour or so, and you know how hard it is to get them

to use gargles or sprays consistently, even two or three times a day,

"Formamint tablets certainly relieve sore throats and are heading off a lot of tonsillitis for me, but I am even more interested in their prophylactic power, and so I am advising my patients to use them freely during the throat and influenza season to prevent infec-

SPECIALS FOR THURSDAY, FRIDAY & SATURDAY

Rib Roast of Beef, best cut..........15c

Leg or Loin Lamb, any size.....

you would take a look at mine and tell me what to do.

Dennis, ATLANTIC CITY, N.J.
Directly on the Ocean Front
An American PlanHotel of Distinction GARAGE 600 SHOREHAM Virginia Ave. near Beach EUROPEAN PLAN Special reduced winter rates. Alois Gruber. LAKEWOOD, N. J.

Amer. & Eu. Plans Sealsh White & Sons Co. The Ambassador Bu. Plan—A la Carte and Table d'Hote The Breakers Amer. & Eu. Plans Jeel Hillman, Prop. Hotel Strand Amer. Plan Only F.B. Off, Own. & Mgr.

HOTEL LA MARNE 4On the Boardwalk at Ocean Are.
Special Rates Over
WASHINGTON'S BIRTHDAY
EUROPEAN PLAN
Room with Running Water, \$1.50 per
Person. Room with Frivate Bath,
\$2.50 per Person.

Challette Ball Leeds & Lippincott Co. Hotel Chelses J. B. Thompson & Co. Hotel Brighton and Casine

ATLANTIC CITY, N. S.

NO SNOW ON THE BOARD WALK

ATLANTIC CITY.N.J.

The Boardwalk is absolutely dry, free from snow or slush, and is thronged with happy visitors enjoying the wonderful bracing ozone and health-producing sait sea air.

There is no end of diversions for the winter guest—Boardwalk promenading, roller-chair rides in open or glass-enclosed, comfortable vehicles, horseback riding on the hard sandy beach, indoor sea water pools, dancing, music, theatres and individual hotel entertainments.

Supers golf. The YEAR 'ROUND'

Three nearby courses comprising sixty-three holes of sporty golf.

When It Snows Come to Atlantic City

Frequent trains (almost hourly) via PENNA. R. B., from either Broad Street Station or Market Street Ferry (ateam or electric) via PHILA. & READING BY., from Chestnut Street Ferry.

THE LEADING HOUSES

Always Open. Phone, Wire or Write for Information,

(All are American Plan unless otherwise not

ugh-Blenheim k Eu. Plans

ite & Some Co.

Walter J. Buzby

Seaside House

Jos. W. Mott, Gen. Mgr.

Seaside House F. P. Cook's Sons Alamso Hotel Amer, & Eu. Plans Mack Lats Co.

Galen Hall Co.

The leading resort hotel and gathering place of America's pleasure seeking society. American and European plans, Famous Restaurant Traymore. Sea water baths with every room. Fire proof, Open all year.

RAYMORE ATLANTA
CITY
World's Greatest Hotel Success

AND DESCRIPTION OF ME ASSESSED.

LAKEWOOD, N. J.

A Superior Hotel

On Lake Carasalio "Among the Pines" Thoroughly Modern

Delightful Social Life

Orchestra Concerts

Dancing

Bus to Golf Course

Skating Pond (For Patrons)

Broker's Office Tel. Lakewood 430

TOURS

FURNESS-

A-LINE IN

(Under Contract with Bermuda Goot.)

Special Easter Trip

Palatial S. S. "FORT ST. GEORGE" to ves N.Y. Apr. 8—Arrives N.Y. Apr. 15

Fastest Steamers to Bermuda

The paintial steamers of the Furness Bermuda Line land their passengers and bagsage directly at Hamilton Dock, avoiding the discomferts, inconvenience and delay of landing by tender, These steamers use of fuel.

Sailings Twice Weekly

From N. Y. Every Wed. & Sat. From Bermuda Every Tues. & Sat. Tickets good on either stenmer. Offering unregarded express service vis. S. S. "FORT VICTORIA"

S. S. "FORT HAMILTON"

A Hotel of Charm For 43 Years Superior Service offined Environmen Music, Daneing Near the Lakes

Car to Golf Links Beautiful Booklet Broker's Office fel. Lakewood 370 A. J. MURPHY.

C. V. MURYHY,

Winter Sports.

IN THE

HEALTH GIVING

PINES OF SOUTHERN NEW JERSEY

Dry, Invigorating Climate

Supreme

WINTER GOLF

18 Hole Course

F. F. SHUTE, On "The New Jersey Tour, a Road of Never-Ending Delight"

Lakewood's Largest, Foremost Hotel LAKEWOOD HOTEL

Lakewood, New Jersey \$35,00 WKEKLY: \$6,00 UF DAILY or Reservations phone. Lakewood 503 N. Y. Booking Office, Parclay 7949. Write for Illustrated Pampilet.

GREEN COVE SPRINGS, FLA. THE QUI-SI-SANA GREEN COVE SPRINGS, FLA

Homelike. Northern cocking, Ideal surremptings for these serking complete rest or special diet. The oldest and intrest Sulpho-Magnesia springs in Floritian-with Private and Public Post-force of the Post-Trust Surremption of the Post-force and the Post-Trust Surremption of the Post-force of the Post-Trust Surremption of the Post-Trust

QUEBEC, CANADA TO CHATEAU FRONTENAC, QUEBEC

PORTO RICO ALL-EXPENSE CRUISE 16 DAYS-\$180 AND UP Big, comfortable steamers espe-

cially equipped for service in the tropics. Steamer is your hotel for the entire voyage to and around the "Island of Enchantment" and return to New York. PORTO RICO LINE



Twin-screw. 11,000 tons displacement Bermuda offers all outdoor sports. including Golf. Tennis, Sailing, Bathing, Fishing, Riding, Driving, So. Bermuda open Tennis Championship Mar. 6. Open amateur Golf Feb. 28— No Passports—Many Modern Hotels. Write for attractive includes events. **FURNESS BERMUDA LINE** 34 Whitehall St., N. Y. Furness Withy & Co., Ltd., Bourse Bids., Phila or any Tour'st Agent West Indies

Cruises A De Luxe Cruise of 25 Days Visiting St. Thomas, St. Crois, St. Kitts, Antigua, Dominica, Guadaloupe, Martinique, St. Lucia, Barbados, and Trinidad. This Cruise Includes Bermuda eaving New York, March 4th

S. S. "FORT ST. GEORGE" 14,000 Tons Displacement.
No Fassports Required for Cruise.
Rates, \$275.00 up to \$850.00.
Including 18 rooms with private baths
For Further Particulars wells **FURNESS BERMUDA LINE** 34 Whitehall St., N. Y. Furness Withy & Co., Ltd., Bourse Bidg., Phila., or any Tourist Agent.

Where "Every day is a day in June" England's Quaintest Western Colony but a Week-end from New York-only eight hours from Florida

S. S. "Munargo" of the Munson Line leaves New York Feb. 18, 25. The P. & O. Line leaves Miami (Fla.) on Mon., Wed., Fri., until Mar. 8. The Ward S.S. Line leaves

New York each Sat. Raymond-Whitcomb Tours leave often in Feb. and early Mar. Delightful climate, outdoor sports, excel at Nassau, 'Land of Perfect Climate.'

The Development Board

Nassau, Bahamas

Raymond & Whitcomb Co. Florida E. C. Hotel Co. 1338 Walnut St., Phila. 243 5th Ave., New York

EDUCATIONAL Both Sexes

EDUCATIONAL

BANKS COLLEGE

Both Segen Shorthand

Our 36 years' experience, spacially favored location, skilled instructors and firsted attendance, six the death of the location of

BURPEE'S SEEDS The Best Seeds that Grow

Burpee's Annual is The Leading American Seed Catalog. It describes the Burpee Quality Seeds. If you are interested in gardening, Burpee's Annual will be mailed to you free. Write for your "Annual" today.

W. Atlee Burpee Co. 485 North Fifth St. Philadelphia

FARM AND GARDEN





MAULES SEEDS

IMPROVED ATLANTIC

LEAVING PHILADELPHIA:

will run 10 minutes faster, arriving Atlantic City 10.05

LEAVING ATLANTIC CITY:

FOUTHBOUND		NORTHBOUND	
Leave Philadelphia	Arrive Atlantic City	Leave Atlantic City	Arrive Philadelphia
6.10 A.M. 8.00 A.M. 9.00 A.M. 11.20 A.M. •1.00 P.M. 2.00 P.M. 4.00 P.M. 6.00 P.M. 6.00 P.M. 8.20 P.M. 8.11 A.D.	6.30 A.M. 9.20 A.M. 10.05 A.M. 12.40 P.M. *2.15 P.M. 3.20 P.M. 6.05 P.M. 6.05 P.M. 7.50 P.M. 10.45 P.M. 12.50 A.M.	7 00 A.M. V.40 A.M. u8.10 A.M. 0.30 A.M. 11.30 A.M. 2.35 P.M. 4.00 P.M. 5.05 P.M. 6.05 P.M. 8.00 P.M.	8.15 A.M. 8.45 A.M. 9.15 A.M. 10.50 A.M. 12.45 P.M. 3.55 P.M. 5.15 P.M. 7.25 P.M. 9.15 P.M. 12.20 A.M.

Philadelphia & Reading System

Night train now leaving Philadelphia at 11.30 P. M. will be changed to leave at 11.40 P. M., and run 5 minutes faster, arriving Atlantic City 12.50 A. M. New non-stop express train will leave Atlantic City 5.05 P. M., arriving Philadelphia 6.15 P. M. Express train now leaving Atlantic City 5.45 P. M. will be changed to leave at 6.05 P. M., arriving Phila-

ABOVE CHANGES WILL MAKE FOLLOWING COMPLETE WEEK-DAY SCHEDULE

 Saturday only. †—Except Saturday. a—Will not operate Washington's FREQUENT FAST TRAINS ON SUNDAY

TRAIN Reading SERVICE

New express train will leave Philadelphia at 8.00 A. M., arriving Atlantic City 9.20 A. M. Express train now leaving Philadelphia at 9.00 A. M.

delphia 7.25 P. M.