

ATTEMPT TO BREAK R. R. UNION CHARGED

Way Men's Leader Replies to Eastern Roads' Declaration Refusing Recognition

Chicago, Aug. 30.—J. C. Smoek, vice president of the Maintenance of Way Men's Union, at today's hearing before the Railroad Labor Board on the men's application for an increase in minimum rates of pay, replied to the Western motion that ten Eastern lines could not recognize the maintenance-of-way men as a party to a dispute because maintenance men had gone on strike on those roads and because new organizations had been formed. Mr. Smoek declared the contention was part of a movement on the part of the carriers to break up the union.

"The roads," he said, "are seeking to have bridge and building foremen excluded from the union. Attempts to place these men in another organization cannot deprive us of the right to represent all our members."

W. J. Lauek, statistician for the union, again brought up the living-wage principle which the board yesterday refused to adopt unless the union could show that a "living wage" was the same as a "just and reasonable wage" prescribed by the Transportation Act.

He declared that the principle as understood by the union was recognized by the Kansas Industrial Court law and that the Kansas act also contained provisions for the establishment of minimum rates of pay.

"There is no spirit of antagonism toward the board," Mr. Lauek said, in referring to the union's proposal for amendment of the Transportation Law. "The rates of pay established by the board now are entirely inadequate," Mr. Lauek added.

John G. Walther, author of the Walther motion and executive secretary of the bureau of information for eastern railroads, was present at the hearing ready to make answer to the union's plea for a "living wage principle."

Ben W. Hooper, chairman of the Labor Board, announced that no decision on the plea for increased pay would be rendered until all the members of the labor group of the board have returned to Chicago. Albert Phillips is with his wife, who is ill in California, and Walter E. McMeniman is away on a vacation. They are expected to return about the middle of September.

Mr. Smoek presented the union statement today, owing to the absence of E. F. Grable, president of the union, who was slightly ill at his hotel today.

BRITAIN PREPARES TO PAY U. S. WAR DEBT INTEREST

Shipments of Gold Being Made to Meet First Installment

Washington, Aug. 30.—By A. P. Great Britain is shipping gold from her reserves to this country in preparation for the interest payment due on the British war debt to this country in October, according to a report to the Commerce Department today from Consul General Robert P. Skinner, at London.

Of the total of about \$43,000,000 of gold imported by this country during July, approximately \$28,000,000 came from Great Britain. In round numbers, \$100,000,000 of interest on the British debt is due during October and November, about \$15,000,000 being payable on October 15.

WOMAN COLLAPSES IN FEAR OF DEPORTATION ORDER

Wife of American Citizen Allowed to Stay in This Country

The ordeal of a hearing in the naturalization court to determine her right to remain in the United States on unexpired Mrs. Eliza Patterson that she collapsed today just after Judge Dickinson decided that she had the right to remain. The woman, who was born in England, acquires this right through marriage to an American citizen.

Mrs. Patterson, who was formerly Mrs. Eliza Leather, came here in April, 1920, with her two children. They were ordered deported on the ground that they were likely to become public charges. Later Mrs. Patterson met Albert E. Patterson, a tailor of Front and Cambria streets, and they were married.

Apparently the case was forgotten until Mrs. Leather's bondsman surrendered her in order to protect himself. With the possibility of being sent back to England, Mrs. Patterson and her husband filed habeas corpus proceedings in the United States District Court for the dismissal of the deportation proceedings.

Police Tip Warned Drug Ring of Raid

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and produce the defendants in whose interest they acted.

Further, Judge Monaghan requested that all old cases which have not been tried or which may have been buried in the archives of the district attorney's office be dug out of the "forgotten" lists and prepared for action.

Lacks Money for Probe

One of the obstacles to the co-operation of the police is lack of funds for confidential work. Director Cortelyou said he recently requested money for this work and that it was refused by City Controller Hadley.

As there was an appropriation of \$10,000 by Council under a confidential item for obtaining evidence Mr. Hadley was asked today whether he intended to sign a warrant against this sum so that the Director could go ahead with this work.

Mr. Hadley replied he had sent a letter to Council asking that body to define the intent of the appropriation. In view of this he said he thought it would be disastrous for any one to bring action until Council had passed on it.

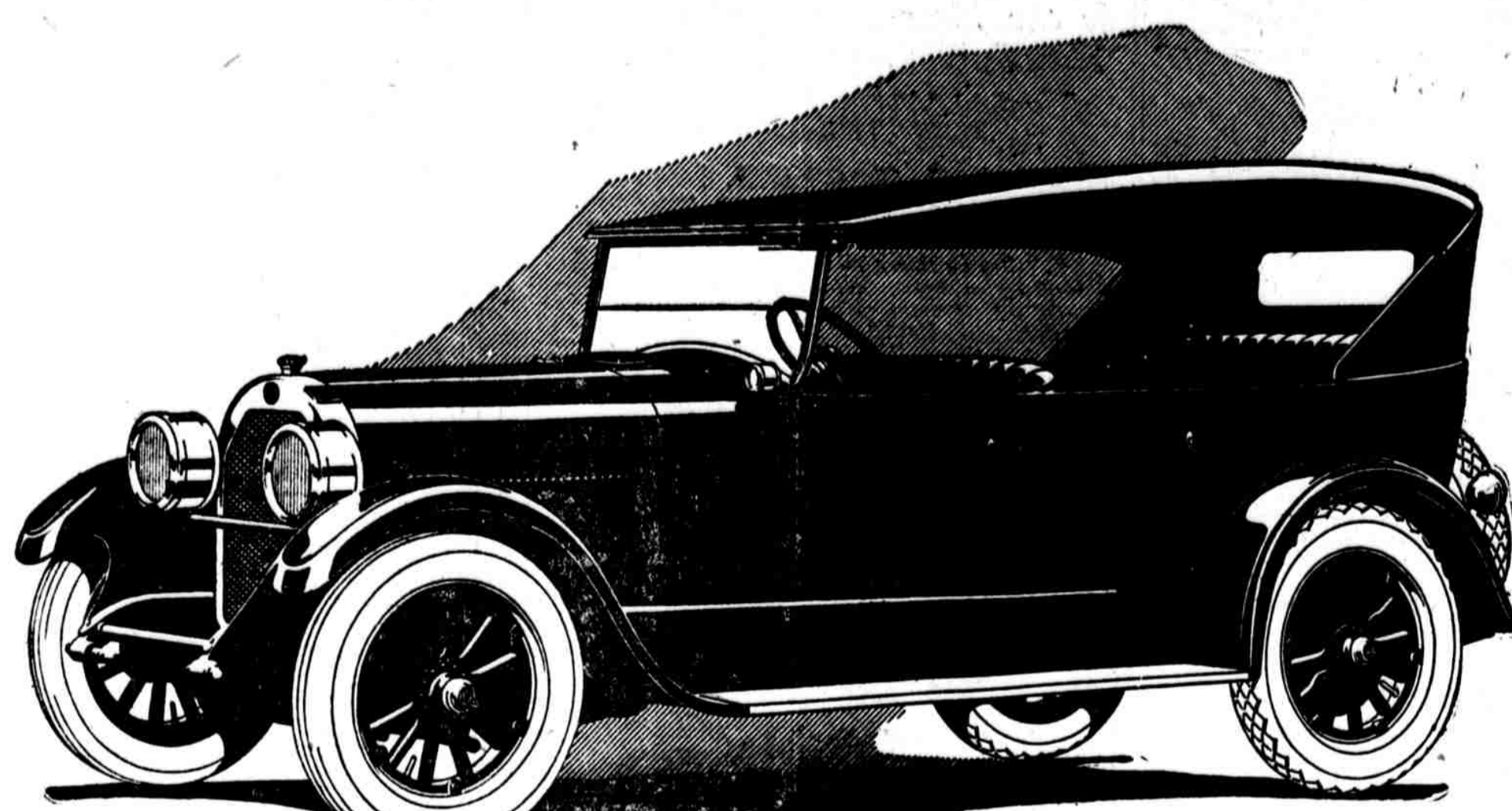
Joseph Santoro, who was indicted eight times on charges of selling drugs, was surrendered by his counsel today and sent to Moyamensing Prison to await trial. He was arrested on a fugitive warrant. Santoro is said to be one of the big traffickers, working with Joseph.

Three alleged addicts had hearings today before Magistrate Coward. Johnny Jones, Thirteenth and Poplar streets, one of the prisoners, after being held in jail for the Grand Jury, made an urgent plea to the police to take care of her home when she went to "do her bit."

The woman was arrested by Detective Palmer at Twelfth and Filbert streets. She immediately asked permission to communicate with her husband. Then she learned by telephone that he also had been arrested, as well as another woman living in the house occupied by Jenny.

"I have been framed by a lot of rats," said the woman, "and while I'm in the big they'll rob me. I know them of old."

She was held in \$1,000 bail for the Grand Jury. William Jones and Anna Louis were held in the same amount.



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We are assured of the sale of all these new Peerless cars we can produce during the entire current year.

This message to you, therefore, is simply an invitation—an invitation to come in and pass judgment on what we believe you will pronounce a remarkable piece of work notably well done.

It is our hope—and our expectation also—that the verdict of those competent to judge, will be such that all over America tomorrow the name Peerless will take on a new meaning and a deeper significance.

You have been promised great things in the name of Peerless, and after many months, to the very best of our ability, that promise is about to be fulfilled.

We shall be disappointed if you do not say that Peerless has evolved out of the eight-cylinder principle, capacities for enjoyment and ease which eight-cylinder cars have never yet yielded.

But extracting from this principle its utmost in power, sustained speed, and ductility, we believe we have introduced into the fabrication of motor cars, elements of ease—or at any rate degrees of ease—they have not possessed before.

This process of evolution will, we are convinced, give you a new conception of power and speed by which all cars of the highest grade will be judged from this time forward.

The contrast between abundant power as

you have heretofore experienced it, and power as you will encounter it in the Peerless, is so marked that it immediately manifests itself in a most amazing way in the performance of the car.

It has all the natural swift response, man-ageability, and soft action of the eight-cylinder principle, accelerated to a degree of obedience and ductility that will prove a new delight.

These are our honest convictions—but the proof and the verdict rest with you.

There is in all men who feel that they have done a good piece of work, a craving for appreciation.

We frankly confess to that human weakness.

This car was built for your approval—to win, if possible, first place in the favor of the discriminating motorists of America.

Therefore, we not only ask, but urge, you to come in and see the new Peerless, and if it pleases and inspires you as we hope and believe it will, give us the satisfaction of earning your endorsement.

And when we say you we mean the entire family—not excluding the boys (who are probably the best judges of motor cars in the household) and certainly including mother and the girls, to whom the exquisite design and appointments of the new Peerless will make special appeal.

THE PEERLESS MOTOR CAR CO., CLEVELAND, OHIO

The New Peerless

It is our sincere belief that nothing short of the most costly custom-built creations can compare with the beauty of the new Peerless eight-cylinder motor car.

The body design itself is one of unusual grace and exceptionally fine proportions. The car is longer and lower. The wheels are smaller, the tires larger. The fenders are exceedingly attractive. The radiator and hood present an extremely pleasing aspect.

The degree of riding smoothness is so pronounced, by reason of the longer wheelbase—now 128 inches—and the new equipment with extra-long semi-elliptic springs, that it will induce you, we believe, to say this is the most comfortable car you have ever ridden in.

The driver finds himself in a position of greatest ease, whence he steers, shifts gears, starts and stops with the very minimum of exertion.

Perhaps the most notable feature of the new Peerless Eight road-behavior is its smoothness—a lack of chattering and bumping and sideways bound to delight the motorist who has always sought such comfort and always fallen short of finding it.

This new Peerless Eight goes even farther, if that is possible, in those splendid qualities of reliability which enable a car always to respond promptly and efficiently, no matter what it is called upon to do.

The power, the speed, the ductility for which the Peerless eight-cylinder engine has long been famous, are enhanced by carefully worked out engineering improvements. Engine design is cleaner. All parts are easy to get at.

Delco starting, lighting and ignition contribute to the all-around dependability of the car. The storage battery is Exide.

Both axles are Timken, the front with roller-bearings not only on the wheel spindles, but in the steering pivots as well, to increase steering-ease still further; and the rear of the semi floating type, with 15 1/4 x 2 1/4 inch brakes—a size scientifically proportioned to the weight and power of the car.

It is easy to appreciate all we say of riding comfort when it is known that the front springs are 41 inches long and the rear springs 60 inches long. The shackle bolts have the unusually large diameter of 3/4 inch, which means almost no wear at a point ordinarily slighted in engineering.

Open cars carry the Peerless permanent top, equipped with dome light. The side-curtains fit so snugly that they give the practical advantages of a closed car.

In the closed car types, the doors and windows are unusually wide, the hardware reminds you of fine jeweler's plate, and every accessory of comfort is provided.

Maximum strength in the chassis frame is assured by side bars measuring 7 1/2 inches at their greatest depth. Rigid cross-members, and stout tubular cross-members at both ends, obviate the weaving that inevitably results in body squeaks and rattles.

In addition to a complete equipment of tools, the new Peerless is provided with rear-view mirror, windshield cleaner, combination speedometer and clock, a handy lamp of the reel type, and a special Peerless tail lamp which incorporates an automatic electric rear signal.

The New Peerless Eight is Built in the Following Types:

- 4-Passenger Touring Phaeton
- 5-Passenger Town Sedan
- 7-Passenger Touring Phaeton
- 4-Passenger Opera Brougham
- 2-Passenger Roadster Coupe
- 7-Passenger Suburban Sedan
- 4-Passenger Suburban Coupe
- 5-Passenger Berline Limousine

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A CAR WORTHY OF ITS NAME

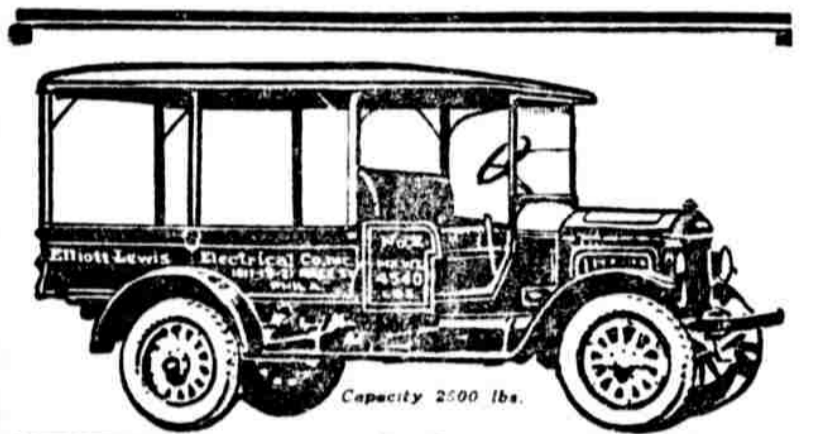
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