

YOUNG GO-GETTERS ON MERRY WEEKEND

Evening Public Ledger Entertains Newsboys as Reward for "Peppy" Work

ZOO, THEATRE 'N' EV'N'ING

You've probably seen them by this time. If you haven't, of course, the fault is your own. They've been everywhere—or almost everywhere—and if there are anywhere left they will be there, too, before it is all over.

VISITING NEWSBOYS GIVE CITY THE "ONCE-OVER"



These merry lads sell the Evening Public Ledger, and lots of 'em, in towns surrounding Philadelphia. In fact, they have sold so many that, as a reward of merit, they were brought to this city for a gala week-end as guests of the Evening Public Ledger. This photograph was made in Independence Square.

Millionaires for a Day

Hardly had the lads put foot on the station platform when the EVENING PUBLIC LEDGER man who was there had them in tow and whisked away toward the Hotel Adelphi, there to be installed in five rooms with bathtubs to wash and bathtubs to fill like as if (oh, don't mind the filium) they were millionaires.

On to the Liberty Bell

Then the rallying about the grand marshal, Dr. Zed Hezel, Capt. of the Public Ledger Company, and on to Independence Hall to learn why the Liberty Bell has a crack in it and why there are no kings in this country and why we should observe the law.

After Luncheon there was a line of automobiles waiting in front of the hotel, and the fellows were taken in to see the city.

And then the theatre! The very best seats at a cracking good vaudeville show in a block by the EVENING PUBLIC LEDGER.

Up again at eight—yes, sir, whether you want to stay in bed or not—and out to see the city.

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W. C. MATHER WINS AT HORSE SHOW

Avonwood and Leni Lenape Get Blue Ribbon for Hunters and Jumpers

ONE SPILL MARS RIDING

Victor C. Mather scored a victory at the Breckinridge Show today when his horses Avonwood and Leni Lenape took the blue in the Hunters and Jumpers pairs class with riders two abreast.

Only one mishap marred this performance. The groom who accompanied Mrs. Margaret McNeal was unprepared for this and continued on the wrong side of the ring.

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WOMAN POLITICIAN BACKS PARTY LINES

Mrs. W. E. Groben Insists Sex Must Have Place in Organization

Education along party lines is the next step for women in politics, according to Mrs. William Ellis Groben, of Oak Lane, one of the five women from Philadelphia County on the State Committee and the only independent member of the committee.

The first step was to get the vote," she said. "The next is to educate the women in party principles, and the third is to teach them to work in political union under party banners."

Always Backed Suffrage

"I have always been interested in suffrage," Mrs. Groben explained. "My mother and father were in favor of the movement when it was decidedly unpopular, and for ten years I was head of a suffrage organization. But it was really an accident that I went into practical politics. Because of my civic work I was appointed to attend a meeting at 308 South Broad street, which I hardly realized then was State headquarters," said Mrs. Groben, with a smile.

Pro to her belief that a woman's first duty is toward her family, Mrs. Groben does not allow her political activities to interfere with her home life. She worked out of the window and down the street, and then at the clock, as she murmured, "My son should be home from school now."

A strong belief in partisanship, Mrs. Groben insists that this is the only method by which things can be accomplished in politics. "Many women who have worked for suffrage rights, or even forty years, lack the foresight and the ability to depart from the old lines of thinking which they pursued when they first started their fight. They believe that things can be fought out on non-partisanship basis, but that is where, in my opinion, they are wrong, and why they fail to accomplish more than they do."

If a woman has time, ability and inclination, then I think it is all right for her to hold office," Mrs. Groben said. "My son," she concluded, "is to have women on the ward and city committees. Two years from now, in the next election, that is what I hope to see, and what I am working for. Women should be represented in city government, and until they are they will not have as great an amount of influence as they should."

17 ALIENS DETAINED

Passengers on Pittsburgh, However, Will Probably Be Released

Seventeen aliens, taken from the steamship Pittsburgh to the Immigration Station, will probably be released today after undergoing an examination.

One passenger who was detained, Miss Mary Fitzgerald, of Liverpool, was married last night to O. J. Moore, of Washington. He met his bride upon her arrival. The ceremony was performed in the rectory of St. Mary's Catholic Church, Chester, by the Rev. Joseph Stull.

Miss Euphemia Malcom, of Liverpool, another passenger taken to the Immigration station, was released in custody of the relatives of William Greer, 3311 Hamilton street, this city. She will be married to Laurier in Philadelphia today.

COLLISION KILLS HORSE

Driver, Thrown From Wagon, Rolls Away From Speeding Truck

A horse was killed and its driver, Clarence Ketchum, injured today when his huckster wagon was struck by a motor truck at Eighteenth street and Locust.

Ketchum was thrown from the wagon and escaped probable death by rolling aside as the truck sped by. He was taken to St. Agnes' Hospital. He lives at 1836 East Locust street.

James Mullen, driver of the truck, was arrested. The wagon was considerably damaged.

MOTORMAN HURT IN CRASH

Trolley Strikes Motortruck at Second and Fitzwater

Thomas Gray, 1910 Hart lane, a motorman, was slightly hurt at 8:45 o'clock this morning when his car struck a motortruck at Second and Fitzwater streets.

Gray was flung back against the plate-form guard rail and one thigh was bruised. A window of the trolley was broken and the motortruck was damaged slightly. The motorman was treated at the Pennsylvania Hospital.

3 OPERA STARS ARRIVE

Scotti, Martinelli and Ruffo Reach New York Today

CABIN MEMORIAL DEDICATED TODAY

Veterans of 314th Infantry Hold Services at Hallowed Valley Forge

That their deeds and labors may ever live in memory, a log cabin was dedicated at Valley Forge today in honor of the men of the 314th Infantry who died in the World War.

On the hallowed ground where soldiers of the Revolution camped while in the midst of the fight for independence, this plain but picturesque memorial has been erected. It was first built at Camp Moxie, but was taken down some time ago and placed at Valley Forge.

Two thousand members of the gallant 314th Veterans Association left for the historic spot at 12:45 P. M. from the Reading Terminal. Several thousand visitors from all parts of Pennsylvania gathered for the occasion.

Colonel William H. Cury, former commander of the 314th, presented the reassembled cabin. A tablet on the cabin bears the following inscription: "This cabin, built of logs felled at Camp Moxie, Md., by the men of the regiment, has been brought to Valley Forge, the national shrine, to be dedicated to the sacred memory of our members passed beyond. We, the survivors, adopt this means of expressing our reverent regard and desire to pass to posterity a self-built monument in perpetuity."

A silk flag was presented to the association by Mrs. Blanche A. Bellak, president of the Ladies Aid Mothers, Addresses were made by Colonel Franklin O'Neil, first national commander of the American Legion, and Irene T. Carpenter, first national commander of the American Legion.

Tonight there will be a reunion banquet in this city.

PERMANENT FARE RATE ON P. R. T. FAR AWAY

City Official Blames Company's Counsel for Delaying Hearings

Samuel M. Rosenbaum, Assistant City Solicitor in charge of the city's company's valuation work, stated today it was improbable that a permanent fare rate would be fixed by the Public Service Commission by January 1, as planned.

Mr. Rosenbaum said the commission had planned to complete its hearings by October 15, but this would be impossible because of the refusal of Columbia Gas and Electric Company, to go ahead with its cross-examination of city witnesses during the absence of Robert M. Feustel, chief expert employed in appraisal proceedings.

Mr. Feustel has been under cross-examination since September 1. He was in the stand for several hours yesterday afternoon. Commissioner Clement announced the next hearing would be next Tuesday, but Mr. Feustel explained he would have to be in Montreal, Canada, on that date, and would be testifying there in another case until October 10.

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CAMDEN CAISSON BIGGEST IN WORLD

Important Factor in Bridge Leads Nearest Competitor by Inches Merely

SANDHOGS WORKED HARD TO EXPLAIN TO MAYOR

No one passing along Delaware avenue near Pearl street, Camden, casually of a work day would suppose that behind an innocuous wooden shed, drably painted with the name and virtues of a lumber concern, there lurked the world's greatest bridge caisson.

Yet such the fact is, Greater; that is to say, larger, longest, deepest, widest—a superlative caisson. Superlative, however, only by the margin of a few inches over the caisson that has become the main pier of the Quebec Bridge over the St. Lawrence.

In spite of Einstein, the world still goes on pretty much as a matter of course. Dimensions, as one profound young man remarked once, may well be the breadth of life (for which observation he was ungratefully expelled from St. Epiphany's Academy for Boys, and the shame followed to his dying day).

Behold then a caisson 133 feet long and sixty-eight feet high, wide, Here the inches have more than a mere technical importance, since, as already remarked, they give the caisson's Delaware River bridge tendency over the Quebec bridge. Already the working chambers of the caisson, that is to say, the apertures for the digging and hoisting work, the bottom of the caisson, into iron buckets, are eighty-five feet below high tide. This means that it needs from twenty-eight to thirty pounds of air pressure to displace the water.

This gives a reaction of 2200 tons at the bottom of the caisson, making the net weight thereof some 4000 tons, according to the engineer's point of view. It is the heaviest caisson in the world and is shortly to be made heavier by virtue of a few thousand tons of concrete.

Sand Hogs Have Been Busy

Already the sand hogs have penetrated to about forty-five feet below the river bottom, and the buckets are already carrying up fragments of rock. This work is, however, to use an engineering term, "digging out,"—that is to say, bed rock has been sounded about eighty-six feet down.

This, according to calculations, means that the caisson will be ready to affix the granite facings and to erect the steel towers over which the cables are to be swung.

Last Days Are Hardest

In time they will come together again in some subterranean section of the country or there, Here are some rather serious-minded sand hogs, who stay for years with the same contractors, following the engineers from job to job. But these are few. Generally speaking, the tradition of the craft is to allow one's self to be "blown out" of a job. The last days of caisson digging are unexpectably hardest. Before they are through with the Camden caisson the president will have forty pounds, but this is to some extent offset by a reduction of the working day to four hours.

REAL BANDIT CAR HAD GUN MOUNTED READY FOR USE

Youths Are Held for Attack on Man Blamed for Arrest of Paik

Solomon Jacobs, eighteen years old, Federal street near Tenth, and Elias Kharin, twenty-two years old, Tenth street near Federal, were identified today by J. J. Dougherty as the men who attacked him yesterday because they refused to give up their "pals" in the St. Charles Jones' depot robbery at Darby recently.

The attack on Dougherty, who drives a huckster wagon, was made on Broad street, Camden, by the Harold Miller with a sawed-off shotgun, which was mounted on the door of his automobile.

OPEN HOME FOR BLIND

Cardinal at St. Mary's Dedication Tomorrow

The new St. Mary's Institute for the Blind, at Lansdale, will be dedicated tomorrow and formally opened tomorrow afternoon, at 3:45 o'clock.

The ceremonies will be the occasion of a pilgrimage of representatives numbering many thousands, from every parish in the archdiocese. Delegations will go to Lansdale not only from Philadelphia, but from every one of the nine surrounding counties.

An airship, containing pilot and two passengers, will lead the contingent from St. Charles's parish, West Philadelphia.

Cardinal Dougherty will officiate at the ceremonies, which will also include the raising of "Our Glory" on the grounds in front of the institution.

Governor Spraul will be the orator of the day.

AFTER-DINNER TRICKS

TODAY'S MARRIAGE LICENSES

Charles Shikhan, 1240 E. 24th st., and Josephine, 2909 W. 34th st., were married today.

John J. Killoran, Chester, Pa., and Helen N. Murray, Millersville, Pa., were married today.

Edward E. Moore, 420 N. 23rd st., and Bertha J. Moore, Wilmington, Pa., were married today.

Donald E. Moore, 2420 N. 23rd st., and Mildred E. Moore, 2420 N. 23rd st., were married today.

Alfred A. Moore, 2420 N. 23rd st., and Anna H. Moore, 2420 N. 23rd st., were married today.

Richard A. Moore, 2420 N. 23rd st., and Elizabeth A. Moore, 2420 N. 23rd st., were married today.

FUND BEING RAISED TO PREVENT FAIR

Head of N. Phila. Manufacturers Insists Exposition Would Harm the City

"Ninety-five per cent of the manufacturers and bankers whom our representative has interviewed so far are opposed to holding a Sesqui-Centennial celebration," said C. H. Wheeler, president of the North Philadelphia Manufacturers' Association, today. "Among the men we hope to enlist on our side when he returns from Europe is E. T. Stotsberg."

Mr. Wheeler said the manufacturers had employed a representative to make a survey of sentiment, and that this work would continue indefinitely.

The Sesqui-Centennial Committee of the North Philadelphia Manufacturers' Association, composed of Mr. Wheeler, Rodney Day and H. V. Elliot will on Monday meet Mayor Moore to explain to him why they are opposed to the fair and to inform him officially that the Sesqui-Centennial Association expects no financial assistance from them.

Explains Opposition Reasons

"We are against the Sesqui-Centennial because it means the paralyzing of Philadelphia's industry," Mr. Wheeler said. "The manufacturing interests are really the hub of the city's great business wheel."

"Why didn't the North Philadelphia men start their opposition to the fair project was first advanced?" Mr. Wheeler was asked.

"When the Sesqui-Centennial proposition was first brought forth the manufacturers were recovering from the tremendous financial and nervous strain attendant upon the inflated business conditions during the war," he replied.

"We were so much interested in getting back to normal that in holding a world's fair."

"Even up to February 1 of this year we did not take the matter of holding a fair, because our business was so far below normal that we could proceed with ease as the employees were laid off. But in the last six months there has come a better business and a consequent demand for labor."

In fact, the number of employees of the American Lody Corporation, the E. C. Budd Manufacturing Company and the C. H. Wheeler Company has increased from February 1 from 1800 to approximately 7000.

Mr. Wheeler then said he believed the increased building operations resulting from the Sesqui-Centennial would attract thousands of industrial employees and bring about a virtual shutdown of the city's manufacturing plants.

Raising "The Fair" Fund

"We manufacturers are so determined to prevent this Sesqui-Centennial that we have already agreed to individual contributions of \$1000 each. An idea of our strength can be gleaned from the fact that right here in the block \$15,000,000 is invested. If we are against it and the bankers are against it, where is the money coming from?"

"Do you think it a good idea to put the matter to a vote of the people?" Mr. Wheeler was asked.

"I believe the people would be overwhelmingly defeated," he answered. "Employers and employees who don't want to pay increased rents and taxes are both opposed to the proposition."

Mr. Wheeler then said he believed he should have no objection to the fair being held, the authorities would never which would burden the thousands of cars which would be used to the Park.

"Don't you believe it would be a sin to abandon the fair project, just as the whole world knows of it and authorizing other nations to be invited?" Mr. Wheeler was asked.

Firmly Against Fair

"It is a shame it has gone this far," he said. "I believe a proposition so correctly summed up the situation better to have no fair at all than one which would be a detriment to the city. The world would forget an abandoned fair in six months. It would take many years to forget a fair that was a failure."

The organizations that have lined up in opposition are as follows: Baldwin Manufacturing Works, Hale & Kilburn Manufacturing Company, Edgar & Company, Inc., A. Theodore Abbott, E. C. Budd Manufacturing Company, Miller North Broad Storage Company, R. A. & J. Williams, Sheble & Kemp, American Motors Body Company, C. H. Wheeler Manufacturing Company, Electric Service Supply Company, Wheel Company, National Bank of Germantown, Wiedman Machine Company, Wirt & Knox Manufacturing Company, Charles H. Elliott Company, Arinika Mills, Glenwood Foundry, the Hanes White Company, Kaye, Stone Hindley Gear Company, Ward Sons & Co., Frank Shibley, White Manufacturing Company, John Gray Sons Company, Moore & Williams Manufacturing Company, Independent Insurance Agency, W. T. Manogue, of the Sunbeam Electric Manufacturing Company, Max Metal Company, Roger & Crawford, Pennsylvania Forge Company, Keystone Saw Company and the Pennsylvania Lumber Mower Company.

MME. VENIZELOS HERE LAST APRIL