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ORDERS AND INQUIRIES BY MAIL RECEIVE OUR CAREFUL AND IMMEDIATE ATTENTION

1701 CHESTNUT STREET
Corner 17th Street

Jealousy Gave Chance to Knife the Fair

Continued from Page One

berships, if reports from officials are reliable.

The reason for a lack of funds is perfectly apparent.

In the first place the City Council of Philadelphia was not approached in the right spirit to secure its co-operation. That body represents the city and all its people and all its varied interests.

An appropriation sufficient to have carried an efficient and properly organized publicity campaign for at least a year might have been obtained. I have no doubt, had a policy of co-operation and consideration been adopted toward these representatives of the people.

Had even a temporary head of a central publicity bureau been appointed, who was familiar with Philadelphia conditions, and known to Philadelphia newspaper editors and publishers as competent and energetic, he would have been received with open arms.

With a site selected and ground plans tentatively prepared, the next great blunder was for the city to elect a director general of national reputation and prominence.

That this was the most difficult task possible that could fall to the lot of the directors is conceded. It was not insuperable, however.

With a man of this character in charge it would have been a direct appeal to the Nation for recognition and support.

It would have been Philadelphia's pride to the world that the world the affair as one for international participation and not merely a provincial show staged to exploit the city or the State.

But eighteen months ago the directors and the Director General is yet to be chosen.

Frankness compels the statement that this in itself has been enough to turn friends into foes in connection with the great celebration.

All the bitterness that has been engendered subsequently by the foolish suggestions of men presumably representing great interests, that the Sequi-Centennial Exhibition be brought down to the status of a country fair, would have been foreseen.

Directors Fumbling

With the example of the forerunners of the Centennial of 1876 available for their inspection, the Sequi directors have failed to grasp the magnitude of the work they undertook.

When the Centennial directors in 1876, and later in 1893 in Chicago, began planning those epoch-making affairs they immediately sought the cooperation and aid of the National Government.

In 1876 the directors of the Centennial Exposition appealed to President Grant to appoint two commissioners from every State and Territory in the Union to act as Centennial Commissioners.

It was not only intended as a distinguished honor, but it was designed to awaken universal interest in a celebration that was national and not insular to Philadelphia.

In 1893 the Chicago exhibition promoters appealed at once to the Federal Government for its indorsement and assistance.

And they got what they asked for. Has Philadelphia pursued this successful policy with their Sequi plans? It had to be provided into carrying its plans to Washington.

Even then its progress to the Centennial was lackluster. It was forced by the warnings of members of the Philadelphia Congressional delegation that if anything was to be accomplished it must be done at once.

Only a "General" Plan

After more than a year of preparation there was nothing definite or tangible for the delegation to present to the Congress beyond a general plan.

It was incomplete as to details, even rising to the dignity of a skeleton so far as detailed building, plan or scene was concerned.

This condition prevails today.

It is responsible for the nonsensical suggestions that have been put forth regarding the character of the Sequi-Centennial celebration should assume.

Two years after the first public step was taken the Sequi directors met in City Hall looking to the holding of a celebration that would be an honor to the nation and a credit to the city there is no chance to be found in the plan of any building or of the suggestion of a structure of any kind that can be utilized for newspaper display or poster illustration.

No adequate conception, even approximately definite, as to the cost of this Sequi-Centennial has been forthcoming out of the two years of dawdling, delay and disputation.

Its cost is still a matter of the wildest conjecture, ranging from \$10,000,000 to \$30,000,000 and as high as \$80,000,000.

There is no one willing to discuss exact or even approximate figures.

It would be unfair to criticize all of the men and women connected with the inception of this great idea as responsible for its present stagnation, or inertia, as one chooses to regard it.

There are those who have been constant in their duty, fertile of suggestion, jealous of the city's honor, and eager to serve.

The public knows who these are.

There are others whose resignations should be demanded tomorrow, and their places filled by men and women of vision, energy, singleness of purpose and the zeal of self-sacrifice. If necessary, to make the Centennial a success.

Put the Whiners Out!

If the pull-backs, the double-dealers, the whiners and the fearful will not resign, then they should be summarily expunged out of any connection with the Sequi-Centennial.

That is, if it is the purpose of the directors to carry out the original plans for a celebration of a kind that will be a credit to the city.

The question of cost alone has given the opponents of the exposition an opportunity to exercise their powers of imagination by quoting fantastic sums that frighten, and stupendous but nevertheless feasible schemes that stun the imagination.

Cost and character of the Sequi-Centennial are questions which the people of Philadelphia would like to have answered, but they are as much in the dark today as they were two years ago.

Too Much Politics

Nine months ago in an article upon this same subject I pointed out that "there has been, in too much politics in the movement; too cheap talk, too much idle conversation; too little concentrated effort."

That observation holds as good now as then.

The sum of it all appears to be that somebody planned an international exposition, with Government recognition and support, and then attempted to run it on the municipal basis, and on the lines of Philadelphia politics.

In opposition to this, some of our greatest civic organizations and big men with comprehensive ideas have been waging a struggle, and in the end they have won the initial impetus of a great enterprise has come to a virtual standstill.

Is there a way out of this situation? This is the line to be seen!

FOG VICTIMS JAM FERRYHOUSE

The striking picture above shows a part of the throng of 30,000 persons jammed into the Camden train sheds and ferryhouses during the heavy fog of this morning which blocked river traffic for hours. Train after train and continually arriving trolley cars added to the throng of impatient ones waiting for ferries. Not one boat left for Philadelphia between 8 and 9:30 o'clock and later that until the fog lifted they were run at infrequent intervals.

Motorbus Upset, Seven Men Hurt

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streets, was in charge of the bus. The vehicle was well filled, twenty-five men being aboard.

At Sixty-third street and Passchal avenue the heavy bus struck a wet and slippery bit of street, tilted coasted with a lurch and tipped over.

The car swung off its wheels, described a half-circle and toppled over. The passengers were dazed in every direction, some of them clear of the machine. Cries for help and groans of the injured brought a crowd and telephone calls were sent to the police and to St. Agnes Hospital.

Those who were hurt were extricated by their uninjured companions from the wreckage. All seven of the injured were taken to St. Agnes Hospital, where they were kept for observation. Only Faulstich is considered seriously hurt, and he is expected to recover.

Charles Schwartz, 3241 Sunnyside avenue, one of the occupants of the car, which plunged into the river, is in a serious condition in Memorial Hospital as the result of having swallowed a quantity of water. He was caught beneath the steering wheel of the machine and was rescued with difficulty.

Three Pulled From River

Owen Kelly, 3411 Sunnyside avenue, and "Rudy" Donohue, 1200 Chestnut street near Ridge avenue, were the other occupants of the car. Kelly was taken to the hospital with Schwartz, but Donohue walked to his home after being taken from the water.

Joseph Tosto and John Cassidy, proprietors of the East Falls Garage, at the foot of Millvale avenue, heard the crash as the heavy machine tore through twenty feet of iron railing and were among the first to reach the river bank. They were almost completely overpowered, but Donohue, hastily removing his coat and shoes, dived into the murky water. Tosto followed, and together they dragged the car to the shore.

Accounts of the accident conflict. The rescued men say they were going north on the drive when they were hit by another car, and losing control, crashed through the railing into the river.

It was reported that a car driven by Joseph Oeschle, Girard avenue near Twenty-ninth street, had sidetracked the car driven by Schwartz. Tutors at the Memorial Hospital said the men who were brought to the hospital had been drinking.

Thomas J. McCleary, forty-five years old, 5026 Washington avenue, was killed at 8 o'clock yesterday morning when an automobile smashed into a car which was driving on Fifty-sixth and Washington streets. McCleary, who was on his way home from church, died twenty minutes after being admitted to the Memorial Hospital. His skull was fractured.

Charles R. Reed, a Negro, 4037 Lincoln avenue, driver of the other automobile, was injured and taken to the hospital. He was driving on Fifty-fifth and Pine streets station charged with homicide. According to persons who saw the accident Reed was traveling at a high rate of speed when the accident occurred.

Mr. McCleary, who for thirty years operated the newspaper and magazine business in Philadelphia, was widely known. He sold out the stand two months ago and opened a stationery store at Fifty-sixth and Catharine streets, where he lived with his wife and a special contrivance was built on his automobile to enable him to operate the car.

Mr. McCleary was thrown from his car and alighted upon his head. Reed's machine burst into flames and an alarm of fire was turned in. Firemen extinguished the blaze and Mr. McCleary taken to the hospital where he died soon after. He leaves a wife and two grown children.

Fog Causes Crash, Eight Persons Hurt

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and they were almost swept off their feet as they struggled slowly along.

About a dozen women, made hysterical by the crash, were given first-aid treatment in the office of Dr. David De Vane, a railroad surgeon. Among them were Jane Henry, of Paulsboro, and Marie Machie, 800 Boardwalk avenue, Ocean City.

John Clark, thirty-six year old, of Gloucester, fairer while in the midst of a crowd struggling to reach the ferry gate. He was revived in Dr. De Vane's office.

Men and women were packed in an almost solid mass in the Pennsylvania Railroad ferryhouse at the foot of Federal street, corresponding to Market street, and backed in.

The crowds extended along the roofed piazzas on the north and south sides of Federal street. Police estimated that a hundred persons were crowded in the ferryhouse and on the approaches to the entrance gates.

The ferry officials concentrated all their efforts on getting off passengers toward the river. Automobiles and wagons had to wait for hours in constantly growing columns until 10:30 o'clock, when the first vehicles were admitted to the boats.

Three lines of automobiles were strung along Market, Cooper and Arch streets for several blocks. Movement forward or backward was impossible.

In the suite of the day and the pressure on all sides, the throngs in the big waiting shed kept in good humor. When the dim outline of a boat could be seen nosing into a slip, cheers would carry the tidings through the ferryhouse.

There were several false alarms and hundreds of persons who struggled toward a slip, only to be disappointed, would surge back toward another slip when cheers would go up from another part of the shed.

When the crowds became absolutely impenetrable railroad officials, for the first time in history, ordered the ferry house entrance closed. Railroad police stood guard until a few boats got away, slightly reducing the congestion.

At 7:30 o'clock the ferryboat Millville, loaded to capacity, tried to enter the slip on the Philadelphia side, although the Wenonah was already berthed there.

The Millville pilot couldn't see the bow of his vessel and proceeded until he bumped into the Wenonah, and women on the forward deck pushed backward in alarm, but there was no panic. The Millville drew off the other ferry got into the slip.

A quiet report of the collision showed that a quarterdeck post on the Millville had been broken and the gates smashed. Some of the planking of the Wenonah was damaged.

Boats Bump in Midstream

The Hammon and the Wildwood, chartered across the river, 8:15 o'clock, bumped in midstream. The engines were reversed and both drew off for a dozen yards. When the gale blew the boats were given the berth scraped for their entire length.

On the next trip, the Wildwood slipped cautiously across for the Philadelphia side, but it swung completely about and without the knowledge of the pilot headed for the Camden slip. The error was not discovered until deckhands were ready with the grappling hooks.

A short time later, as the Hammon was aiming for the Camden slip, the steam funnel of the Wildwood, by a tug, the Hammon, from the river, became lost and finally nosed downstream to the South street slip, where the tug was waiting to discharge. The tug of its trip was completely abandoned and a large anchored at the Municipal Pier at Vine street. A score of men climbed from the ferryhouse to the barge and then made their way over to the pier and to Delaware avenue.

Once on the boats the crowds retained their good humor, although some were apprehensive of collisions.

"There's the Barnegat Light!" one man yelled as a boat stopped at midstream.

"They better hurry that Delaware River bridge," another shouted. Men chaffed about the possibilities of food on the boat and wondered what the lunch and dinner menus would be.

Trip Take Fifty-five Minutes

At the height of the crush each trip required an average of fifty-five minutes and in some instances it required thirty minutes to unload the human cargoes.

Chief Hyde, of the Camden police, personally taking charge of a big detail of men, waited two hours for a boat. One was enforced on both sides of the river.

As a typical experience of the thousands of fog-bound commuters, Earl Stewart, of Beverly, N. J., said he waited one hour and forty-five minutes for a boat, waiting inch by inch toward the slip as the overworked boat "dug into" the accumulated mass of humanity. Joseph Fritchey, of Woodbury, waited two hours for a boat. One man, who said he had been commuting since 1917, asserted he never before saw such a jam as that in the ferryhouse.

In the crowds were scores of women with children who planned to make an early start with their Christmas shopping. Some of the shopping parties were separated and ferry women squirmed through the crush hunting for their youngsters.

The following statement was issued by the Pennsylvania Railroad:

"A heavy fog which spread over the western portions of the Trenton and Atlantic divisions and the Delaware River about 7 o'clock this morning resulted in all trains being late both in leaving and arriving at Camden.

"Ferry schedules were annulled and only one boat was operated from each side of the river at approximately

Five Rescued From Maze of Traffic

Continued from Page One

realized their plight, attracted a large crowd. They stood on the street corners breathless while the policemen dashed through the mass of automobiles and trucks and reached the spot where Mrs. McConigle and her party stood.

Mrs. Anna McConigle, thirty years old, of 312 South Eleventh street, was hurled from the automobile in which she was riding at Eleventh and Spruce streets at 1:40 o'clock this morning and landed under the wheels of a moving trolley car.

As the automobile crashed into the trolley, the woman threw on the brakes, but Mrs. McConigle was wedged under the rear trucks of the car, and was not released until fifteen minutes later, when an emergency trolley arrived and jacked up the car.

The young woman was placed in a police ambulance and taken to the Pennsylvania Hospital, where she was treated for lacerations and internal injuries.

Although she regained consciousness this morning she is in a serious condition from severe cuts, a fractured right arm, body bruises and possible internal injuries.

Mrs. McConigle was riding with Paul Fusselman, of Ardmore, Fusselman, who was driving over on Sanson street, tried to turn at Eleventh street and crashed into the south-bound trolley.

A crowd gathered as members of the trolley crew and passers-by helped in the effort to free the victim. Their efforts were futile, however, until the emergency car arrived and lifted the rear trucks of the trolley from the tracks.

Fusselman escaped unhurt in the crash.

Man Perishes in Hotel Fire

Salt Lake City, Utah, Dec. 4.—(By A. P.)—Ezra Foulkes, thirty, of Salt Lake City, was burned to death when other persons seriously hurt when

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1876	\$9,000,000
1881	\$18,000,000
1886	\$30,000,000
1891	\$47,000,000
1896	\$71,000,000
1901	\$83,000,000
1906	\$108,000,000
1911	\$137,000,000
1916	\$203,000,000
1922	\$300,000,000

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