TROLLEY KICKS GO TO SERVICE BOARD

What Philadelphia Business Men Will Carry Protest to Harrisburg

MITTEN PROMISES FAIL

The trolley service provided by the Philadelphia Rapid Transit Company for the last few weeks—each day's schedule seemingly like those operated on the "heatless" Mondays—has so aroused Philadelphians that they are planning to carry their protests to the Public Service Commission.

No better service has been offered the city since President Mitten promised to add 350 unrepaired cars to various sections. If the cars have been added, Philadelphians would like to know where.

Surely they have not been placed in West Philadelphia, where the service to the war plants at Chester, Eddystone and Hog Island is said to be a disgrace by business men of that section. It is these indignant Philadelphians who plan to carry the fight to the capital. Already they have appointed C. Oscar Beasley, of Overbrook, to be the spokesman.

"The whole service has collapsed," said Mr. Beasley, "and we will marshal witnesses who will tell their stories to the commission and present facts, figures and experiences to show that the whole service is handled in a one-horse manner. We will also ask why the $2,525,214 renewal fund has not been spent."

CITY IS IMPOTENT

Transit Director Twining admitted that the present trolley service was bad and that protests and complaints had been brought to his attention, and also to the transit company officials direct.

"But the city has no jurisdiction," he continued, "over the operating plan and management of the transit company's lines. And I do not really feel as if the present breakdown can be imputed to any carelessness or inefficiency on the part of the officials.

The renewal fund to which Mr. Beasley calls attention was primarily for the purchase of rolling stock and rails when the present cars and tracks became useless and worn out. "I do not think it was to deal," he continued, "with any such situation as the Philadelphia Rapid Transit Company finds itself confronted with at the present time. I know, of course, it hasn't spent much money during the last year, but I understand that is because of the difficulty in obtaining armatures, wheels and other necessities for car-repair work.

Michael J. Ryan, the resident member of the Public Service Commission, said that he did not recall the number of protests which had been registered in regard to the present trolley service. He said that matter would have to be laid before the secretary and take the proper official channels before reaching the commission. He added:

"It strikes me that there has been a dearth of complaints from Philadelphia. The people of Philadelphia don't complain very much apparently; they seem to endure anything."

But it seemed yesterday from the reports that came from every section of the city that the last straw had broken the camel's back. The little curbstone indignation meetings had certainly passed from passive disgust into open reprisals on the transit company, as reported by the motormen, conductors and pedestrians.

TANK TROLLEYS FROM WIRES

In many cases irate passengers, waiting in the snow for cars, saw the trolleys flash past them without even hesitating. When several of the trolleys had acted in this manner the pedestrians decided the next one would not get away. As a result they hauled off the trolley poles, bringing the cars to a stop and then informed the motorman that if he didn't let them aboard they would proceed to pull his car down around his ears. In two cases, at least, a motorman and conductor were beaten.

In connection with poor service many of the passengers complained of the "dumb" manner in which the car crews were working. Edward A. Noppel, president of the United Business Men's Association, cited several cases which came under his personal observation in the central section.

Accused of having thrown a brick through a trolley car window yesterday afternoon, Anton Messer, 533 West Dauphin street, was arrested. Messer said that he had been waiting on the corner of Sixth and Dauphin streets for a car for over a half hour. It was then, he said, he decided to hurl the missile to force the motorman to stop the car. In throwing the brick he slipped on the icy street and fell against the car, suffering severe cuts on the face and head.

The executive committee of the Sixtieth and Market Streets Business Men's Association announced that it has decided to place its grievances before Councils.

C. Folk Klein, president of the association, stated that more than 25,000 commuters were compelled to use the crosstown cars daily at the intersection of Sixtieth and Market streets.

Conditions at Fifty-second and Market streets are equally poor. This is another important transfer point, and commuters state that the same situation obtains there.

Ira D. Garman, chairman of the West Philadelphia Councilmanic Association and member of the Finance Committee of Councils, has been asked to take up the protest in Councils. Mr. Klein said that all Councilmen of West Philadelphia were with the association in its efforts to obtain trolley service.

RED CROSS HERE GIVES OUT 34,107 SWEATERS

Pennsylvania Division Supplies That Number to Soldiers During January

Thirty-four thousand, one hundred and seven men in the army and navy service were made happy during the month of January by the Pennsylvania division American Red Cross. That number of men received sweaters from the Pennsylvania division. These sweaters were sent to various cantonments and naval barracks. League Island Navy Yard received 3169 sweaters, 7266 pairs of socks, 3439 wristlets, 5235 mufflers and 1180 helmets. Frankford Arsenal, this city, received thirty sweaters, 178 pairs of socks, ten wristlets and fifty mufflers. Outside of Pennsylvania the Potomac division received 11,220 sweaters, 8476 pairs of socks, 3664 wristlets, 2055 mufflers and 240 helmets.

Camp Hancock, Georgia, where many members of the Pennsylvania National Guard are stationed, received 9969 sweaters, 5365 pairs of socks, 2967 wristlets, 2818 mufflers and 1164 helmets. Other National Guard sweaters were sent to Camp Sevier, North Carolina. One hundred and twenty-five were sent direct to Pennsylvania expeditionary forces in France, in recognition of the splendid work of the men in the Keystone division.

WOLF SUGGESTS SCHOOL REFORM

Education Board Head Would Revive Some Old Ideas of Teaching

ASKS MORE HOME WORK

Wolf Suggests Changes in Educational System

EDWIN WOLF, in his first report as president of the Board of Education, urges the following changes in the public school system:

Persistent teaching of rudimentary branches for first four grades.

Universal introduction of departmental work system as conducted in Edward T. Steel School.

Absorption of School of Pedagogy by Normal School.

Elimination of separate organization for boys and girls in West and South Philadelphia High Schools.

More attention to "home work."

Substitution of a system of military, ambulance and hospital training for both sexes in place of physical training.

Changes in the Philadelphia public school system that will bring back some of the old ideas of imparting the fundamentals of education, and at the same time introducing new measures to bring about increased efficiency at less cost, and the introduction of a system of military, ambulance and hospital training in place of physical training, are urged by Edwin Wolf, in his first report as president of the Board of Education.

Chief among the old ideas whose revival he recommends are the persistent teaching of rudimentary branches in the first four grades. Too much time, the report says, is now given to manual, vocational and domestic science work and not enough to the elementary educational studies. Along this line is a plea for more "home work."

"Time should be devoted to inculcating into the minds of the parents the necessity for home training and proper home environments," he report reads. "The schools can never do this work as well as the home, and the public purse should not be made to meet the derelictions of the home."

An experiment that has turned out very satisfactorily, he says, is departmental work under the new progressive system as conducted at the Edward T. Steel School, which should be adopted in all elementary schools. This system is believed to avoid the objectional features of the Gary plan and combine efficiency and economy. It is also highly popular with both teachers and pupils.

COMBINE TWO HIGH SCHOOLS

The report also recommends that the West and South Philadelphia High Schools, which now have separate organizations for boy and girl pupils, be each put under one management.

The School of Pedagogy should be abolished, or rather, it should be absorbed by the Normal School, the report continues. Without any trouble the Normal School could take over this work, and the entire cost of the School of Pedagogy saved. Mr. Wolf points out that Philadelphia is the only city that maintains a separate school of Pedagogy for boys.

A complete system of military, ambulance and hospital training for both sexes is urged in place of the present system of military training. "A few years ago we were not a military nation; today we are," Mr. Wolf says in recommending this new move.

WANT HIGH SCHOOL SUPERVISION

Other sections of the report follow:

Tradition has had much to do with the conditions of the high schools and a readjustment of these departments of the schools' activities is absolutely necessary. To bring system out of this confused situation and continue it on broad and modern lines I would recommend supervision and the creation of the position of supervisor of the high schools. It should be the duty of this officer to co-ordinate, unify and weld all the various schools into one department, and it should further be his duty to supervise and direct all the activities, educational and administrative, of all the schools in this department.

In high schools where all work is departmental, the plan of promotion by subject has now come into virtually universal use throughout the United States. This plan credits a pupil with each subject in which he has done satisfactory work regardless of whether he has succeeded or failed in other subjects. To show the lack of co-ordination, or rather the absence of regulation, I will state that in Philadelphia six high schools promote by subject and five promote by class. And further, in the South Philadelphia High School under one roof the boys are promoted by class and the girls are promoted by subject. Do not these conditions call for a remedy?

The board has one committee on elementary schools, which takes care of 180,000 pupils and 4000 teachers. For high schools it has three committees for 15,000 pupils and 700 teachers.

I would advocate changes in the department of superintendence. This department should consist of superintendent of schools, supervisor of high schools, three associate superintendents and one examiner.

The elimination of many forms and reports would lessen the statistical and clerical work of this department to such an extent that the organization as above outlined could easily handle the work of the department, and a much smaller number of clerical assistants would be required in the schools.

A matter which is causing grave concern, and for which we have not yet found a solution, is the impossibility of administering proper discipline. By reason of the leniency and consideration shown juvenile offenders, pupils guilty of petty offenses return to their classes the envy of their fellow pupils.

35 NORRISTOWN GRADUATES

Montgomery County's Capital Holds High School Exercises Today

Thirty-five graduates, members of the 1918 winter class of the Norristown High School, were awarded diplomas at the commencement exercises to be held this afternoon in the Norristown High School Auditorium. The valedictorian was Miss Elizabeth Hurst, the salutatorian Miss Dorothy Webb Simon; essayists, John Herbert Weber and Mahlon Wesley Detwiler.

The members of the class are:

Helen MacAnnis, Mildred Bertha Baller, Anna Ball, Mary Knie Billig, Sarah Elizabeth Cook, Catharine Ann Keller, Elsie May Graham, Gertrude M. Hoppner, Margaret Irene Hunter, Esther Hoover, Audrey Musselman, Elizabeth Paxon, Lynda R. Keller, Mary Anne Kulp, Myra E. Nace, Gladys M. Orth, Ethel Lenore Paxson, Nina G. Pugh, Esther Sadie Karla C. Rittenhouse, Marjorie E. Shiner, Caroline Schlater, Dorothy A. Shoemaker, Frances E. Smith, [illegible]

PHILADELPHIA GIRLS ENJOY VARIED PROGRAM ON "COMMUNITY MONDAY"

Entertainments at the various community centers are now in order on "fuelless Monday." The photograph shows a class in surgical dressing which assembled this morning at the headquarters of the Visiting Nurse Society, 1340 Lombard street.

COMMUNITY MONDAY BIDS GIRLS WELCOME

Programs at Libraries and Other Centers to Entertain and Instruct

A Philadelphia Community Monday takes its place in the ranks with the rest of the Mondays—Fuelless, Meatless, Wheatless, etc.—only this Monday is an addition, not a subtraction.

Scheduled by the recreation committee of the Girls' Conference, representing the Philadelphia district committee, the woman's committee of the Council of National Defense, National League of Woman's Service and the War Department and Navy Department Commissions on Training Camp Activities, the programs are interesting and are open to all women and girls of the city.

Under the direction of Mrs. Cyrus Falconer and Miss Helen H. Porterfield, special programs have been arranged at seven of the branch library auditoriums, under the auspices of such organizations as the Matinee Musical Club and the Philadelphia School of Expression and Art.

Last week, in spite of the cold and blizzard, a large attendance was noted, and it is expected that today's attendance will be even larger. The detailed programs and places of entertainment follow:

Young Women's Union—Fourth and Bainbridge streets. Open house 11 a. m. to 6 p. m. Music and dancing. Red Cross.
Kearny Public School Community Center—Sixth and Fairmount avenue. Afternoon tea. At home. Program 4:30.
Girls' Aid—1505 Arch street. Afternoon tea. At home, 2 to 5. Sewing, reading and dancing.
University House—2001 Lombard street. Open house, 2 to 5.
Germantown Y. W. C. A.—5820 Germantown avenue. 11 to 12, military drill. Recreation, 12 to 1, ten-cent lunch, sandwiches and coffee. 1 to 5, Red Cross classes.
Bethany Parish House—Lombard and Bainbridge streets, under the auspices of the Pennsylvania Association of Women Workers. Military drill for girls, conducted by major from U. S. Army, 3:30 to 5 p. m. Intermission. Music followed by demonstration drill by motor messenger girls. Drill fee, five cents.
Y. W. C. A.—18th and Arch streets. Red Cross activities all day. Club supper, 6 to 7 p. m.; fifteen cents. Gymnasium and military drill, 8 p. m.
Christ Church Neighborhood House—20 N American street. Open house. Afternoon tea, games, music, dancing.
Lighthouse—140 West Lehigh avenue. Open house, 2 to 5. Afternoon tea.
Recreation Centers—Open, 2 to 10. Special programs. Gymnasium, games, dancing. Disston—Tacony. Disston and Glenloch. Westmoreland—Fifth and Westmoreland. Shot Tower—Front and Carpenter. Starr Garden—7th and Lombard. Sherwood—50th and Christian. Athletic—Twenty-sixth and Master. Happy Hollow—Wyne avenue, opposite West Logan street. Waterview—Haines street and McMahon avenue. Waterview Annex (colored)—502 East Haines street. Afternoon tea at Germantown Recreation Center and Waterview Recreation Center.
North House—864 North Randolph street. Open house. Program 3 to 4.
Business Women's Christian League—1118 Walnut street. Open house all day.
Women's Trade Union League—248 South Eighth street. Open house after 3 p. m. All girls welcome.
Libraries—Reading rooms open to the public; special programs listed below.
Southwark Branch Library—8th and Ellsworth streets. Program under the auspices of the Philadelphia School of Expression and Dramatic Art, 3 p. m.
Frankford Branch Library—Frankford avenue and Overington street. Program of singing and dramatics, 3:30 p. m.
Lehigh Avenue Branch—Sixth street and Lehigh avenue. Program under the auspices of Mrs. Grace Welsh Piper. Music and community singing, 3 p. m.
Manayunk Branch Library—Fleming and Dupont streets. Singing and dramatics, 3:30 p. m.
Nicetown Branch Library—Hunting Park and Wayne avenues. Program under the auspices of the Matinee Musical Club, 3:30 p. m.
West Philadelphia Branch—40th and Walnut streets. Program of music and dramatics. Under the auspices of Mrs. Philip Jenkins, 3:30 p. m.
McPherson Square Branch—Indiana avenue and F street. Singing and readings, 3:30 p. m.
Visiting Nurse Society—1340 Lombard street. Open 9 a. m. to 12 and 1:30 to 5:30 for work in surgical dressings. Music.
Friends' Guild—Fourth and Green streets. Open house.
St. Martha's Settlement House—2029 South Eighth street. Singing, 4 p. m. Cooking, 8 p. m. Library open all day.
Southwark Neighborhood House—101 Ellsworth street. Open house, 2 to 5 p. m.
St Timothy's House—714 Reed street. Open house, 2 to 5 p. m.

NEW MANAGER AT CHESTER

Joseph Graham Will Head Hull Department of Sun Plant

Joseph Graham, for several years with the Virginia Bridge and Iron Company, of Roanoke, Va., has been appointed manager of the hull department of the Sun Shipbuilding Company plant at Chester, succeeding J. A. Sim, who resigned a month ago to become general manager of the Oregon Shipbuilding Company, Portland, Ore.

Mr. Graham is already "on the job" at Chester. He is a man of long experience in shipbuilding and is recognized as one of the leading authorities in ship construction. With the Roanoke company he was in charge of manufacture of plates and other material required in ship construction.

BEQUEST FOR HOSPITAL

Samaritan and Temple University Benefit Through W. G. Ellis's Will

Bequests of $1000 to the Samaritan Hospital and $1300 to Temple College are included in the will of William G. Ellis, who died January 26 at the Hahnemann Hospital, leaving most of an estate valued at $156,000 to relatives.

Another will probated today was that of William H. Brown, 3846 East Cumberland street, which, in private bequests, consists of property worth $1000.

TALK GENERAL STRIKE OF TEXTILE WORKERS

District Council Decides to Support Men Now Out and Calls Convention

The District Council of the Textile Trades Union has voted to finance the cloth weavers' strike by weekly assessments on textile workers not on strike, and has also called a general convention for next Saturday at 2 o'clock in the Kensington Labor Lyceum, at which time action will be taken on the proposition to call a general strike of the textile trades in Philadelphia, involving approximately 75,000 workers.

John J. Breen, chairman of the convention committee, today expressed the hope that the weavers' strike would be amicably adjusted before the time set for the meeting arrives, but added that if the cloth manufacturers failed to meet the demands of their employes there was every likelihood that a general strike will be called. The meeting will be open to the public, he said.

Counsel has been employed by the textile workers to defend Louis J. Gergotz, president of the Weavers' Union, in the injunction proceedings brought Saturday by the Franklin Worsted Company to prevent picketing and interference with the business of the company. It was announced that several hundred strikers, armed with American flags, will continue to picket at this plant, but that no disorder or violence would be committed.

MAN DIES OF HEART DISEASE

Once-Properous Engineer Fatally Stricken in Lodging House

Once a prosperous mechanical engineer, with offices at 5422 Germantown avenue and a home in West Penn street Germantown, Paul J. J. Dorn, sixty years old, was taken sick in a lodging house at 659 North Eleventh street on Saturday and died a few hours after at the Hahnemann Hospital of heart disease.

Dorn had a son Paul and a daughter Olga, supposed to live in this city, and George Stanbach, deputy coroner, is endeavoring to find them through the police in order to notify them of their father's death.

Motortruck Freight Line Opened

CARLISLE, Pa., Feb. 4.—Today will mark the opening of a motortruck freight line through the Cumberland Valley, the first of the kind in this section. Nearly twenty-five trucks will be placed in use, running for the present between Harrisburg, Hagerstown and intermediate points.

GAINING UPPER HAND OVER JAM OF FREIGHT

Third Heatless Monday Finds Most Effective Attack in Progress

The third "heatless Monday" under the Garfield order witnessed the most effective work yet done in relieving whatever congestion of freight exists in the yards of the railroads entering Philadelphia, and railroad officials today were in the highest degree optimistic over the prospect of clearing their tracks and getting back to a normal pre-war basis.

"If we can only have a spell of good weather now," said one of them today, "there will be little more talk about freight jams."

When the Garfield order first went into effect there was so much confusion regarding its exact meaning that big mercantile and manufacturing establishments, which are the largest consignees of freight, believing that they would not be allowed to use coal to operate their elevators, failed to avail themselves of the opportunity afforded of putting in freight during the holiday period and on the heatless Mondays.

The erroneous impression on this subject was cleared up too late to be of any real value during the first five-day holiday period, but later, when it was learned that power could be used for any purpose connected with the storage of freight, a special appeal was made by the railroads to consignees to take advantage of the Monday holiday to help clear the yards of waiting freight.

The second holiday Monday, however, which was last Monday, was ushered in by a blizzard such as has rarely been known in Philadelphia, and while the consignees were willing enough to get busy in moving freight, weather conditions were such that the task was well nigh impossible. Today there is a different story, and with clear skies overhead and favorable weather conditions all around, more freight is being moved from the yards here than at any time since the congestion has prevailed.

This morning the Pennsylvania Railroad had on hand approximately 3300 cars of freight of all kinds in its yards awaiting delivery, a net decrease of about 800 cars since the end of "freight-moving week," and this total was being materially reduced as the day went on. Pennsylvania officials declare that the accumulation of freight in the local yards is considerably below the normal and that they are now working to bring it down to the point where there can be no danger of a jam in the future.

20,000,000 KITCHENS REAL ARENA OF WAR

C. J. Hepburn Tells Hearers Food Crisis Solution Lies in America's Homes

"The real solution to the food conservation problem lies in the kitchens of the twenty million homes of the United States. The absolute co-operation of the housewife is the greatest necessity of today. Monumental savings have been effected in hotels, retaurants, clubs and other eating places, but if the savings in these places were even trebled, solution of the food problem would still remain in the hands of the housewives of America."

With these words in an address, "What the Federal Government is Doing," C. J. Hepburn, counsel for the United States food administration in Pennsylvania, delivered today at the Monday conference at the City Club, put it squarely up to the women to effect the necessary food saving to win the war.

More than fifty women's organizations were represented at today's conference to discuss the impending food crisis.

"Food conservation is not a mere movement for national economy," said Mr. Hepburn, "nor is it intended merely to distribute foodstuffs equally and to regulate and stabilize prices. Food conservation is a military measure of vital moment, absolutely essential to the national safety."

"Wheat is unjustionably the foremost requirement of today. Carry back to your organizations the message, 'Save wheat—more than we ask you to save.' While wheat is so necessary, it is urgent also that we conserve meats, fats and sugar. The Italian army suffered severe reverses several months ago because its morale was broken by hunger. The Allies similarly will break if our food does not reach them. The only way we can send food abroad is to save it here in our homes."

The other speakers were Clarence Sears Kates, of the Philadelphia food commission, and Mrs. Nevada D. Hitchcock, who spoke on "The City and the Housekeeper."

Say Coal Raiders Took Freight

Five men and a woman were arrested last night by the police of the Fourth street and Snyder avenue station following a raid on a coal train at Willows avenue and Porter street. The police say they made the arrests owing to the fact that coal raiders have also been looting box cars of other freight. The police say the persons arrested had goods in their possession which had been taken from the box cars.

RAILROAD MEN ASK FOR PAY INCREASE

Officials of Brotherhoods Demand Advances of Thirty to Forty Per Cent

Wage increases ranging from 30 to 40 per cent for railroad employes will be asked of the railroad wage commission by the four brotherhoods, it was stated today by one of the Brotherhood representatives here.

It is declared to be the purpose of the four brotherhoods not to embarrass Director General McAdoo by extravagant demands, but to ask increases amounting to approximately 60 per cent of the increased cost of living occasioned by the war.

A. B. Garretson, president of the conductors' organization and W. G. Lee, of the trainmen, appeared before the wage commission today. They presented statistics showing the increased cost of living and the inadequacy of the present scale of wages paid freight and passenger conductors and trainmen.

For the conductors, Garretson asked a flat rate of $5.20 per hundred miles for the freight conductors and $3.25 per hundred miles for the passenger conductors. The difference between the demands is based on the fact that the freight conductors average a slower run than the other class. The present rate for the the former is from $4 to $4.18 and $2.90 for the latter.

Trainmen, admittedly the lower paid of the organized railroad employes, asked through Lee, their president, increased compensation through the various grades amounting to about 64 per cent of the increased cost of living. According to figures supplied the commission this cost has risen from 45 to 62 per cent since the war started.

Next Week W. S. Carter, president of the firemen, and Warren Stone, the engineers' chief will testify as to the needs of the employes they represent.

Mr. Garretson said today before taking the stand that while the executives of the four brotherhoods had organized to act together when the Adamson bill was before Congress, this time they are acting independently although for a common purpose. The organized railroad men, he declared, have the utmost confidence in obtaining a square deal from the wage commission and Mr. McAdoo and have no desire other than to present figures disclosing the inadequacy of the present scale of pay.

PRICE OF MILK DROPS HALF A CENT TODAY

Quarts Now 13 Cents and Pints Sell for 7 Cents

FOOD OFFICIALS FIX IT

The price of milk today dropped half a cent on each quart, and the same amount on the pint.

The new price, as set by the Federal food administrators, is thirteen cents a quart and seven cents a pint. This figure is based on milk containing 4 per cent butter, or that which is known as grade "B." Grades "A" and "AA" contain a higher percentage of butter fats, and sell for fifteen a quart, or eight cents a pint, and seventeen cents a quart or nine cents a pint, respectively.

If you are paying thirteen cents a quart for milk containing less than 4 per cent butter fats, your dealer is making more than the four and one-half cents profit set by the administration as being "fair."

The price list as determined by the food officials, following a conference with milk producers and dealers, is given below:

	Price per qt. P. C. of butter fats	paid to producer	"Fair price" to consumer
Grade "B" milk	3.0	7.0c	12.15c
	3.1	8.0c	12.25c
	3.2	8.05c	12.30c
	3.3	8.1c	12.35c
	3.4	8.2c	12.45c
	3.5	8.3c	12.55c
	3.6	8.4c	12.65c
	3.7	8.5c	12.75c
	3.8	8.6c	12.85c
	3.9	8.7c	12.95c
	4.0	8.75c	13.00c
Grade "A" milk	4.1	8.8c	14.40c
	4.2	8.9c	14.50c
	4.3	9.0c	14.60c
	4.4	9.1c	14.70c
	4.5	9.2c	14.80c
	4.6	9.3c	14.90c
	4.7	9.4c	15.00c
Grade "AA" milk	4.8	9.5c	16.80c
	4.9	9.6c	16.90c
	5.0	9.7c	17.00c

The decrease in the price of milk resulted from the inability of the railroads to provide the proper transportation facilities for coal, cans and other materials required by milk-condensing plants, according to R. W. Balderston, secretary of the Interstate Milk Producers' Association.

"This year they have not done so. I know of one condensing plant that has been tied up from lack of coal, sugar and cans. They had contracted to take any surplus of milk on the Philadelphia market up to 250 cans a day. To date they have not taken a single one."

It was charged by a prominent milk producer that Dr. Clyde L. King, associated with the food administrators on the milk commission, had opposed the decrease in the price. He maintained that a reduction of half a cent to the farmer would result in cutting down the production of milk, it is said. Doctor King, however, denies having taken this stand. The only statement he will make in this connection is that "The reduction in price was necessary under the circumstances."

When questioned as to his reported statement that there would be a further reduction in the price of milk, and that the price would not be set above the present level this year, Jay Cooke, Federal food administrator for Philadelphia, said that he had been misquoted. He would make no further comment.

PHILADELPHIA SOLDIER DIES FOR DEMOCRACY

Peter Trojan, Austrian Born, Gives Up Life on French Battle Front

Another name has been added to the honor roll of Philadelphia in our war for democracy in the person of Peter Trojan, thirty-two years old, of Company N, Ninth U. S. Infantry, of the American expeditionary forces in France. He was killed last week in France, his death having been just reported, the circumstances of which are not known as yet.

Trojan was Austrian born and his wife and child still live in that country. When the United States entered the war he immediately took out his last papers and enlisted. He had been in France four months. He lived in America thirteen years, residing in Philadelphia most of that time, latterly at 3216 Livingston street, where two brothers and sisters still reside. He was a workman in a morocco leather plant here.

BAPTISTS IN SESSION

Observe Heatless Monday by Listening to Talk on Persia

A very vivid and impassioned recital of scenes attending the massacre of thousands of Persian Christians during 1915 at Geogtapa, Persia, by the Kurds and Turks this morning featured the regular weekly meeting of the Baptists Ministerial Conference, held at the First Baptist Church, when the Rev. H. Y. Shabaz, of Urmia, Persia, spoke on "Back From the War Zone, or a Prisoner of the Turks." The Rev. Shabaz was a Baptist missionary to the Persians at the time of the massacre. He is to make a tour of Baptist churches of this country.

Next week's meeting of the ministerial conference will be held at the Baptist Temple, Broad and Berks streets, in honor of the seventy-fifth birthday anniversary of the Rev. Russell H. Conwell.

P. R. T. WORSE THAN TOONERVILLE CAR

Trolleys Can't Go and Won't Be Pushed, Says Indignant Citizen

ONE MAN'S EXPERIENCE

Suggests Trailers or Jitneys to Help Out Present Dilapidated System Here

"The worst thing about the whole transit system in Philadelphia is not that the cars are too few nor that the schedules are irregular, but that there is no telling how much progress one is going to make even after one has been lucky enough or resourceful enough to get inside a car," a correspondent writes to the EVENING PUBLIC LEDGER.

"Talk about the 'Toonerville Trolley,'" said another whose thoughts ran in the same channel and whose evenness of temper had been sadly thrown out of kilter by his recent experiences with the trolleys. "That man Fox that draws the 'Toonerville Trolley' pictures must get a lot of his ideas in Philadelphia. If I wanted to get any place in a hurry I would rather take chances with the old skiper of Toonerville than with the P. R. T. skippers. The passengers can get out and push the 'Toonerville Trolley,' but they couldn't push these P. R. T. cars. They simply wouldn't be pushed. I have come to the point of placing absolutely no faith in these cars. I see somebody calls them 'banana' cars because they come in bunches, but lots of the time they don't come at all; lots of the time they just stay where they are.

"I had to go out and see my chief the other night at his home and I was supposed to be there at 7:30. He wanted to give me some instructions on things that are coming up or might come up while he was out of town. He lives on Spring Garden street not far from Twentieth.

"I was at Sixth and Market streets waiting for a No. 16 car at ten minutes of 7 and thought I had plenty of time, for it only takes about twenty-five minutes to run out there—or, rather, that's what it used to take.

"I waited until 7 o'clock and no No. 16 came. Then I made up my mind I'd take a 21 if it came along first. That would go out Eighteenth street and I could walk over. I waited five minutes more and there was neither a 16 nor a 21. There was nothing to do then, I thought, but take a taxicab, so I started to walk to the Reading Terminal for a taxicab. It just happened that there was none there and while I waited along came a 21 car. I took it, figuring I would not lose much time, since I would have to wait for a taxi anyway.

"I was congratulating myself on being pretty lucky after all when we turned up into Eighteenth street and stopped. There were two cars ahead of us. The car just ahead of us was disabled and it seemed that the crew of the car ahead of that was trying to help fix it. Nobody knew what was the trouble. The car in the lead had been in trouble and the second car had had to stop. Then they had tried to push the first car with the second and the second had gone dead. Now the first was all right again.

"Now it was useless to get a taxicab, because I could save very little time, so I just got off and walked. I got there twenty-five minutes late. I would have been better off if there had been no cars at all. Then I wouldn't have depended on them at all."

Some citizens are suggesting emergency jitney legislation to permit the operation of jitneys until the P. R. T. can provide adequate facilities. Some go so far as to say the trolley cars should be forced off the streets and the tracks reserved for jitneys, the automobiles taking the several routes the cars now take.

Another suggestion, often heard, is that the P. R. T. Company use its disabled cars—of which there are 350, according to President Mitten, of the P. R. T.—as trailers.

"They claim they can't get the cars repaired," said one man. "Well, the way it works now there are no cars for a while and then a string of them, running so close that they almost run into each other. Instead of having every car run under its own power let them hitch a disabled car onto each car that can move. In some cities they have that system regularly. It saves power. They have cars that are not equipped at all for moving themselves. They are made for trailers. That would at least relieve the situation a little."

ADMIRAL MOVES IN LIKE A WHIRLWIND

Heads Swim at Speed Shown by Bowles at Medical Arts Building

TAKES ANOTHER FLOOR

If He Shows Same Action at Hog Island, Lookout, Says Superintendent

Rear Admiral F. T. Bowles, chief constructor of the Emergency Fleet Board, has moved in.

He did it with such speed that H. L. Simpson, superintendent of the Medical Arts Building, Sixteenth and Walnut street, is flat on his back with surprise, so to speak.

The Admiral is expected on Wednesday. On Saturday afternoon he decided that in addition to the fifteenth floor of the building, which the Shipping Board now occupies, he wanted the fourteenth. He sent an enterprising young representative to make known his wish.

The young man made them known in monosyllables, then without taking breath he aviated up to the fourteenth floor and started marathoning around the twelve rooms with a tape measure.

Three of the rooms were occupied by Dr. F. K. Ream, who hadn't expected the governmental onslaught. The man of medicine took flight at the coming of the human whirlwind.

Then the furniture began to arrive. Rugs, chairs, hard, uncomfortable ones to make visitors state their business briefly without temptation to loll and linger; desks, the kind made for work, telephones—everything.

"It was the quickest move I've ever seen in my life," the superintendent exclaimed today, having taken yesterday off to get his wind back. "If Admiral Bowles gets things moving at Hog Island the way they've been moved into this building, we'll get ships all right."

About a month ago, on January 7, to be exact, Simpson received a letter from F. W. Grogan, district officer of the United States Shipping Board, declaring that the board "thought favorably of the inspected offices as they seemed to be the only ones available for the expected growth of our office." That referred to the fifteenth floor, which since has been taken over. An option was then asked for and granted on the fourteenth floor. The letter gently hinted that co-operation would be expected as "that we will not find it necessary to requisition."

"The representative appeared on Saturday," Simpson continued, "with a letter signed by Admiral Bowles. It was really a written order commandeering the offices by the authority of the shipping board.

"Action, that's what they showed, action."

WARRANTS FOR GARAGE MAN

Jenkintown Car Owners and Worthless Check Holders Seek Summers

Warrants were issued at Jenkintown today for the arrest of O. J. Summers, the racing motorist and garage proprietor, who disappeared leaving a $2700 trail of alleged worthless checks and a score of angry victims.

Summers, who is believed to have gone south, was last seen in Philadelphia after he "left town" Thursday in a car belonging to J. Fred Tiffenbach, which he abandoned in a snowdrift. Coming to Jenkintown from Chicago a year ago, Summers opened a garage business and gained the confidence of the suburban business men. Among the charges against him are failure to pay his rent or employes' wages, passing worthless checks for $2700, stripping parts of cars to equip other cars and damaging Tiffenbach's touring car. A levy on the garage now makes it impossible for fifteen suburbanites to get their cars out without costly replevin proceedings.

M. P. BROUGHT TO TIME

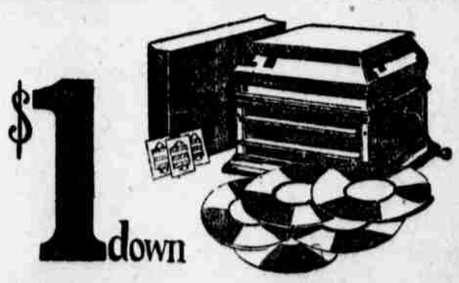
Member of Parliament Had Too Much Sugar to Suit Authorities

LONDON, Feb. 4.—Charged with hoarding thousands of pounds of food, John McVan, a member of Parliament, was summoned to court today.

This is the first case of a Parliament member being accused of food hoarding.

Special Terms Tuesday on This

Columbia Grafonola Outfit



$1 down

1 "Jewel" Grafonola, mahogany or oak.
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