

EXECUTIVE TELLS CONGRESS ADMINISTRATION BILL WOULD HALT STAGGERING TREASURY LOSSES

Pinchot is lauded by Sproul at real budget love feast

Governor-Elect Thanks "Will" for Aid Given His Finance Investigators

CONNELL SEEMS SLATED FOR STATE HIGHWAY CHIEF

Meeting at City Club Radiates Good Feeling and Mutual Felicitations

Gifford Pinchot, the Governor-elect, and Governor Sproul fraternized as never before at a meeting today of Mr. Pinchot's Citizens' Committee on State Finances and Indications were not wanting that the friendliness would take definite shape in a day or so in the appointment of a State Highway Commissioner.

The committee met in the City Club under the chairmanship of Prof. Clyde L. King. The chief event outside of the significant exchanges between Governor-elect and the Governor, was the presentation of the report on the State Highway Department by William H. Connell, former head of the Highway Bureau of Philadelphia and chief investigator for the Pinchot Committee of the State highway system.

Before Mr. Connell was called on to read his report, Prof. King announced that the report had been approved by the members of the Pinchot Committee.

These points, in connection with the Governor-elect's offer to appoint as State Highway Commissioner any one selected by Mr. Pinchot, indicated to observers that the Governor-elect might request Mr. Sproul to name Mr. Connell. The office of State Highway Commissioner has been vacant since the death of Lewis S. Sadler.

Harmony Holds the Stage The high good nature which marked the relations between Mr. Pinchot and the Governor came into evidence when Mr. Pinchot called at the Union League at 10 o'clock to escort Governor Sproul to the City Club. Broad street pedestrians enjoyed the sight of the Governor-elect and Dr. King, threading their way through the traffic. The Governor appeared to make a good center for the line in sucking the life of traffic. Greetings were shouted or waved every now and then as one or the other of the three was recognized by passers-by.

Art Leader Dead



MRS. W. YORKE STEVENSON Social leader and prominent in the artistic life of Philadelphia, who died today after a collapse due to overwork in staging great religious drama in California

MRS. STEVENSON, ART LEADER, DEAD

Social Favorite Victim of Overwork in Staging Huge Bible Outdoor Drama

END CAME SUDDENLY Mrs. W. Yorke Stevenson, widely known socially and a leader in artistic circles, died at 10:30 o'clock this morning at the home of her sister, Mrs. Samuel J. Henderson, at Media, after an illness of ten days.

Mrs. Stevenson's death was caused by overwork and worry over death and illness which have stricken her family in recent months, her friends say. She had planned to go South with her father, Samuel Pitt, with her husband had been ill, but has recovered.

Two weeks ago Mrs. Stevenson collapsed in New York. She was brought to Philadelphia and was resting at the home of her sister. Recently she had improved, and her friends had no fear that she would not recover. She died very quietly this morning after another collapse. Her death is believed to have been caused by heart failure.

Death Busy in Family Mrs. Stevenson's death is the fourth in her family within a brief span of months. Mrs. Sara Yorke Stevenson, in recent months her friends say, one of the city's most distinguished women writers and an international authority on archeology, widely known also for her "Peggy Shippen" column in the Trenton Ledger, died November 14, 1921.

On April 1 of this year W. Yorke died at his home, 251 South Eighth street, after a short illness. He was to live in a picture gallery distinguished as a sportsman and writer. He was commander of a section of the American Ambulance in France before this country entered the war.

Sproul Praises Pinchot Opening his address, Governor Sproul referred to the Governor-elect as the "distinguished center of all these activities." He thought the plan adopted by Mr. Pinchot, "in the face of the conditions he will have to face at Harrisburg is commendable. I endorse it and have heard nothing but what indicates the high-minded motives which have animated the investigators. Dr. King and his aides are to be congratulated for their noble public service."

1-MAN CAR CREWS FREED OF BLAME BY CORONER'S JURY

Exonerated at Inquest into Fatal Accident in Northeast Section Last Week

28 RIDERS TESTIFY CAR WAS SPEEDING

Public Service Commissioner Clements Sits Beside Coroner Knight During Proceedings

A Coroner's jury today exonerated the operators of two one-man trolley cars which crashed at Richmond and Madison streets, November 8, causing the death of Frank Dunleavy, 2121, North Newkirk street, and injuring twenty-six others.

Sidney Walker, 6640 Glenloch street, operator of the northbound car, was arrested after the accident. Ernest C. Anderson, 3513 Braddock street, in charge of the southbound car, had been held as a material witness.

Safety Devices Shown The jury's verdict was that neither man had been guilty of criminal negligence. The operators then were summoned before Coroner Knight, who discharged them from custody.

Experts from the Rapid Transit Company showed by diagrams and other means the safety devices used with the cars operated by one man who also acts as conductor.

The accident occurred during the evening rush hour when two one-man cars collided after one ran through an open switch and twenty-six persons were injured. Dunleavy was the only one of ten days.

On Special Jury On the special jury were Edward G. Lutton, of the Lutton Knitting Mills, foreman; Dr. Maxwell DeFord, 1524 Chestnut street; Russell Ball, of the Philadelphia Gear Works; Frank Lyons, of the Lovell Clock Company; Gustave Ludwig, of the Prospect Brewing Company, and Charles Haver, of the firm of Van Straten & Haver, Wayne Junction.

Richard Wagner, who was riding on the northbound car, testified that the southbound car was struck by the northbound car. He testified that the southbound car was struck by the northbound car. He testified that the southbound car was struck by the northbound car.

FIVE MEN INJURED AS SCAFFOLD COLLAPSES

One May Die as Result of Haddonfield Church Accident

The men were brick painters employed by J. S. Shepard, 24 South Fifth street, Camden.

The men who escaped with cuts and bruises, are Joseph Ritter, 2477 Chatsworth street; William Rapp, 2508 Penn street; John Smith, 2880 North Orianna street, and Frank Snyder, 3012 Weffel street.

Two Women in Party Said to Be Speeding in Crash at Collingswood

TWO CARS WRECKED HERE One man was killed and three persons, including two women, were injured in a head-on collision of two automobiles early today at Collingswood, N. J.

The man killed was John H. Haskins, thirty-two years old, 402 Kings Highway, Haddonfield, driver of one of the cars.

Richard Wagner, who was riding on the northbound car, testified that the southbound car was struck by the northbound car. He testified that the southbound car was struck by the northbound car.

Passengers Testify Henry Retz, 1287 East Palmer street, testified he was on the southbound trolley and was knocked senseless.

Albert Schell, 1389 East Palmer street, said he was on the same car with his neighbor.

GOOD BUSINESS POLICY IS SEEN IN HARDING SHIP PLAN

Adoption of Subsidy Bill Would Save Government \$25,000,000 Annually

RADICAL LEADERS READY TO ATTACK HIS MESSAGE

Issue Raised by President Likely to Be Dominating Issue in 1924 Campaign

By CLINTON W. GILBERT Staff Correspondent Evening Public Ledger Copyright, 1922, by Public Ledger Company

Washington, Nov. 21.—President Harding's message, which he began reading to Congress at 12:30 today, is a plea to cut the actual losses on the Government-owned merchant fleet created during the war by granting public aid to private operation of these ships.

As Mr. Harding presents the figures, the United States is now losing \$4,000,000 a month on its ships. He asks for a subsidy of \$20,000,000 to \$30,000,000 a year, which will enable private owners to take over and operate the ships.

Stripped of all the presidential rhetoric, that is the proposal financially considered. He does not ask to lay a new burden on the taxpayers. If his hopes be realized, the existing burden of \$50,000,000 losses would be cut in half.

The President's other argument is the patriotic one. The war left us in a position to establish an American merchant marine on the high seas. The opportunity is not the best that could be conceived, for the ships were built in haste and of bad quality. And they were not planned to meet the varying needs of trade.

Good Business Policy Still there they are in existence and requiring our determined action on the part of the people to keep them on the seas. There is at hand what the President calls "the beckoning opportunity to equip the United States to assume a befitting place among the nations of the world whose commerce is inseparable from the good fortunes to which rightfully all peoples aspire."

The President puts his case that it is at once good business and good national spirit to make the taking over and operation of the Government ships financially attractive to private interests.

ARGUMENTS OF PRESIDENT FOR MERCHANT MARINE BILL

"Staggering losses" caused by war-built mercantile vessels would be relieved. Commercial independence would be established in time of peace. Ships would meet the necessities of national defense in war.

Other maritime nations oppose action because it would work to their detriment.

Three courses are possible: First is constructive, to enact the pending bill. Second is obstructive, to continue Government operations and attendant losses and discourage private enterprise. Third is destructive, involving sacrifice of ships and surrender of aspirations.

Program would diminish public burdens, reducing expenditures by half.

KU KLUX THREAT IS SENT TO CLAY AT CAMBRIDGE

Was Member of Klan, but Disagreed With Policy

Cambridge, Mass., Nov. 21.—(By A. P.)—Hubert C. Clay of Colorado Springs, Col., a Harvard sophomore and a descendant of Henry Clay, has informed the Cambridge police and Dean Greenough, of the college, of receipt of a letter signed "K. K. K.," in which he was warned to leave the city.

Since that time he has carried a pistol about his campus. Clay, a World War veteran and president of the Harvard Golf Association, admitted having formerly been a member of the Ku Klux Klan, but declared that he had withdrawn because he was not in accord with the Klan's policy of "striking in the dark."

LAST-MINUTE NEWS

COUPLE FOUND UNCONSCIOUS FROM GAS

Richard Brooks, thirty-eight years old, and his wife Elinore, thirty-five, were overcome by gas at noon today in a rooming house at 807 North Tenth street. They were heard moaning by Mrs. Mary Nabt, who conducts the house. Her husband, Charles, broke into the room and found Brooks unconscious in bed, his wife overcome on the floor. They were taken to the Hahnemann Hospital and will recover. The police believe it was an accident. Brooks works nights at Baldwin's and sleeps in the daytime.

SENATE AGAIN SIDETRACKS SEATING MRS. FELTON

WASHINGTON, Nov. 21.—The Senate again delayed action today as to whether it would allow Mrs. W. H. Felton, of Georgia, to take her seat as the first woman Senator. Soon after she presented her credentials the Senate adjourned to hear President Harding's address.

MISSING BROKER FOUND, IS ARRESTED

W. W. Wood, Alleged "Brains" of Stock Swindle, Put Under \$5000 Bail

MABBED AT CITY HALL

As he was preparing to surrender, Walter W. Wood, treasurer of the defunct stock brokerage firm of L. B. Taylor & Co., who has been missing since Friday, was arrested in a City Hall corridor today by County Detective Voigt.

WOMEN VOTERS MEET IN CAPITOL

League Opens State Convention With Big Attendance at Harrisburg

By a Staff Correspondent Harrisburg, Nov. 21.—The Pennsylvania League of Women Voters has mobilized here, and already its collective voice is being heard in the Capitol, where a sold dome shines against a blue sky and an American flag snaps symbolically in the wind above it.

HARDING INSISTS U. S. MUST HAVE MERCHANT SHIPS

Favors Compensation to Assure Independence in Peace and Safety in War

SAYS PRESENT EXPENSES WOULD BE CUT IN HALF

Challenges Those Who Declare Legislation Would Enrich Special Interests

PROBLEM A PRESSING ONE

Asserts Failure to Act Decisively Will Be Disastrous to U. S.

Washington, Nov. 21.—Enactment of the Administration merchant marine bill was urged upon Congress today by President Harding as necessary to relieve the Government of present "staggering losses" in operation of the war-built merchant fleet, and to establish a program of assured shipping to serve the Nation in war and give a guaranty of commercial independence in time of peace.

Personally addressing a joint session of the House and Senate, the President declared an actual monetary saving to the Government would result from the proposed law. He challenged every insinuation of favored interests and the curbing of the special law at the expense of the public treasury. The legislation, he asserted, automatically guarded against enrichment or perpetual favoritism.

"If success attends, as we hope it will," he added, "the Government outlay is returned, the inspiration of opportunity to earn remains, and American transportation by sea is maintained."

Finds Opposition Abroad The President said concern about the American merchant marine policy was not limited "to our own domain," adding that the maritime nations of the world were "in complete accord with the position here to the pending measure." He declared those nations had a perfect right to such an attitude, but that he wished to stress the American viewpoint, which he said should be the viewpoint "from which one sees American carriers at sea, the independence of American commerce, and American vessels for American reliance in the event of war."

Common Cause, Common Benefits "It is a common cause, with its benefits commonly shared," said he. "If Government aid is a fair term to apply to authorizations aggregating \$75,000,000 to promote good roads for market highways, the President added, it is equally fit to be applied to the establishment and maintenance of American market highways on the 'salted seas.'"

As to present Government operation of the Shipping Board fleet, Mr. Harding said there was the unavoidable task of wiping out a \$50,000,000 annual loss, and losses aggregating "many billions" of dollars in worn-out, sacrificed or scrapped shipping. He called attention that the Government ships were being worn out without any provision for replacement and that a program of surrender and sacrifice and liquidation which he declared would be inevitable unless the proposed legislation were enacted would cost scores of millions.

The text of the President's address follows: "Late last February I reported to you relative to the American merchant marine, and recommended legislation which the executive branch of the Government deemed essential to promote our merchant marine and with it our national welfare. Other problems were pressing and other questions pending, and for one reason or another, which need not be recited, the suggested legislation has not progressed beyond a favorable recommendation by the House committee.