

SURELY MADE THINGS HUM AT ANNUAL FROLIC YESTERDAY AT GOOD HOPE MILL



U-BOAT RULING MADE BY POLK

Deutschland Is Merchant Vessel State Department Decides; Not to Stand as Precedent

Washington, D. C., July 15.—The State Department formally ruled today that the German submarine Deutschland is a merchant vessel and entitled to treatment as such.

In announcing the ruling Acting Secretary Polk said it was not to be taken as a precedent and that any similar cases arising in the future would be dealt with on their own merits.

"In view of the facts in this particular case," said Mr. Polk, "there is no reason why the Deutschland should be considered a war vessel."

Keep Movements From Allies

The department's action was based upon reports of navy and customs officers who examined the submarine at Baltimore and found that she was unarmed and incapable of being converted for warlike purposes without extensive structural changes.

Both the British and French embassies have made representations to the State Department urging that the Deutschland was a potential warship subject to internment if she remained in a neutral port more than the time allowed by international law.

That the status of the vessel has been fixed so far as the American government is concerned every possible effort will be made to prevent news of her movements in territorial waters of the United States from reaching the allied warships which may be waiting off the Virginia coast to intercept her when she starts back to Germany.

Mrs. Marshall Is First Woman to Inspect U-Boat

Baltimore, Md., July 15.—Mrs. Thomas R. Marshall, wife of the Vice President, visited the German submarine Deutschland yesterday evening and was shown through the vessel by Captain Hensch, of the interned German steamship Neckar, which is lying alongside the submarine.

Captain Hensch said the temperature of the interior of the submarine was about 110 degrees while Mrs. Marshall was exploring it. She expressed amazement almost every turn.

Mrs. Marshall was accompanied to the pier by her parents, Mr. and Mrs. E. P. Kinsey, who remained on board the Neckar while she inspected the submarine. The party returned to Washington shortly afterward.

Coast Guard Starts Out to Rid Waters of Sharks

Washington, D. C., July 15.—The Coast Guard service took up today active direction of efforts to rid the North Atlantic coast of sharks which have cleared many beaches of bathers.

WOULD RATHER BE SHOT THAN GO TO JAIL, SAYS

Vehemently declaring he would rather be shot at once than be taken to jail, Mlle Dimmage, charged with assault and battery squatted in Court street opposite Alderman Murray's office and defied the police to move him.

SURVIVORS TELL THRILLING TALE

Romaine gas buoy. No member of the ship's company was lost but four were hurt.

Water Pours Into Boat

The Hector left Charles Lightship Wednesday morning at about 4 o'clock she ran into the worst hurricane sweeping up the coast. Huge waves broke over the vessel and poured down the hatches, flooding the holds and disabling the engines.

As the big collier rolled at the mercy of the wind which was driving her toward Cape Romaine, fires broke out in the hold. They did not gain headway but added to the terror of those aboard.

The Wellington reached the collier at 1 o'clock Friday afternoon about one hour after the Hector had grounded 14 miles north-northeast of Cape Romaine. The Hector's launch had been disabled by the storm but a small boat with a line put out and succeeded in reaching the Wellington. The dangerous work of transferring the men was immediately started and continued for six hours.

Captain Sticks to Ship

Captain Newell with about a score of men elected to remain on the forward part of the Hector which had almost parted at about midships. The Wellington started for this port and the Cyprus set out to take of Captain Newell and his men as it seemed certain there was no chance of saving the collier.

There were five men aboard each of the barges the Hector lost while trying to tow them from Philadelphia to Jacksonville. The Wellington left today to search for them.

Disabled in Hurricane

The Hector, commanded by Captain Joseph Newell, had sailed from Port Royal, S. C., Naval Training Station, carrying sixty marines to Santo Domingo when she was totally disabled in Friday's hurricane.

Hector Will Be Total Loss; Broken in Two

Washington, D. C., July 15.—Admiral Benson, chief of operations of the Navy Department, announced this morning he had received dispatches from Charleston saying the marines and crew of the Hector all were saved.

A Navy Department radiogram from Charleston says the Hector was abandoned at 12:45 o'clock this morning seven miles northeast of Cape Romaine. The vessel was broken in two.

MADRID DISPATCHES CENSORED

Madrid, July 15.—The Government has established a military censorship of all press dispatches.

SACRIFICE OF LIFE EXPECTED

Captain, Writing of Drive, Says War Is Damnable and Stupid

New York, July 15.—The "big push" which the British and French have at last attempted along the northern portion of the German line has been viewed by at least some of the officers in the British trenches as likely to entail a sacrifice of life "that no general will be prepared to face," according to a letter from the British front, written just before the big forward movement began.

"We talked of a 'big push' when I was in London with the officer. It may be attempted, and I may be in it, but the sacrifice of life will be something that in my humble opinion no general will be prepared to face. Only those who have had some experience of trench warfare can appreciate the stupendous difficulties of a great forward movement, with its attendant wholesale slaughter of the very blood that England requires most."

"Between you and me," he says, "war is the most damnable, stupid, nonsensical thing that was ever invented for settling disputes, and is carried on by brains, well-meaning men, that you wouldn't give the office boy's job to. Incompetence, inefficiency and pluck; effrontery, interference, and a lack of ability, are all mixed up together out here, in a manner that would drive a businessman like you crazy."

"I have no intention of wearing you with tales of 'hurting' shells, and the deafening roar of cannon, making your blood run cold with stories of the sights that disgust you, and yet all you have sympathy; of shocks and hairbreadth escapes; of tales of valor, and of trembling knees; of the brave British officer shaving under shell fire (although I have done that stunt many a time); of 'shoots that miss'; of shots that pierce the tunic but do not affect finally by the small Bible presented by the blue and brown eyed maiden of Bloomsbury Square; of the mauling of officers for their part in the fresh-faced youngster fulfilling a noble duty."

"Strangely enough, in my short experience, I have seen many of these things, including the winning of a military cross at 2 in the morning by a blue young man somewhat tired of life who, fortunately for me, refused my proffered assistance, and who, when he returned to share my dugout with the sweat of suppressed excitement on his brow, drank two stiff noddies of whisky in quick succession that I poured for him, and then fell to find sleep for his over-tired nerves. I have seen the shells bursting around with no opportunity of running like the devil, as we all felt inclined to do, have escaped bits of horrible shrapnel by two and three feet, and snipers' bullets by inches, and I've eaten bully beef till the cows came home, the bravest dead of all."

"It is a curious feeling the first time one stands surrounded by shell and machine gun fire. I was interested by watching myself to see how I took it. To my intense surprise I wasn't frightened, but only curious—and then sad. Sad at the thought of what it all meant, and what I had seen. But in spite of everything I have never for a moment been depressed or nervous. I have had to stand under machine gun fire for an hour at night so as to impress my men and reassure them; for I find example is everything in war; and yet am disgusted with it all—except the spirit of the splendid fellows with whom I am surrounded. Their devotion to duty, their unselfishness, fraternity and cheerfulness is something to make one proud of one's race. Hard-swearing and hard-living men they may be (officers and men alike), but they are the finest fellows one can meet, and their daily conduct is more beneficial than a hundred sermons by the finest parson orator living."

Can You Help St. Swithen Solve This Deep Puzzle?

All ye scribes who believe in the weather yarns of ancient times, come to the aid of the weather man and explain this.

To-day is St. Swithen's Day. Do you remember the old rhyme— "St. Swithen's Day, if thou dost rain, For forty days it will remain; St. Swithen's Day, if thou be fair, For forty days 'twill rain nae mair."

To-day there was a little rain, and a little for thirty days, so the weatherman isn't sure just what the St. Swithen forecasters will say about the next forty days.

FIRING AROUSES PASSENGERS

New York, July 15.—The Italian steamer Duca Degli Abruzzi which arrived here to-day, left Naples with all lights out and took a zig-zag course through the Mediterranean to avoid submarines. On July 3, about 5 o'clock in the morning the passengers were aroused by firing. They rushed on deck and found the crew were firing from the guns mounted on the stern of the ship at a floating object which later proved to be a huge iron drum.

SURFACE HAS NOT RESIGNED

Rumors were in circulation about the city to-day that Dr. H. A. Surface, State zoologist, had resigned, but no confirmation could be obtained at the Capitol. There have been reports to that effect for some time and more than once the zoologist has survived rumors that he would leave the State service.

SEEKING RESPIRE

Attorneys for H. E. Filler, Westmoreland county man, condemned to be electrocuted Monday, are seeking a respite for him. Filler's case has been before the Pardon Board several times.

ADVANTAGE OF COLLEGE EDUCATION

If it be true that practically the same qualities are needed for management as for general engineering, the best foundation for the man who is to manage is a thorough grounding in the fundamentals of engineering. This is confirmed by the fact that the best college-trained engineers in positions of executive control. There are a number of reasons for this. First, the college-bred engineer is trained in clear reasoning founded on investigation.

HEN HATCHES WOODPECKER

Federalburg, Md.—It is unusual for a hen to hatch out a woodpecker, but an instance is recorded by Ira Cordrey, a farmer living near here. The hen had been missing for some time. When found she was mothering eleven baby chicks and one tiny woodpecker, which appeared perfectly happy to let the hen scratch worms for it, and the hen is paying just as much attention to the little woodpecker as it is to her brood of chicks.

Do You

Clean your teeth and then expectorate in the washbowl? Omit lunch to reduce weight and then overeat at dinner? Go to the country for health and then sleep with your windows shut tight? Wonder why you have earache and then blow your nose with your mouth shut?

MISSES 75-FOOT DROP BY INCHES

Auto Snaps Off Four Posts on Mulberry Street Bridge; Wheels Over Edge

Crashing into a concrete post of the protective railing on the Mulberry street bridge, after skidding from the roadway, an automobile driven by C. H. Ruhl, Twenty-seventh and Main streets, Penbrook, narrowly missed a plunge to Cameron street, 75 feet below.

Four of the posts supporting the railings were snapped off by the force of the crash, before the emergency brake checked the machine. The accident occurred at the highest point on the bridge, and on the South side. The car was only slightly battered, and Mr. Ruhl, with the aid of a few bystanders succeeded in getting it back on the roadway and drove away.

Three concrete posts really received the shock of the crash according to City Commissioner W. H. Lynch, Superintendent of Streets and Public Improvements, and these will have to be replaced. Of the three only one stoutly withstood the sudden plunge of the car. This was the post that had been reinforced with steel. Work was begun at once on the repairing of the damaged railing and according to Mr. Lynch, reinforcement will be placed in all the posts substituted.

TROLLEY DISPUTE GIVEN TO PUBLIC

(Continued From First Page)

was reached Wednesday, the "walk-out" to hinge on the question of whether the new union would accede to the new union's demands. At any event the men themselves will have to vote on the problem and the balloting will begin, it is understood, at 1:30 o'clock tomorrow morning. There are some 300 men on the company's payroll.

The statement issued by Thorp and McLaughlin points out that a committee appointed by Division 790, Amalgamated Association of Street and Electric Railway Employees of America had prepared a contract covering wages, hours and working conditions which was approved by the membership July 12. President Musser, the statement says, refused to confer with the union committee which wished to present this contract.

In his statement to-day President Musser declares that the company never refused to treat with its men individually or collectively so long as the interests of the men could be considered from a purely local standpoint. It does refuse, however, to treat with committees when they represent an organization of employees which will turn over allegiance to a national body.

President Musser's statement follows: "That the public may be fully acquainted with the position of the railway company in the present controversy which has been raised by some of its employees, I desire to set forth the following facts: "This company has never, at any time, refused to treat with its men individually or collectively, so long as the interests of the men as a body could be considered from a purely local standpoint. It does refuse, however, to treat with committees when they represent an organization of employees which will turn over allegiance to a national body whose aims seem to be confined solely to the imposition of certain working conditions in all localities, without regard to the adaptability thereof to general conditions prevailing in each respective locality."

"No better evidence of the company's attitude toward its men can be given than that it has voluntarily from time to time, as business conditions warranted, increased the wage scale from 12 1/2 cents to 26 cents an hour—comparing favorably with the wage scales of neighboring Pennsylvania cities in the same class, the last increase being made May 1 last."

"As to the comforts of its men, in the operation of cars, rules and regulations have from time to time been modified upon the suggestion of employees, looking to increased comforts, keeping in mind, of course, that the safety and convenience of the public must always be conserved, as well as the interests of the employees."

"Some of the men have complained about the necessity of being upon their feet during working hours. Notwithstanding that in this they do not differ from the carpenter, steelworker, mechanic and many other branches of labor, stools have for a long time been permitted on suburban lines, and have been ordered for city lines for the use of motormen, except in congested parts of the city, where the safety and convenience of the public demand absolute freedom of body and constant watchfulness on the part of the motormen. The company realizes that in the performance of its duties to the public the highest degree of efficiency is essential on the part of employees, and quite naturally is on the alert to improve working conditions of its employees at all times as business conditions make them possible."

27 DEATHS, 144 PARALYTIC CASES

Infantile Epidemic Fails to Take Expected Drop From Cooler Weather

New York, July 15.—A marked drop in temperature failed to-day materially to reduce the fatalities and development of the epidemic of infantile paralysis. During the 24 hours ending at 10 o'clock this morning there were 27 deaths and 144 new cases of the disease reported in the five boroughs of New York City.

To control the epidemic which has been felt in all parts of the country, the Rockefeller Foundation to-day donated the sum of \$50,000 to those in charge of the fight against the disease. Mayor Mitchell has been named a member of the committee through which the fund will be disbursed. Since the epidemic started on June 26, 19 days ago, 1,853 cases have been reported and there have been 369 deaths.

Hotels Must Aid in Infantile Paralysis Fight

New York, July 15.—Hotel and boardinghouse keepers all over the State were notified to-day by local health officers that they would be expected to do their part in preventing the spread of infantile paralysis. The local health authorities acted under instructions from Dr. Hermann M. Briggs, State Commissioner of Health, who was led to send out a new circular of information owing to the fact that thousands of families have left New York for the rural districts to safeguard the health of their children.

Physicians fighting the plague here were encouraged to-day by cooler weather, although by the fact there has been a slight decrease in the number of offenders arrested for violating the sanitary ordinances.

Deaf Mute's Silent Story Wins Divorce

Chicago.—Eloquent fingers told the story of a voiceless romance and tragedy in Judge Sullivan's court, when Arno Deitch told how Edward Kelley, a roamer, had stolen the love of Mrs. Clara Deitch. All are deaf mutes.

Deitch twinkled the story on to his fingers and an interpreter told it to the court. He said that they were married only two years ago, and on a night he came home and found Kelley's clothes in his wife's room. He tried to make Kelley go, but Mrs. Deitch said Kelley did not have to go, according to his testimony, and he remained. "In spite of my having told him to go repeatedly," then Deitch departed. The husband received a decree.

Suspension Wheel and Airless Tires Are Introduced Here

The shock-absorber wheel is now being applied to the wheel of motorcars direct, as exemplified by the Watson suspension wheel, introduced here by the Harrisburg Motor Equipment Company at 50 South Cameron street. The Watson wheel is constructed with spokes of flat steel springs curved and braced in such a way that it embodies perfect solidity without being rigid. This permits practical elasticity and absorbs the jar of shock and recoil. It has beauty of design and tests by maker give assurance of safety, engineering and economical advantages. The permanent uniform spoke tension and frictionless adjustment result in a suspended hub, so that shock and recoil is equally divided and absorbed by contraction and elongation of the spokes. The net section of each spoke is such that when absorbing the most severe shock or recoil, to which it will be subjected, no spoke is worked to a fraction of its elastic limit. This assures a life to the spoke and wheel beyond the life of the car.

Another specialty being distributed by the Equipment Company is the Layton airless tire. This tire is puncture proof and makes easy riding possible by piers or columns of elastic rubber and an annular rib, so constructed as to give sufficient strength to support any given weight of car and yet the flex or squeeze down so as to absorb obstructions in the same manner as an air tube in a properly inflated pneumatic.

DO YOU KNOW WHY -- That You Can't Explain Why This Happens?

