

Washington, Dec. 26.—Partly cloudy tonight and colder; Friday fair.

TEMPERATURE AT EACH HOUR. Table with columns for hours 8, 9, 10, 11, 12, 1, 2, 3, 4, 5 and rows for temperature readings.

Evening Public Ledger and THE EVENING TELEGRAPH

SPORTS EXTRA

"HOBEY" BAKER, ATHLETE-FLIER, REPORTED DEAD

Killed in Airplane Crash Near Toul, France, Says Dispatch

EX-PRINCETON STAR

Young Philadelphian Had Gallant War Record After Versatile College Career

Captain "Hobey" Baker was killed in France, according to a dispatch received here today, but, so far, his family has received no confirmation of the report.

The dispatch says the famous aviator and former Princeton athlete met death in a crash last Saturday while flying at the Toul airfield, near Toul. The cable came from Paris.

Captain Hobart Amory Hare Baker, who lived at 248 Landrillo road, Cynwyd, until he entered the army service as an aviator, was known the country over as "Hobey," the most versatile athlete that ever wore the orange and black of Princeton University.

The greatest American hockey player, he was also noted as a football and baseball star at Princeton. He was captain and half-back of Princeton football team in 1911, 1912 and 1913, and the name he made for himself in those years marked him as a star of the first magnitude.

Captain Baker was a Philadelphia, the son of Alfred Thornton Baker, the grandson of Mrs. Clifford Pemberton, of 1230 Spruce street, and nephew of Dr. Hobart A. Hare, 1801 Spruce street, for whom he was named.

No official word concerning Captain Baker's death has been received at his father's home at Princeton or by his aunt, Mrs. Hobart A. Hare.

"The first word we received of Captain Baker's reported death was this morning, when a New York newspaper called on the telephone," said Captain Baker's mother this afternoon. "We have wired Washington for confirmation of the report of his death and are anxiously awaiting a reply."

"Hobey" Baker was an aviator a year before the United States entered the war. When he enlisted just after the declaration of war, he entered the first American aviator squadron. At the time he was a licensed pilot and an officer in the reserves.

Meteorite Career as Flier. His career as a fighting flier was as meteoric as that of an athlete. News that he had downed his first German battleship in January this year, was followed by the announcement in June that he had been awarded the Distinguished Service Cross following a thrilling air fight in which he was wounded in the leg before he downed his boche adversary. So far as is known in this country, he was officially credited with two victories when the armistice was signed.

Engagement Broken Recently. Only a few months ago announcement was made that Captain Baker's engagement to Miss Mimi Scott, New York heiress, had been broken by mutual agreement. The announcement was made by Miss Scott's grandmother, Mrs. George S. Scott, and verified by Captain Baker's parents at their home in Princeton, N. J.

Word of their engagement had become known only a short time before. Miss Scott is nurse with the American Red Cross in France. But few stories about Captain Baker's prowess in the air in France and in England have filtered through to America, to place him in a class by himself for daring and all-around skill. The French called him "l'air de l'élite," and he astonished them with his shooting.

Press on Hockey Field. After Baker had been graduated from Princeton he entered the ranks of the amateur club hockey players and eventually became a member of the St. Nicholas Club, of New York, in the American Amateur Hockey League. Playing the position of rover he won the reputation of a ice sport.

In a number of international matches with leading Canadian teams he more than held his own both as a speed skater and as a hockeyist.

New York hockey enthusiasts were deeply disappointed when he left New York to return to Philadelphia, a little more than two years ago. When he left New York Baker turned down an offer of \$2000 a season to become a professional at the St. Nicholas rink. Just before he he refused a similar offer from Les Canadiens, of Montreal.

After he came back to Philadelphia he played with the Wanderers and later with the Philadelphia All-Stars.

WEATHERMAN FOOLS KIDDIES

Two Slight Snowfalls Only Serve to Tease Youngsters

That's how the weather program ran today, accompanied by what the general public called a "sneaky go," the kind of frigidity that just goes right through one's clothes.

The kiddies who got out their Christmas sleds today when the white flakes turned to rain. While they were in mournful mood snow again fell shortly after noon and raised their hopes. But it was only a trick of the weatherman, for the second fall continued only a few minutes. Then the storm blew away toward New Jersey to fool the kiddies of Camden.

But the weatherman was a little kinder this time and did not follow the snow with rain.

"It will be dry and colder tonight and tomorrow," he says.

THE DAY AFTER!

'Tis the day after Christmas and all through your purse There's an emptiness calling; it couldn't be worse.

But good times are coming, so why should we care?

WEA tonight cold and cloudy, tomorrow comes fair!



"HOBEY" BAKER

Hobart Amory Hare Baker, noted Princeton football star and American aviator, is reported killed, according to a cable dispatch, while flying at the Toul Airfield, France.

OPEN CAMPAIGN FOR PRIVATELY OWNED MARINE

Maritime Exchange Urges Vigorous Development of U. S.

Merchant Shipping. Vigorous development of the American merchant marine under private ownership and operation was urged this afternoon by the directors of the Philadelphia Maritime Exchange.

Messages asking the support of comprehensive legislation for such a development will be sent to every Congressman from Pennsylvania.

Under the signature of J. S. W. Holton, president of the exchange, a view of the board were announced in the form of a resolution. This urged the return of ships to private owners as rapidly as possible, except vessels in transport service.

Steps to be taken by the Government should be chartered to responsible steamship companies or individuals, for operation of the vessels needed for the development of foreign commerce, the resolution says.

The directors advised operating agreements enabling charterers to compete with vessels under foreign flags and the amending of navigation and seamen employment laws to place American ships on equal basis with foreign vessels.

The directors believe the shipping board should appoint a commission to study legislation, recommend a bill for the development of the merchant marine and investigate costs, advantages and disadvantages of operating under American and foreign registry. The Maritime Exchange also favors an international conference to unify the world's navigation laws.

TO SAIL FOR BELGIUM

First Steamship to Leave From This Port Since War Began

The first steamship to sail from this port direct for Belgium since the German sweep over that country is the Emanuel Nobel, scheduled to leave tomorrow.

On board the Nobel, a tanker owned by the Sun Company, will be an entire Belgian crew, who have been away from their native country for more than four years.

They are seething with anxiety to get under way and reach Antwerp, their port of disembarkation, to look up their families and unravel their war tragedies.

One of the most touching of these struck Chief Officer Jumpers, whose wife and two small children were seized by Germans at the outbreak of the war. This officer has not heard from them for several years, and does not know whether they have been killed or enslaved as workers in Germany.

SNOW VINDICATES MR. LEWIS

Flaky Flurry Suggests Timeliness of Replenishing Coal Bins

Today's flurry of snow and the cold wintry wind that followed in the wake of the season's first real snow squall emphasized the value of the advice given to coal consumers by Francis A. Lewis, Federal fuel administrator for Philadelphia.

Mr. Lewis urges coal consumers to buy more coal now and prevent congestion when the real winter weather appears.

"Don't put off getting more coal just because the weather is mild," is the advice given by Mr. Lewis. He says coal supplies are being used up at an amazing rate, and that a sudden stoppage of fuel, are making a mistake, and adds:

"When severe weather comes everybody will want coal at once and the rush is likely to be more than the coal dealers can take care of promptly."

LT. COL. W. E. PURVIANCE DEAD

Graduate of Jefferson College Evidently Ended Own Life

Lieutenant Colonel William E. Purviance, in charge of recruiting for the United States army in southern California and a portion of Arizona, was found by his wife yesterday in a dying condition in the medical corps to captain's home in Los Angeles. He was lying on the floor with his face covered by a funnel and a rubber tube, which was connected with an open gas jet, his wife said. He died before medical aid could be given. Relatives declared that he committed suicide by holding a gas jet to his mouth.

Lieutenant Colonel Purviance, who was fifty-three years old, entered the army in 1892 after graduating from the Jefferson Medical College. He rose rapidly in the medical corps to captain, major and lieutenant colonel, being retired with the latter rank in 1912. At his own request he was returned to the service in 1917 as a recruiting officer.

WILSON PRAISES DETECTIVES

Men Commended for Rounding Up Pickpocket Suspects

Detective Lieutenants Wood and Scanlin and forty of their staff were commended by Director Wilson today for rounding up professional pickpockets during the Christmas season.

Magistrate John McHenry co-operated with the detectives by holding twenty-five pickpocket suspects arraigned before him for further hearings after the holiday season.

Many prominent business men have written to Director Wilson praising the way he is conducting.

ATTACKS ON WILSON IN AMERICA RESULT IN "SNIPING" ABROAD

League of Nations Not in Danger, But Misgivings May Affect Its Scope—Visit to Europe Badly Timed

NORTHCLIFFE WILL HAVE BIG INFLUENCE AT PEACE TABLE

President Remains Dominating Figure at Versailles Conference, With British Publisher, Who Supports His Program, Second

By CLINTON W. GILBERT Staff Correspondent of the Evening Public Ledger With the Peace Delegation in France

By Special Cable Copyright, 1918, by Public Ledger Co. Paris, Dec. 26.

Criticism of President Wilson by Colonel Roosevelt, Senator Lodge and Senator Knox is having its effect here. The conservative section of the press is indulging in guarded sniping at Mr. Wilson. The intellectuals are supporting the President, but are beginning to ask whether he has his own country behind him. The recent election gives point to the question.

The British conservative newspapers display American attacks on Mr. Wilson in their news columns, while their editorials continue friendly. Favorable comment upon the President's plans and activities is not sent abroad from America.

Doubts thus suggested hardly weaken the prospects of a League of Nations, because the popular demand for such a world organization is too widespread, but, if fostered, these misgivings may influence the scope of the league. The radicals here regard criticism of the President by members of the Republican party as evidence of militaristic tendencies and as proof of the President's sincerity in the cause of democracy.

Says Visit Was Badly Timed

The President's visit was badly timed to produce the most effect. It would have been more dramatic if he had waited till the Peace Conference had assembled and all eyes were fixed on Paris. Then he should have made his entry. His early arrival has put the President in the attitude of waiting on the rest of the world instead of the world waiting on him.

There was a big popular reception here and then came an anti-climax of inaction. The President is merely cooling his heels while the British take their time in London. The British commission has been announced, but is doing nothing but organizing. A big task is ahead, but it is unnecessary that Mr. Wilson be present during the period of organization. The process will continue for some time, inasmuch as the commissions of other countries have not yet arrived here. They also will have to organize on their arrival.

Little work can be accomplished for weeks yet. During all this time Europe will have a chance to see Mr. Wilson close at hand and get used to his presence. It will find him not God but man, and that anything may happen even when he is present.

This is not a pessimistic view. In spite of division at home and the mistaken time of his visit the President remains the dominating figure at the Peace Conference. The next biggest figure is likely to be Lord Northcliffe, with his vast talent for publicity. In spite of relations during his residence in America being not entirely happy, Northcliffe has taken the Wilson program to heart. He knows the popularity of the League of Nations and is trying to make it his own issue.

Outmaneuvered by Lloyd George

Whether this is for political purpose to take the issue away from Lloyd George is unknown. With characteristic audacity Northcliffe has appropriated Mr. Wilson, something he tried to do in Washington, but could not. President Wilson speaks to England through Northcliffe's Times and Northcliffe propagandizes for the President in return. Mr. Wilson is somewhat diminished as a world figure by thus being appropriated, as he was also by Lloyd George's clever maneuver, putting the President in the position of going to London to meet him.

When Mr. Wilson agreed to go to England it was understood Lloyd George would come to Paris first, but the Premier canceled the trip, so his first meeting with Mr. Wilson occurred in Downing street.

HURLEY GAINS ARMY SHIPS FOR U. S. TRADE

First Definite Steps Taken for Revival of After-War Commerce—American Freight Rate Cut One-fourth to Meet Decrease Ordered by British Ship Owners

By CLINTON W. GILBERT Staff Correspondent of the Evening Public Ledger. With the Peace Delegation in France.

There is business enough for all, and the increased facilities will develop new business, especially after the first few months, when Europe recovers from the war.

During that period a surplus of shipping is probable, but after that there will be a deficiency. Mr. Hurley did not seek an agreement with England on the wages of seamen. The present rate of British wages is not far below the American standard, and though they will fall, it is not expected that they will ever get back to the wages of before the war.

The idea of the administration is that as America can pay higher wages in factories on land than Europe and still compete, she can also do so on the seas by the use of superior machinery, oil burning ships, improved port facilities, crews operating in relays, and other ways, saving turn around and coal handling costs.

Apply Modern Methods

It is planned to apply to shipping the same policy, modern machinery and modern methods which succeeded in other American industries in spite of high labor cost, and it is believed they will succeed on the sea and under private ownership of shipping. The new American ships are 90 per cent oil burning.

Only three per cent of British ships are oil burning. The oil burner may be as big a step forward in shipping as the motor car.

Continued on Page Sixteen, Column Three

BLOODY BATTLES IN BERLIN; REBELS GIVE UP PALACE

Royal Castle Damaged by Bombardment—100 Killed in Fighting

TRUCE WITH SAILORS

Troops of Capital Garrison Ally Themselves With Revolting Marines

By the Associated Press

London, Dec. 26. The mutinous sailors who had been holding out in the Red Castle, one of the former royal palaces at Berlin, have hoisted the white flag and have allowed to leave under guard, according to advices from Berlin sent by the Exchange Telegraph correspondent at Amsterdam. Government troops, the message adds, now occupy the royal stables, where the republican guards were at first repulsed in their attacks on the marines.

Nearly 100 persons were killed in the street fighting in Berlin, which began on Tuesday morning, according to the Exchange Telegraph correspondent at Copenhagen. This correspondent says that the sailors will hold out in another large building after the republican guards captured Red Castle, which was occupied by 800 sailors on Monday. The marines blocked the main streets, entered the public buildings and arrested Herr Weis, the military commander of Berlin; Herr Fischer, an adjutant, and Doctor Bongard.

Guards Bombard Castle

The republican guard, with machine guns and artillery, bombarded the castle. Holes were made in the walls, the porches were destroyed and all the windows smashed. The balcony from which former Emperor William once made a speech in which he declared "I know no parties" was partly smashed. The square in front of the castle was littered with stones and missiles.

The Alexander and Franzer regiments have openly joined the revolting sailors and it is predicted in advices sent from Berlin late this morning that together the entire Berlin garrison will support them, leaving the Government without troops.

These advices add that large numbers of sailors are reported to be coming from Kiel to join their comrades in Berlin.

Sailors soldiers belonging to the Berlin Guard and a few of the Republican Guard have joined the sailors, Vorwaerts reports.

Civilians Join Sailors

When these reports were sent a large number of unarmed civilians were continuing to join the sailors, not only near the royal stables, but in the Koerstrasse. This street, with all its houses, was released in the hands of the sailors, who were supported by the Spartacists. They demanded that Premier Ebert and Secretary Haase resign and be replaced by George Lebedour and Dr. Karl Liebknecht.

Doctor Liebknecht, the advice added to the chancellor's palace and had a long conference with the ministers, the result of which was unknown.

The fighting was anticipated. It was a demand for a general strike, and the sailors had decided to attempt to force the guards to return to Potsdam. The guards were stationed in Unter den Linden and on the Werderschen platz.

Berlin, Dec. 26 (Delayed)—(By A. P.)—Political leaders in Berlin were disposed today to believe that the Ebert-Haase government no longer intact. The independent socialist party were not aware Premier Ebert had called on the troops in Potsdam under Lieutenant General Loebe to oppose the sailors with armed troops.

Other circles opposed to the Government allege that the Cabinet's compromise with the sailors amounted to an abject capitulation. It was a victory for the radicals elements and those opposing the calling of the National Assembly.

Some of the sailors were in favor of his immediate execution, but cooler heads opposed this plan. Some proposed that he be locked up in a small cell with the bodies of sailors killed in the fighting of Monday's fighting.

A marine delegation was sent to the station with Chancellor Ebert, Richard Barth, secretary of the Independent Social Democratic party, and Herr Landsberg, Socialist member of the Reichstag. The marines put these men under arrest, but after a long discussion they released them. The amount of money alleged to be due the marines was seized.

PERSHING ISSUES LIQUOR ORDER

Directs American Commanders to Co-operate With French Officials

Paris, Dec. 26 (Havas).—General Pershing has issued an order to all American commanders to co-operate fully with the French Government in measures against excessive use of alcoholic liquors.

The French army rules regarding the drinking of spirits, liquors and the opening of liquor shops to soldiers, he says, will be observed strictly by the American soldiers.

LONDON TOWER CANNON THUNDER ROYAL SALUTE AS PRESIDENT ARRIVES

Daniels Reviews Great Fleet Home From War

Navy Secretary and Commanding Admiral Exchange Greetings by Wireless Telephone—10,000 Sailors Parade Ashore

By the Associated Press

New York, Dec. 26. Guns that awaited in vain the challenge of German sea power thundered today in salute to the Secretary of the Navy and to the sovereign citizenship here present when the fower of the American battle fleet, home from the war, passed the Statue of Liberty in a review staged in a setting of wind-driven snow and low-lying leaden clouds, typical of the northern European waters from which the great warships were returning.

Ships in Imposing Array

Ten super-dreadnought battleships were fighting units of the nation's wartime fleet which passed by the Secretary on the presidential yacht Mayflower at anchor close to the island upon which the statue was scarcely discernible in the swirling snowstorm. A din of whistles shrieked a welcome, but on the shores a vast throng watched in silence, as if awed by the spectacle. As the ships dropped anchor later in the lower expanse of the Hudson River the sun

came through the clouds and touched the decks and the snow ceased falling.

Continuous Cannonade by Fleet

The war fleet entered the harbor as a battle squadron, decks cleared for action and devoid of decorations, save for the national and admiral's flags and the hundred yard long streamers of red, white and blue bunting, "home bound" pennants, denoting foreign service, which trailed gracefully from the main masts.

As the leading vessel came abreast the Mayflower her band struck up the national anthem and a five-inch rifle barked in salute. Before the nineteen guns accorded the Secretary of the Navy had been fired the second dreadnought was topped the presidential yacht, joining in the salute, and until the last ship had passed on up the bay the cannonade was continuous.

Sailors and marines, approximately 1000 to a vessel, manned the rails, plainly visible through the snow and mist to observers on the Mayflower and accompanying yachts.

Secretary of War Baker and a host of other officials, nation, State and municipal participated in the celebration.

Continued on Page Two, Column Two

HUNGARY URGED TO WAR ON POLES AND CZECHS

WASHINGTON, Dec. 26.—Strong factions at Budapest are urging Hungary to war upon the Poles and Czecho-Slovaks, according to diplomatic advices received here today.

EDDYSTONE SOON TO CEASE LABOR

Biggest Rifle Works in World Will Close in January 11

JOB DONE—AND WELL

Pictures illustrating this article will be found on the last page of this issue.

The riflemakers at Eddystone stop work January 11—but their spirit and their achievement will go marching down through history.

These workers, men and women, own a full share in the glory of the war with the boys who gave their lives at Chateau Thierry and Belleau Wood.

For Eddystone made the rifles that drove the Kaiser out of France. The Government has ordered a discontinuance of the manufacture of arms. The need has passed for riflemaking by the million. Eddystone has done its job just as our fighting forces in France have done theirs.

The workers at Eddystone wear on their breasts, whether they be mechanics or executives, a bronze medal of honor. It was given them by the Government when they had completed the millionth rifle for the American army.

That medal tells the story of the Midvale Steel and Ordnance Company, which has made the stirring rifles which met the stirring army as gallantly and as emergency as the army which it victoriously as the army which it equipped with weapons.

Biggest in World

The Midvale Steel and Ordnance Company is the biggest rifle works in the world. It made 60 per cent of all the rifles manufactured for the United States army.

A large majority of the rifles that spat lead and death at the boche in the last decisive battles of the war were made at Eddystone. Many a straight-made American riflemen could proudly say as he advanced through gusts of shrapnel and machine-gun bullets: "I made this rifle with an Eddystone rifle. It would be almost literally true to say that every rifle used in battle was an Eddystone product. If we except a few hundred shotguns and a few rifles which got abroad to the boys in the fight were made at Eddystone."

So perhaps it isn't too much to say that the 15,000 men and women who toiled in the great Eddystone factory, with its 16,000 machines and its fifty-three acres of floor space, possess a proud share in the history of the war.

But within a year there will be no sign of the present rifle plant. The vast building will be there, but the floors will have been gutted out and huge cables will swing their chain overhauled cranes will awing their cranes from under the roof. The great rifle works will become a great boiler shop, part of the Baldwin plant.

To date the Midvale Steel and Ordnance Company has produced 1,000,000 rifles.

Continued on Page Four, Column One

Warships Form Sea Aisle of State at Dover

GIRLS CAST ROSE PETALS IN PATH

Flock of Planes Follows Train and Crowds Cheer All the Way

GEORGE V MEETS HIM AT LONDON STATION

Rides With President to Palace Through Densely Packed Populace

By the Associated Press

London, Dec. 26. President and Mrs. Wilson were in Buckingham Palace this afternoon, after a journey from Calais to London, during which they received all the honors ever given to royalty. Never has a royal procession, except those of great national ceremonies, excited such interest here as the first state visit of an American President.

The interior of the grimy old station where King George welcomed Mr. Wilson was carpeted with red, and the walls and roofs were hidden behind masses of flags. Every street leading to Charing Cross was packed with eager throngs.

The King and Queen and Princess Mary greeted President Wilson with cordiality, and they evidently were impressed most favorably with the general reception to him. President Wilson, accompanied by King George and the Duke of Connaught, inspected the guard of honor. Premier Lloyd George and the members of the reception committee were then presented to the President.

Khai Guards Line Way

The drive of the short procession from the station to the palace was made through streets lined with the guards regiments in khaki. Fresh flags hung overhead and covered the buildings and windows, balconies, sidewalks and open spaces were filled with people, many of whom wore the American colors.

The great profusion of American flags produced at such short notice was a revelation of London's resources, and none appreciated them more than the American soldiers and bluejackets among the spectators.

It was a brief spectacle. First came the sovereign's escort of troops from the household cavalry, with helmets and steel cuirasses. Then came the carriages with King George and President Wilson and Queen Mary. Mrs. Wilson and Princess Mary. These were followed by three others, which passed almost unnoticed, as all eyes were on Mr. and Mrs. Wilson and the royal family.

Most Interesting Part of London

Although the trip was a short one, its course was through a most interesting part of London—from Charing Cross along Trafalgar Square, Pall Mall, St. James Place, St. James street to Piccadilly and the palace. This route is one of public buildings, clubs, hotels and palatial residences.

The club windows were monopolized mostly by men, and the hotels and stores along the way were filled with gay parties only less interesting than those on the streets.

American residents of London organized a real American welcome for the President. American naval and military missions, with leading members of the American colony, commanded a large hotel in Piccadilly. At every window of the President's party was a basket of flowers, many of which were thrown down with flowers as the carriages containing the President and Mrs. Wilson passed. President Wilson and King George saluted repeatedly in acknowledgment of the tribute.

Probably the most interesting part of the spectacle for the President was the people who were crowded everywhere to greet him. The day being a holiday, workmen and women had a chance to turn out with their small children. They made the most of their opportunity, and to no stratum of British humanity could the President have made a stronger appeal.

Party Welcomed at Dover

At Dover, where the President landed, the weather was bright and the port had a festive appearance, with its decorations and its animated throngs of welcome. The arrival of the President's party was signaled by the firing of a royal salute. Large crowds lined the Admiralty pier and its approaches and before the President came ashore.

The Duke of Connaught, with his suite, accompanied by John W. Davis, the American ambassador; the Earl of Reading, British ambassador to the United States; Lord Herschell and the Mayor and the Corporation of Dover, were on the pier to meet the visitors. The Mayor presented an address of welcome to the President.

In reply to the address of welcome, President Wilson said:

"We have come through many serious times together and therefore we regard each other in a special way."

Continued on Page Two, Column One

Continued on Page Two, Column One

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