

**SHIPBUILDING BOOM
HERE FORESEEN IN
RAIDS BY U-BOATS**

Increase of American Merchant Marine Regarded as Certain Sequence of Possible Submarine Activities on Atlantic Coast

U. S. TONNAGE SAFE

A series of raids by German submarines, similar to the one conducted recently by the U-53 off the American coast would increase the size of United States merchant marine and create an additional boom in the shipbuilding industry in Philadelphia. This is the opinion of many of the officials of ship construction companies along the Delaware River, several of which have headquarters in this city.

The seasonal prohibitions of destruction by the tiny undersea warriors, they explain, will force owners of ships made in this country to seek refuge under the treaty of 1851, between this country and Germany, which protects our vessels from attack on the high seas during the present war.

They unanimously declare that all the important construction yards of the belligerent nations are busy repairing battleships and other warcraft and cannot devote attention to rebuilding their merchant marine.

ACTIVITY AT SHIPYARDS
The effect of continued raids by the submarines would bring a large portion of the new boat building work to Philadelphia and vicinity, inasmuch as the Delaware River is known as the "Clyde of America" or the largest nest of the industry in this country. They also believe that it would tend to increase the development and importance of the port of Philadelphia.

J. Howard Pew, president of the Sun Shipbuilding Company, a new concern with headquarters in this city and a large yard now in the course of construction at Chester, when asked to tell of the probable result of the submarine attacks, said:

"The sinking of a large number of steamships by submarines will naturally stimulate a demand for additional American tonnage (ships). Not only on account of the shortage of tonnage resulting, but because of the increased demand for American ships, due to the fact that the submarine will never sink American boats."

LARGE MERCHANT MARINE
Mr. Pew was firm in his belief that the United States would have a large merchant marine by the end of the European war and that the great difficulty previously encountered by American shipbuilders, the cost of production, namely labor and material, was overcome for the present time by the tie-up in the industry abroad. He asserted:

"I believe by the end of the present conflict we shall have such a good start that it will be hard for the foreign nations to catch up with us or destroy our trade."
He explained further that the greatest number of vessels now under construction are being built for American owners. He also said that it was natural to assume that a large portion of the tonnage would be built in the yards that are stretched along the banks of the Delaware. At the present time the Sun company is preparing to lay keels for five new American merchantmen.

From Charles T. Taylor, secretary of the William Cramp & Sons Ship and Engine Building Company, the following opinion was given regarding the probable effect of submarine raids:

"The more ships destroyed, the more ships that will have to be built. As the majority of the foreign yards are busy repairing the fighting ships, it is logical to assume that the work must be done in this country."
Mr. Taylor called attention to the fact that a wholesale destruction of foreign trade boats would necessarily mean that they would be replaced by ships for American registry. "The majority of ships now being built in this country are for American registry," he said. "Eleven of the fifteen contracts held by our company are for such ships."

J. Taylor also said that it would be some time after the war before the European yards would be able again to enter the trade field. He expressed doubt as to whether or not the old question of labor and means of construction plus the navigation laws of the country at that time would bring about former conditions.

EFFECT OF U-BOAT RAIDS
From several other officers of the shipbuilding companies it was learned that forty per cent of the vessels now under construction are being built by firms along the Delaware River. They agreed that if the submarines formed a base on this side of the Atlantic, and began a consistent warfare on the commerce of their enemies, they would be busy for years to come. New shipyards would be added and employment furnished for thousands of men.

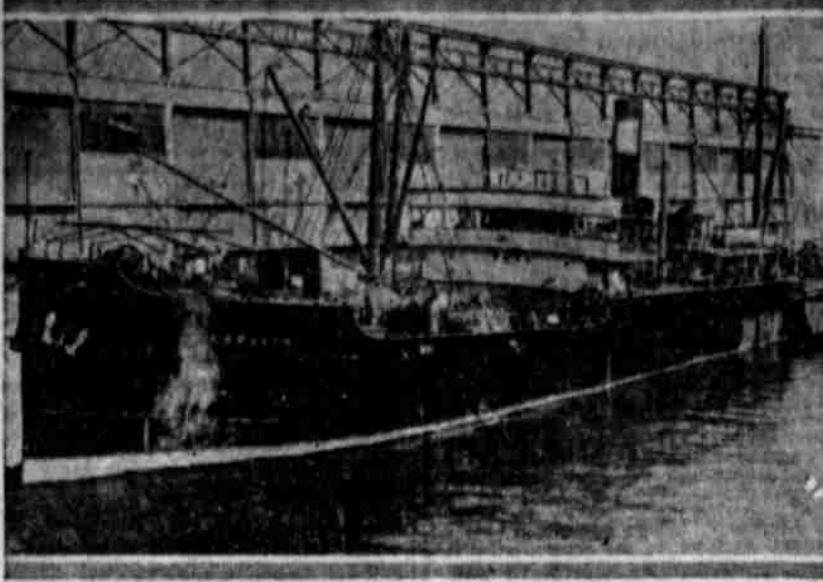
Another prominent member of a shipbuilding company brought out a new phase of the submarine situation, relative to a greater American merchant fleet. He said that further U-boat attacks along our coast would impress the people of the country with the importance of a still larger navy program. The ultimate development of such a program would afford the proper protection for our marine trade interests and increase the desire toward investment in ships and business.

He also believed that during the next two years our merchant fleet would be well to the front and that the conclusion of the war would mark the birth of a great commercial conflict for the supremacy of marine trade.

RALLIES IN WILMINGTON
Longworth and Fordney Address Republicans—Democrats Also Gather

WILMINGTON, Del., Oct. 12.—Some of those back of the third party movement who sought the aid of members of the national organization of the party to have United States Senator Henry A. du Pont resign as the Republican candidate for re-election are said to have been told that the national leaders desired the re-election of Senator du Pont.

CARGO FOR SOUTH AMERICA



Another step forward in Philadelphia's progress as a port will be taken Saturday, when the ship Carolyn sails with the first cargo from the Philadelphia-South American Steamship Corporation. She is now loading at Pier 38, South Wharves

\$1,250,000 IN DREXEL REALTY TRANSFERRED

Pelham Properties Sale One of Biggest Suburban Deals Effected Here

There is wide interest in realty circles today concerning the purchase of Pelham today concerning the purchase of Pelham property valued at \$1,250,000 by William H. Wilson, of William H. Wilson & Co., 1421 Chestnut street, and J. Harker Chadwick, of J. H. Chadwick & Co., 1622 Germantown avenue. The property was bought from the estate of the late Anthony J. Drexel and from E. T. Stoberly and Arthur E. Newbold, trustees of the Carpenter Improvement Company.

The deal is considered the largest one in suburban real estate ever closed in Philadelphia. The property is bounded on the south by Upland street, Carpenter on the north, Greene street on the west and Germantown avenue on the east. More than one hundred houses as well as a large number of business properties are included in the deal in addition to several unimproved lots.

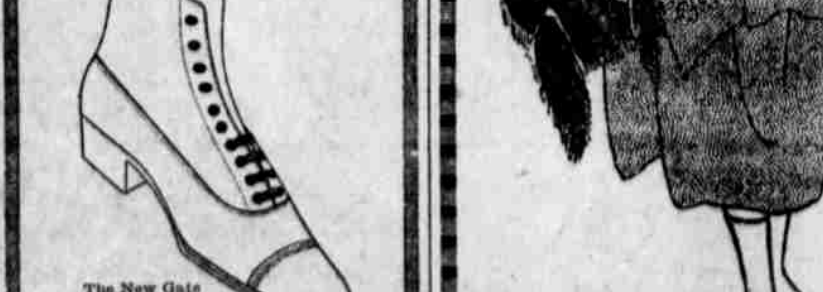
U. OF P. MEN CO-OPERATE

Students Unite to Reduce High Cost of Living

A co-operative scheme, new to the University of Pennsylvania, will be tried to reduce the high cost of living. It is a student co-operative boarding house just established by fourteen students of the University at 323 Walnut street. The members are mostly freshmen from Williamsport.

They expect to live on the best of foods at a cost of no more than \$6 a week for each member. They have purchased staple supplies and coal in quantities to last through the school year, and will purchase fresh meats and perishable foods through a board of managers. Laundry will be sent home by each student, and other small matters of economy will be practiced.

Palmerton Official Dies
MAUCH CHUNG, Pa., Oct. 12.—Walter M. Bray, of Palmerton, Street Commissioner and former Postmaster, died at his home of pneumonia, aged fifty-seven. He is survived by his widow and thirteen children.



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PERFECTION IN LIGHTS AND VENTILATION, PLAN FOR PROPOSED SUBWAY

Mayor's Ordinance Provides for Most Modern of Scientific Apparatus for New Lines. Details Covered

FAVORED BY COUNCILS

The most modern and the most scientifically perfect systems of ventilation and illumination will be used in Philadelphia subways if the provision contained in the transit ordinance introduced by Mayor Smith in Council on Thursday and approved are incorporated in the lease between the municipality and the operating company.

The engineers who made the draft of the lease decided that this city must have only the best and the terms of the ordinance determine in advance even the smallest details of both lighting and ventilation. In the lighting particularly the ordinance fixes even the number and the arrangement of the lights in the stations, the exits, approaches and other important points.

The motion of trains in subways is usually sufficient to accomplish ventilation, provided sufficient air ducts leading to the outside air are provided. But in the city's new subways this natural system of ventilation is to be supplemented by motor-driven exhaust fans and motor-driven blowers.

ORDINANCE PROVISIONS
Referring particularly to the ventilating fans, one section of the ordinance reads: "To augment this air supply, if necessary, and to provide at any time for the removal of smoke in case of fire, also to insure a supply at times of minimum operation of trains or entire stoppage thereof, motor-driven blowers of an approved pattern shall be provided. These blowers shall be of such capacity as may be necessary to renew the tunnel air once in every fifteen minutes independently of the action of the trains."

The blowers shall each be provided with motors of adequate power to operate them at all times to their full capacity, and these motors shall be so arranged that groups of blowers can be started simultaneously from some convenient point of control. In all inclosed rooms in the underground structure motor-driven exhaust fans are to be provided in addition to the blowers, which when operating together shall be of

EVANS'S MONUMENT NEARING COMPLETION
Shaft in Memory of Famous Dentist Tallest and One of Costliest in City

The tallest memorial shaft in Philadelphia and one of the costliest private monuments ever planned is rapidly nearing completion in Woodlands Cemetery and is arousing the curiosity of countless passers-by as it stands sheathed in its wooden scaffolding among the trees a short distance from Woodland avenue near Fortieth street.

It is the ninety-foot granite monument over the mausoleum that will hold the remains of Dr. Thomas W. Evans, the famous "Little Dentist," who provided for the Thomas W. Evans Dental Museum and Institute at Fortieth and Spruce streets, the largest of its kind in this country. Doctor Evans amassed a fortune of almost \$4,000,000 and won fame as court dentist to the Emperor Napoleon III of France and many of the crowned heads of Europe.

Although Doctor Evans died almost twenty years ago and provided in his will that \$100,000 be used for the erection of a suitable monument for himself and the members of his family, the work was not planned until several years ago on account of litigation over his bequest.

The monument has been erected under the direction of the Thomas W. Evans Museum and Institute Society. The design was drawn by Harris A. Richards, architect of this city, and is in the empire style of the French renaissance.

The plain granite shaft is fourteen feet square at the base and tapers to a square of five feet six inches near the top, which culminates in a pyramidal point more than ninety feet above the ground level.

The platform at the base is fifty feet square and is bounded by a carved balustrade with an entrance opening facing the west. The mausoleum vault, which provides space for six burial cases, is under the platform level and on the Woodland avenue side of the shaft. After the placing of the bodies it will be sealed and surmounted by an ornamental stone sarcophagus. The only inscription on the memorial is a metal plate near the base of the shaft bearing the name "Evans."

The body of Doctor Evans and those of the members of his family to be placed in the mausoleum vault are now buried in another lot in Woodlands Cemetery. The transfer ceremonies will probably take place during the coming winter.

MONEY TO LOAN LOWEST RATES ON DIAMONDS AND FURS. **FRIDENBERG** 37 N. 11th St. (Bet. Filbert & Arch) AND Cor. 9th & Buttonwood Sts.

\$5.50 This model will give any good dresser the greatest satisfaction. It's a very smart solid shoe with just a little more class than you generally get for the price. In Russia, patent and gun metal calf.

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THESE are quality Suits of long wearing (16 oz.), close woven, worsted cloths in neat, conservative models.

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You will say they look as though they are worth more than \$22.50, and they are!

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Especially good selection at \$25, the most popular price with Men and Young Men.

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Men's Furnishing Counters and Hat Department will be two of the busiest sections of the store tomorrow!

NEW SOFT HATS } \$3.00 to \$5.00
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