LAND BATTLESHIP, NEW WAR DREAM **OF PHILADELPHIAN**

Monster Will Dwarf British "Tanks," Says Frank Shuman, Inventor

WHEELS 200 FEET HIGH

Machine Would Cross the Delaware as Though It Were a Mud-Puddle



FRANK SHUMAN

The next big war, whether American or European, will be preceded by many in-tentions. Among them may be a 5000-ton juggernaut, able to mow down armies as sarily as the binder sweeps a field of wheat. This land "battleship," with wheels 200 feet high and driven at a speed of 100 miles an hour by engines of many thousand horsepower, it is said, will be able to cross the Delaware river as though it were a mud puddle.

This proposed monster engine of war will dwarf the biggest of British land "tanks" n the largest of locomotives does the hand-

Such is the prediction of Frank Shuman inventor and president of the Simplex nerete Piling Company, of 3400 Disaton

Mr. Shuman says there is nothing techpleasly impossible about such a machine, which would mean to land battles what the superdreadnought means to war on sea. Guns would be the smallest destroying power of such a monster, which by sheer force would sweep away and destroy everything in its path. thing in its path.

The monster's wheels would have to turn only fifteen times to cover a mile, and its immense size would send it over rivers and valleys as easily as an automobile passes a foot-wide depression in the road.

POWER OF AN ARMY Why is there no land battleship compar why is there to land batteship compar-able to our own dreadnought Pennsylvania, something that will concentrate within one volume the striking power of an army?" Mr. Shuman asks in an article in the Decam-ber issue of The Popular Science Monthly.

He writes: There is no good engineering reason why enormous wheeled structure, heavily ar-ared and capable of traveling at high sed, should not wage the battles of the

"Technically it is a far easier task to defrom the hardest rock to the softest quagoppose armies against each other in-

SWIFTER THAN TOURING

"Undeniable as these difficulties are, it is to me that they could be overcome by boldly designing a machine of such di-mensions and of such energy that it could travel over ordinary land much as an auhile travels over a country road. A fifty feet high would be to that ma-what a six-inch ridge of clay would be to an automobile; a swamp would no more hinder its course than a half a foot of mud would stop a touring car. Even over rough inland country it would rush more swiftly than any touring car on a poor road. The impact of a heavy mass moving with the velocity of an express train would be irremistible. Indeed, in its speed would lie its destructive possibilities. It could now down everything before it with the relent-lessness of a steam roller. Guns would not be required to rout an enemy. An army would be as helpless in offering resistance as a flock of geene in the path of an auto-

"Picture to yourself a self-propelled macomprising three wheels and a heavily armored body or car. There are two whoels, 150 to 200 feet in diameter, in front and a single smaller steering wheel the car. The entire structure is short, that the turning radius will be small.

PLANS ARMORED HUB

"No doubt you are familiar with the mili-tary masts of our American battleships. They are latticed towers, not unlike cages. They are thus constructed so that whole sections of the lattice work may be shot away, but the remaining portions will still support the mast

So I would build the wheels of my war machine. Why not armor them instead? They would weigh too much—thousands of tons. But the hub I would armor, and heavily. There the spokes would be concentrated so thickly that they might be shot away in great numbers and the wheel still stand.

The two front wheels of this war ma-ine would have to be spaced about 200 et apart. They would have a tread about emity feet wide. I would make them of the plates four inches thick, boiled to-

"I am fully aware that the problem of "I am fully aware that the problem of obtaining engines which will give this war machine a speed of 100 miles an hour is not madly solved. But if thousands of irrespower can be developed by the enginess of pitching and rolling battleships is in not unreasonable to suppose that completent engineers could be found to design and build steam engines of 20,000 horse-power fed by oil-fired bollers."

OPPOSE RENAMING OF BAND

Musiciana in Border Guard Against Proposed Change

LANCASTER, Pa. Nov. 20,—A discordant note has been sounded in Burger's Military Band of this city. The organization may virtually disrupted by the Fourth regiment going to the border, it being the regimental hand, and recently the members one decided to change the name to the

thin for a new charter was filed

CROWD KICKS "MASHER"

Men Who Accented Women Roughly Handled

Following a chase of several blocks, which ended in a trolley car. Andrew Macheski, of 2219 Edgemont street, was arrested today, accused of carrying deadly weapons, and held in \$300 ball by Magistrate Wrigiey, at the Belgrade and Clearfield streets police station.

Macheski and another man, according to the police, insulted Mary Hornberger, of 3613 Bath street, and Mrs. Teresa Manning 3613 Bath street, and Mrs. Teress Manning, of 3853 Bath street. The women screamed and a score of men and boys gave chare. Macheski jumped aboard a trolloy car which was standing at Richmend and Tioga streets. The crowd followed and kicked Macheski around the car. He was finally rescued by Thornas McDonald, superintendent of Allegheny square, who happened to be resulted. sened to be passing.

When searched at the station house Machenki, according to the police, had a blackjack and a revolver.

ANNETTE KELLERMANN FILM CALLED INDECENT

Baptist Ministers Name Committee to Investigate "The Daughter of the Gods"

The Rev. Samuel Z. Batten, secretary of the social service department of the Baptists in this district, speaking today before the weekly meeting of the Baptist ministers, denounced "The Daughter of the Gods" as "liminoral and indecent."

The play in question is the movie playing at the Chestnut Street Opera House,

starring Annette Kellerman, and so caustic y was it criticized by the clergyman that s committee of three, of which Doctor Batten is chairman, was appointed by the meeting to investigate the alleged unconventionality of the film and, if necessary, to take means of suppressing it. "I was horrified and shocked," said Doctor Batten, shortly after the meeting opened, "to find after my return from a trip in the West advertisements displaying the in-

West advertisements displaying the immorality and indecency of the play. If it is as immoral as the advertisements indi-cate, it should be suppressed."
"The billboards." he continued, "show

scenes that, if they appear in the picture are worse than any ever held in Babylon It makes no difference whether it is a mov ing picture or not, it should not be allowed

The committee to investigate the picture ensists, aside from Doctor Batten, the Rev C. H. Woolston, paster of the East Church. Kensington, and the Rev. Groves W. Drew. secretary of the conference and paster of the Third Baptist Church. They will meet some time this afternoon to consider the advisability and methods of suppressing the picture by visits to newspaper offices

and to city officials.

A tribute to the Rev. Dr. A. J. Rowland, for twenty-two years secretary of the Baptist Publication Society, was paid in a draft by a committee consisting of the Rev. Dr. John Gordon, the Rev. Dr. David Spencer and the Rev. Dr. O. P. Eaches. Doctor Rowland, who still retains the office of treasurer, arose and thanked his colleague: for their generosity. The conference later arose and prayed for the veteran clergy-

News at a Glance

LONDON, Nov. 20.—Brigadier General Duncan J. Clasfurd, director of military training in Australia before the war, has died of wounds received on the So front, says a dispatch from Paris today.

NEW YORK, Nov. 20 .- Two men were killed and four were seriously injured in a tug explosion off Green Point, Brooklyn.

MAYOR TO ASK STATE LAWS TO BENEFIT CITY

Continued from Page One

sign and build a superdreadnought than a supply the board members with the funds they demand for their department without they of a supervision of the methods of assessment ame density everywhere. But land varies employed by the board. This situation the Mayor and his advisers are most anxious to remedy. One difficulty that has been encountered lies in the fact that the board as at present constituted is friendly to Sensor James P. McNichol, whose attitude toward any change will govern whether or not any legislative fight will be necessary to carry out the plans of the Administration to bring the board directly under the con-trol of the Mayor and Councils.

The new legislation not affected by any The new legislation not affected by any political condition includes the amendments planned by Director Wilson, of the Department of Fublic Safety. He is at present co-operating with officials of the State Highway Department with a view of having legislation passed compelling all drivers of cars to undergo an examination, to have all transfers of cars quickly recorded so that purchasers of second-hand cars can be forced at ones to procure a new license. he forced at once to procure a new licema and other needed changes in the laws governing traffic on city thoroughfares and State highways. Other amendments that will not figure politically include recom-mendations from the Bureau of Police relative to sale of firearms and still others to the need for more stringent rules govern-ing the carrying of firearms.

The plan to have introduced a bill cur-The hian to have introduced a bill cur-tailing the power of the courts and the in-spectors of county prisons who now have the right to make appointments and fix salaries irrespective of what action Coun-cils takes, has been outlined, and the need for such an act has been shown by the fact that the courts in 1917 want over a hunthat the courts in 1917 want over a hundred new places which, together with many salary increases, will create a demand on the city treasury of approximately \$150,000. These demands Councils' Finance Commit tee has ignored in making up the financial budget for next year, but the courts can now make mandatory their action and se-cure the payment of the extra salaries by

MAY BE PARK DEPARTMENT Officials of the city dissatisfied with the

Officials of the city dissatisfied with the wide intitude given the Pairmount Park Commissioners by existing laws are anxious to have formed a department of parks to take over man yof the city's breathing places and the Parkway. The Mayor, exofficio, is a emmber of the Fairmount Park Commission and his attitude on legislation along this line has never been announced. Many municipal financiers doubt the advisability of attempting any such legislation ability of attempting any such legislation

at this time.

Between now and the first of the year the Mayor and his advisors will whip into shape all of the legislation deemed necessary, and before any bills are introduced at Harrisburg, it is certain that all political factions will have passed judgment inon them.

ment upon them.

At a conference today the plan to include in the legislative program a bill providing that the State shall pay to the city the collateral inheritance tax was about ment upon them. dened as inadvisable at this time. This plan, if carried out, would have increased he municipal revenues by \$1,200,000 an-

Fire at Beechwood Tennis Club

Fire, which started mysteriously in a closet in the frame club house of the Beechwood Tennis Club at Beechwood Park, Delaware County, burned out the inside of the house, destroying tannis nets, furniture, afternees, afte and other equipment yesterday afternoon before the Merico Fire Commany, Ard, more's volunteer organization, and the Oak mont Fire Company, turned states on the

P. R. T. DIRECTORS WILL WEIGH TRANSIT LEASE

Great Importance Attached to First Meeting Since Declaration of Attitude

The transit lease negotiations between the ty and the Philadelphia Rapid Transit ompany will be given formal consideram in all probability this afternoon at the tion in all probability this afternoon at the monthly meeting of the board of directors of the company. Particular interest attaches to this meeting of the board, since it is the first held since Eills Ames Ballard, chief counsel for the company, publicly defined the attitude of the company on the question of an operating lease for the city's high-apeed system.

Mr. Ballard read before Councils' Joint Committee on Finance and Street Ballways.

Mr. Hallard read before Councils Joint.
Commettee on Finance and Street Railways last Friday a statement in which he said his effent was willing to carry out the spirit of the 1914 ientative agreement workedgout with former Transit Director A. Merritt Taylor, with the addition of the 1915 amendment regarding free transfers.

Although Mr. Ballard refused to consider Mayor Smith's transit ordinance as a basis for negotiations between the city and the company. It is believed that Mayor Smith and his administration heads have a fairly clear ideas as to what the Transit Company desires. A seriestof conferences between P. R. T.

A series of conforences between P. R. T. Officials and city representatives, including former Director Taylor, will be the first step in the lease negotiations. The company has given its assent to such conferences, and it is likely that Chairman Caffney, of Councils' Finance Committee, will arrange the first for some time this week.

It is admitted by close observers of the transit situation that the conferences, which are really a constinuation of the 1914 ne gotiations, will prove lengthy, but it is pointed out that a decision on such an important matter-libeth to the company and to the future of the city will justify the most paintaking consideration of all points

Neither Mr. Gaffney nor the city repre-sentative on the P. R. T. directorate—Wil-liam Hancock and Chlonel Sheldon Potter would venture an opinion today as to what might be done at the board meeting. Neither of the city representatives was present at the official conference last Friday when the statement read by Mr. Ballard was prepared, and for this reason they feel that they are not in touch with the company's latest plans.

City News in Brief

DYING FROM a fractured skull folowing an attack said to have been made upon him last night by a gang of white men. William Gales, a seventy-three-year-old negro, is in St. Agnes's Hospital. Michael Ferguson, James McDermott and James West, all of Nineteenth and Morris streets. were arraigned before Magistrate Baker in the Twentieth and Federal streets station and held without ball for a further hearing.

MICE CHEWING matches are blamed for a \$1000 fire in the home of Peter Dicour-luski, a grocer of 2900 Almond street. When he returned with his wife from a christen-ing party last night he found the place in

GEORGE SEIBERT, a member of the flour committee of the Commercial Exchange and a member of the old flour firm of Shuck & Selbert, was wounded in the legs by the accidental discharge of a gun while out rabbit shooting. He is confined to his home.

COUGHING PROVED futal to Mrs. Golds Cantorsky, of 1429 Corlies street. She was awakened early in the morning by a paroxysm of coughing wigh her daughter Anna was unable to stop. A physician was summoned, but the woman was dead when he arrived. The coupling he arrived. The coughing must have rup tured several blood vessels, he said.

MRS, JOHN W. CONVERSE narrowly embankment and was killed while she was out with the Mather hounds in the neighborhood of West Chester. The hunter found itself on the brink of a grass-covered em-bankment before it realized its danger, and toppled over. Mrs. Converse managed to get clear of the saddle and was little in-jured by her fall.

"RAGPICKER JIM" is dead. For years he lived in a shanty on the Fox Hollow dump, near the Falls of Schuylkill, and no one knew his name. Policeman Forney found him lying on a vacant lot along Fox street. Physicians at the Samaritan Hospital say the man dropped from fatigue and exposure.

TWO FIRES WITHIN three hours destroyed the garage at 2415 Bryn Mawr avenue. Part of the garage was destroyed when the firemen left it. They returned a find the place again in fiames. A loss of \$2500 is estimated by Henry D. Woodman. the owner. All automobiles in the garage were taken out.

FRANK J. CUMMISKEY, Chief of the Bureau of City Property, for whose re-covery 200 employes of the bureau prayed, showed improvement today from a severe attack of pneumonia. Chief Cummiskey, who was operated on Saturday at St. Mary's Hospital, spent a good night and seemed much stronger this morning, it was

TWO MEN WERE HURT early today when a north-bound Hunting Park avenue car jumped the track at Twenty-first street when a north-bound Hunting Park avenue car jumped the track at Twenty-first street and Ridge avenue, hitting a wagon. The driver of the wagon, Samuel Fassy, 1233 Snyder avenue, and a passenger in the trolley car, Joseph Lube, of 4031 Ogden street, were both slightly injured. Foliceman Fitzpatrick, of the Nineteenth and Oxford streets police station, sent them to St. Joseph's Hospital.

Church Burns \$2000 Mortgage

ATLANTIC CITY, Nov. 20 .- The Centra Methodist Episcopal Church was cleared o debt last night, when a \$2000 morigage was burned, with much rejoicing, by the congregation. The property, on Pacific avenue, is wearth about \$80,000. The erection of an imposing stone front for the edifice is contemplated. The Rev. Herbert Beiting is the pastor.

The Clevelander

Philadelphia 6:04 A. M.

Youngstown.

On Sunday, November 26, a new all-steel

through over-night Pullman train-The Clevelander-will be placed in service to

Cleveland, leaving North Philadelphia 8:37 P. M. and arriving Cleveland 7:30

the next morning. It will also carry,

through sleeping cars to Akron and

Beginning same date a companion through

train - Buckeye Limited - will leave Cleveland 5.15 P. M. and arrive North



IN RAILROAD PROBE Representative Adamson, of Georgia, author of the Adamson law, is vice chairman of the joint congressional committee which to-day opened its investigation of the railroad situation.

PRESIDENT TO MEET TRAINMEN'S LEADERS

alarmed by the eight-hour fight, are pledg-ing their support to the railroads. Meantime, administration an congressional leaders are watching the progress of events with grave misglyings. Representa-tive Adamson of Georgia, father of the eight-hour day law, and Senator Newlands of Nevada, chairman of the oint investigat-ing committee, are expected to take up the situation with President Wilson within a day or two. Both are seeking to frame legislation to prevent strikes for presenta-tion to Congress as soon as it meets two veeks from today.

Railroad chiefs ready to appear were: Frank Trumbill, Chesapeake and Ohio. A. J. Earling, Chicago, Milwaukee and

Howard Elliot, New York, New Haven and Hartford.

W. G. Hannahan, Seaboard Air Line. Hale Holden, C., B. and Q. L. F. Loree, Delaware and Hudson. R. S. Lovett, Union Pacific. C. R. Markham, Illinois Central.

C. R. Markham, Illinois Central.
Samuel Rea, Pennsylvania Lines.
A. H. Smith, New York Central.
F. D. Underwood, Erle.
H. Walters, Atlantic Coast Line.
Daniel Willard, Baltimore and Ohio.
Judge R. S. Lovett, Southern Pacific.
Vice President Buckland, New Haven.
Former Senator Faulkner, counsel for
various lines.
Alfred P. Thom, general counsel for the
national advisory committee of railroad

national advisory committee of railroad

A joint subcommittee of ten, five memers of the Senate Interstate Commerce ommittee and five members of the House ommittee on Interstate and Foreign Comnerce, was in charge of the investigation when hearings were begun today. The numbers are: Senators Newlands, of Nevada, chair

man: Robinson of Arkansas, Underwood of Alabama, Democrats, and Cummins of lows, and Brandegee of Connecticut, Republicans. Representatives Adamson of Georgia, vice chairman; Sims of Tennessee, and Cullop of Indiana. Democrats, and Esch of Wisconsin, and Hamilton of Michi-

gan. Republicans. Probably the problem of most pressing and immediate importance which will be considered by the committee is that of reguconsidered by the committee is that of regu-lating the wages and hours of labor of em-ployes of the railroads of the country. This problem, growing out of the threat-ened strike of operating employes of the railroads, narrowly averted by the eight-hour-day law put through Congress in the closing hours of the last session, will be thoroughly threated out by the horoughly threshed out by the commission

While a special commission, headed by Major General George W Goethals, has been named by the President to observe he working out of the Federal eight-ho law, the joint subcommittee will go into the whole problem of railroad wages. The probability of agitation for the enactment at the coming session of the measures recommended by the President at the last session of Congress will force a thorough probe of this question. In an outline of the matters to be taken up by the investigation the committee asked prospective witnesses to discuss the following question;

Whether or not any regulation is feasible of the wages and hours of labor of employes of common carriers. and whether or not it is advisable, in the finterests of the public and with a view to maintain uninterrupted comview to maintain uninterrupted com-merce between the States, to take any further legislative action regarding the adjustment of disputes between the car-riers and their employes and regarding strikes and lockouts.

strikes and lockouts.

Under this head all of the matters in dispute between the railroads and their employes will be considered, and both the railroads and the operating brotherhoods will be represented by witnesses. The national railway executives advisory committee, represented by its general counsel. Aifred P. Thom, was on hand today with a formidable list of witnesses and a mass of statistical and argumentative data to present the railroads side of the case.

TOO LATE FOR CLASSIFICATION

EDWARDS.—At Island Heights, N. J., Nov. 18. EDWIN EDWARDS. SR. aged 89. Ralatives and friends invited to services, Wed. 280 p. m. at Island Halghts. Int. Drivats.

HESTON.—Nov. 19. ELLIA C., widow of Edward W. Heston, agud 76. Services Wed. 2 p. m. at 8t. Asaph a Church. Bala. Pa. Int. West Laurel Hill Com.

PALMER.—Nov. 19. HARRIET ADELAIDE WONDERLY, widow of Henry Falmer. Relatives and friends invited to services. Wed. 2 p. m. at 13 Chestut st. Colwyn. Pa. Friends may call Then. T to 9 p. m. Int. privata.

HELP WANTED-FRMALE LAUNDRESS -- Experienced Protestant laun-dress in private family; sleep out; best refer-ence required. P 210, Ledger Office.

METHODISTS LOOK FOR 4000 AT STATE SESSION

Three-Day Convention Will Begin at Harrisburg This Afternoon

BISHOPS WILL PRESIDE

HARRISBURG, Pa., Nov. 20 .- The final details are completed for the Pennsylvania convention of Methodist men to be held here today, tomorrow and Wednesday. The managers believe they will get 4000 regis-

trations.

The Pennsylvania convention is the fourth of a series to be held across the continent. A national convention at Indianapolis registered 2000, a New England convention 2000 and an Ohio convention 500 men. A special train from Pittaburgh is expected to bring 1000 Methodist laymen, and Philadelphia will probably do even better.

Bishop J. F. Berry, of Philadelphia, will preside this afternoon, and the speakers

include W. E. Doughty, New York, and Bishop William A. Quayle, Minneapella, This evening Bishop Cranston, Washington, D. C., will preside. The speakers will be Bishop Hendrix, Kansas City, and the Rev. T. H. Lewis, president of Western Mary-land College.

The Rev. Dr. William H. Crawford, president of Allegheny College, Mendville, will preside tomorrow morning. The speakers include the Rev. Dr. George R. Grose, president of Depauw University, Greencastle, Ind.; the Rev. Dr. J. H. Morgan, president of Depauw College, Carlisle.

of Dickinson College, Carlisle.

Tomorrow afternoon the Rev. George P. Tomorrow afternoon the Rev. George P. Eckman, Scranton, will preside. This sension will open with two temperance lectures, one on "Making America Dry," by the Rev. Clarence T. Wilson, of Washington, D. C., and the other on "Making Pennaylvania Dry," by the Rev. Dr. E. J. Moore, former superintendent of the Pennaylvania Anti-Saloon League and now assistant superin-tendent of the Anti-Saloon League of America.

James W. Barker will preside tomorrow vening. This session will consider a world wogram of missions. evening.

Wednesday morning the presiding officer will be Cyrus D. Foss, Jr., Philadelphia. The speakers include Dr. D. D. Forsyth, of Philadelphia; the Rev. Ora Miner, of Coop-erstown, and the Rev. George H. Bickley, of

BRYAN TO OPEN FOUR YEARS FIGHT UPON RUM IN CRICAGO

Campaign for National Prohibition Will Begin Today

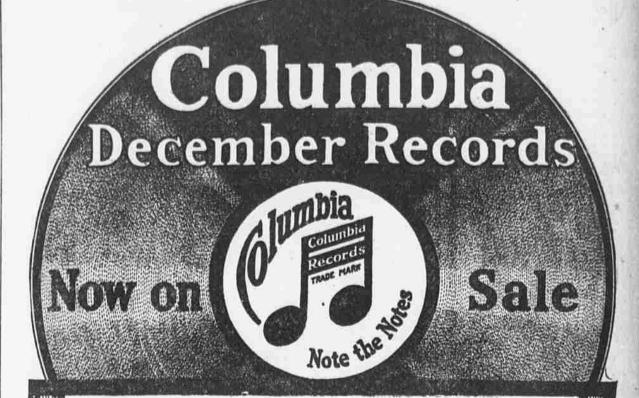
CHICAGO, Nov. 20.—On the heets of heavy political campaigning. William Jenings Bryan will plunge into his four-year

prohibition fight today with an address be-fore the Chicago Dry Federation.

Bryan's speech here is the signal for the Bryan's speech here is the signal for the opening of a campaign to make Chicago dry in 1918. It is also his opening the in a four-year campaign to make the Unital States dry. Before he is through the Commoner plans to force a probibition plans into the pictforms of both his parties. He was a prohibition wave would speece as said the prohibition wave would sweep and State in the Union,

ONE FIRE IN MONTH

ONE FIRE IN MONTH
The Temple, Texas, fire department had not been called out to a single real fire as until the barn of Morgan Jones was destroyed recently. This establishes a record for a whole month. This is due, the efficials believe, to the fire-prevention caspaign inaugurated about the time of the last fire. People have been paying more attention to the prevention of fire, and the result was seen in this unusual record.



THE December list of Columbia Records stands almost without a precedent in extent, in interest, and in range of selections.

There are eighty-two selections listed, ranging from Lazaro's operatic arias to Al Jolson's latest hit. And the names of the artists listed below will prove this list an artistic event!

Hipolito Lazaro "The Supreme Tenor sings two great arias from "Rigoletto" and "Tosca"

"Marcello's Air"

Johannes Sembach Greatest of German tenors sings the "Preislied" and "Lohengrin's Farewell"

Pablo Casals

Greatest of 'cellists plays two masterpieces by Haydn and Bach

Leon Rothier Graham Marr

America's foremost baritone sings the "Stein Song" and "Brown October Ale" Metropolitan basso delivers the magnificent

Lucy Gates

American Soprano prima-donna delights with two joyous coloratura airs Henri Scott

Al Jolson The most popular blackface comedian sings a

Famed operatic basso thrills with Valentine's typical Johnon hit Farewell from "Faust"

Weber and Fields The inimitable pair in two of their most popular vaudeville sketches

Then there is an array of song-successes, with "Love Me At Twilight," the hit of "Step This Way"; ten great dance records; Tschaikowsky's "1812 Overture" played by the Band of H. M. Grenadier Guards; four orchestral overtures; records by Creatore's Band; the "Scheherazade" suite in the Ballet Russe series; records in native Gaelic; first recordings by the Musical Art Society of New York under the personal direction of Frank Damrosch; instrumental trios; vocal and violin solos; marimba, accordion and celesta novelties. Special Christmas records are also included.

Here is a list that is a revelation of what Columbia Records can offer in the best of entertainment, the best of its class, whichever form or class you prefer. A treat awaits you at your dealer's today!

New Columbia Records on sale the 20th of every month

RECORDS

FOR SALE BY

CENTRAL Cunningham Plane Co., 1101 Chestnut St.

Pennsylvania Talking Machine Co., 1109 Chestaut St. Snellenhurg, N., & Co., 12th and Market Sts. Strawbridge & Ciothier, 5th and Market Sts. NOBTH

City Line Pharmacy, York Boad & City Line Butter, John C., 1337 Buckland St., Logan Futernik, Henj., 149 North Eighth St. Ideal Piano and Talking Machine Co., 2833 Germantewn Ave. Oldowurter's, 2023 Germantewn Ave.

Oiney Music Parlor, 5813 N. 5th St. Philadelphia Tathing Machina Co., 800 North Franklin St. Beice, I. S., 919 Girard Ave. Scherzer's Pinno Company, 538 N. 5th St. Schuell & Meguhan, 1712 Columbia Ave.

NOBTHEAST NOBTHEAST

Burr, Edward H., 8448 Frankford Ave.
Culculal Melody Shop, 3238 N. Frank 84.
Frankford Music Store, 2537 Orthodox St.
Gandman, L. L., 237 West Girard Ave.
Gutkowski, Victor, Orthodox & Almond Sts.
Kenny, Thomas M., 8254 Hensington Ave.
Kitty, Z., 138 W. Girard Ave.
Krypter, Joseph, 3132 Highmand St.
Nittinger, Samuel, 1304 N. Fifth St.
Ounswarth's, 522 West Lehigh Ave.
Phila, Talking Machine Co., 544 N. 2d St.
Reinheimsy's Department Store.
Frant and Susquehanna Ave.

NORTHWEST Carson, T. D., 5530 Germantown Ave. Davis, Franklin, 5006 Wayne Ave. Kalwaic, Martin, 4203 Germantown Ave. Keystone Talking Machine Co., 2801 N. 22d Moore, P. H., 6646 Germantown Ave. Nadelstein, Philip, 3114 W. York St. Tompkins, J. Monroe, 5147 Germantown Ave.

WEST PHILADELPHIA WEST PHILADELPHIA
Carr. B. F., 512 Main St., Darby
Geo. B. Davis & Co., 3959-35 Lancaster Ave.
Eaking Plane Co., 261-43 S. 52d St.
Fillman, W. H., 6124 Lansdowne Ave.
Ledane, Harry, \$16 N. 52d St.
Melchiorri Bros., 4933-49 Lancaster Ave.
Shull's Broy Brose, 5925 Market St.
Universal Taiking Machine and Record Co.,
5931 and Chesinus Sts.
West Philadelphia Taiking Machine Co.,
7 South 60th St.

SOUTH

SOUTH

Freed, Marris, 1237-39 S. 4th St.

Freed, Marris, 1237-39 S. 6th St.

Globe Talking Machine Co., 1317 Point Breeze Av.

Lupinacci, Antonie, 139 S. Seventh St.

Miller, B., 804 S. Second St.

Musical Eche, The, L. Echen, Frap., N. E. Cor,

5th and Bainbridge Sts.

Philadelphia Phonegraph Co., 619 South St.

Philadelphia Phonegraph Co., 823 S. 9th St.

Bosenfeld, D., 234 South St.

Stolfe, Harry, 612 S. 8th St.

CAMDEN, N. J. Dudley, W. J., 1135-27-29 Broadway

PENNSYLVANIA RAILROAD methods for a few chartes was filled into the company, to not the filled water of the method are presented by the old run from the headquarters, arriving at run from the headquarters, arriving at the method for the continue the old run from the headquarters, arriving at the method for the method for the discussion of the method for the discussion of the method for the discussion of the filled the discussion of the damage is estimated at the discussion of the damage is estimated at the discussion of the damage is estimated at the damage The Standard Railroad of the World