

ASK CONGRESS TO PROTECT NATION'S TRANSPORTATION FACILITIES IN WAR

Continued from Page One
Small foundry or engine the shipment of commodities across our land.

"We all took the praise handed out to us yesterday with a great deal of equanimity," continued Mr. Wheeler, "but a part of that equanimity we borrowed from some one else. The iron enters our souls only when it strikes at established principles of business."

"Is business patriotism?" Yes, but not all business! In trying to help Mr. Hoover in Illinois, I have come in contact with men in all lines who have assurance of loyalty on their lips, but who have failed to give performance when it came to the test. We must drive into our own souls the truth that only one thing in life is worth living for, the success of our enterprise in which this nation is embarked.

"The principles which we are fighting for are the noblest principles of all ages and the false principles that accuse our country will go down to everlasting defeat." The impassioned conclusion of Mr. Wheeler's address, with its appeal for relentless prosecution of the war until Germany's crimes are avenged, stirred the audience to the first outburst of shouts of approval. The recommendation of the Chamber Committee on Railroads, as voiced by Mr. Wheeler, constitutes a signal triumph for the initiative of Philadelphia's business men, as in their major demands, for Federal incorporation of railroads, Federal control of railroad securities and Federal regulation of interstate rates, they are an endorsement of the "railroad plan" put out by the Philadelphia Board some months ago.

JUDGE LOVETT IS PRAISED

The program for this morning's session was changed at the last minute on account of the inability of Judge Robert S. Lovett, of the War Emergency Board, to be present. Early today Judge Lovett, who was to have been the first speaker, sent President Rhett, of the Commerce Chamber, the following telegram:

R. S. Lovett: I regret more than I can express that after all I shall not be able to go to Atlantic City this week. The War Industries Board is in the midst of the determination of price questions on copper and steel products already long delayed, and one member is absent on account of illness, and my presence in conference here every day this week is absolutely necessary.

I am greatly disappointed at my inability to avail myself of the very kind invitation of the Chamber of Commerce, and I am embarrassed at realizing the uncertain manner in which I have been obliged to treat the invitation. Cordial personal regards. R. S. LOVETT.

President Bedford, of the Standard Oil Company, who was called as the first speaker, paid a high tribute to Judge Lovett and "the magnificent work he is doing in Washington at a great personal sacrifice to himself."

AUTO OWNERS MUST SAVE GAS

"America is producing 212,000,000 barrels of petroleum and is using 230,000,000 barrels annually—but reserve stocks will give the nation a sufficient supply for five years," Mr. Bedford told the delegates. But with such a reassuring prediction, Bedford insisted that economy must be practiced by automobile owners and other users of gasoline.

"There is not the slightest danger of there being a deficiency either of crude or refined products necessary for the uses of our Government or for the uses of the Allies in the conduct of this war," the Standard Oil Board declared. "America is producing and can produce all that will be needed for these purposes."

He outlined a plan of co-operation with the Government which would give war users first call on the oil supply; keep oil prices free from governmental fixation because they are now stable; only fix oil prices if a "runaway market" develops; start a campaign of education of automobile users to obtain a maximum of usefulness from cars at minimum consumption of gasoline, and offering of every possible inducement to producers to seek new oil supply sources.

MUCH OIL UNDER RAHTR

He insisted that "plenty of oil was still concealed under the earth" and urged governmental aid in locating these new fields. For the whole oil industry he pledged unwavering and complete co-operation, at all costs, to the Government and its most efficient prosecution of the war.

The speaker detailed at length the manifold uses of gasoline and oil in the war and the supreme importance of affording the Allies unlimited supplies. He said the oil trade had responded to the appeals of the petroleum committee of the National Defense Council and that through them the distribution had already been begun.

The committee on resolutions, from which will come all the constructive plans and programs approved by this convention, met this morning, but did not take definite action upon any of the many resolutions submitted by individual delegates here.

PHILADELPHIAN ON COMMITTEE

It was found that the proposals were very conflicting and upon numerous subjects which will come up for open discussion later. Accordingly nothing definite will be done until tonight.

Members of the Philadelphia delegation

are particularly pleased at the appointment of Ernest T. Trigg, president of the Philadelphia Chamber of Commerce, upon this committee, which is the most important of the entire convention. Other members of the resolutions committee are: Elmer J. Bliss, Boston, Mass., chairman; W. H. Gladden, Charleston, S. C.; Ernest Lee Jancke, New Orleans, La.; Bishop Thomas F. Gallor, Memphis, Tenn.; W. H. Buchanan, Chicago, Ill.; E. T. Meredith, Des Moines, Iowa; Thomas E. Stearns, Denver, Col.; Dr. Norman Bridge, Los Angeles, Cal.; at-large, George A. Post, New York; W. R. Babcock, Pittsburgh, Pa.

CRITICAL SHIPPING PERIOD

Harmond B. Stevens, of the United States Shipping Board, declared that the critical period in the shipping conditions is going to be during the next six or eight months, before any appreciable portion of the emergency fleet now being built can be made ready for actual trade.

To meet the dangers of this period, Mr. Stevens asked the members of the United States Chamber of Commerce to give their immediate and active assistance toward two ends: First, toward the passage of the bill now pending in Congress to permit the President to suspend during the period of the war, and under certain conditions, the laws which prohibit the use of all foreign shipping and shipping under foreign register in coastwise trade.

Second, toward allaying the suspicion which exists against both labor and the organizations that such is a trying to use the war conditions to gain a permanent advantage over the other in the continuous struggle between capital and labor.

HIGHEST MER-CANTILE MARINE

"This war will end," declared Stevens, "with the United States having the largest mercantile marine in its history, and one which I hope will continue to be the biggest for years to come. And we want the officers and the men of that merchant fleet to be American citizens."

The passage of the bill to permit the President to suspend temporarily the laws against the use of foreign ships in coastwise trade, Mr. Stevens pointed out, would release hundreds of thousands of tons of shipping now engaged in coastwise trade for foreign service and will mean that the loss to the coastwise fleet can be supplemented by the use of neutral ships which have already been offering their services. Discussing the aims of the Shipping Board, Mr. Stevens said that within the next two years it is hoped to have added 1,000,000 tons of shipping facilities nearly 300,000,000 tons.

Discussing the hostility between these men and organized labor, Mr. Stevens said: "I find among some business men the fear that labor is going to take advantage of this war situation to strengthen unions. And at the same time some business organizations are trying to employ the situation to break down the unions and to break down the regulations imposed by the Government for the protection of the working man."

GOOD LABOR LAWS MUST STAND

"That attitude of suspicion on both sides is a very serious and menacing thing. And I want to emphasize one thing. Every provision of law which the national Government has passed for the better protection of workers ought to stand unless it is demonstrated that any particular law is a serious obstacle to the efficiency of labor."

At the conclusion of the morning session, an open discussion was held upon the subject of "how American business can help promote the development of transportation on land and sea as a primary factor in winning the war."

On account of the absence of Charles Piez, president of the Link Belt Company, Chicago; Samuel S. Hastings, president of the Illinois Manufacturers' Association, opened an open discussion. The burden of Mr. Hastings' plea was for co-operation. Summarizing his views, he said:

"Railroads must treat business men right—that is co-operation."

"Employers and employees must treat each other right—that is co-operation."

"There can be no co-operation if it is on

one side of the fence. You must have more than one party for real and effective transportation."

G. Saunders, of Council Bluffs, Iowa, made a strong plea for consideration of the difficulties now being faced by the public utility corporations throughout the country. The shortage of coal, the shortage of labor, the drafting of their employees and the fact that their prices are for the most part absolutely fixed, he asserted, made their position particularly difficult.

"The importance of these corporations can be better understood," he said, "when you remember what would happen if, for instance, a telephone or telephone company, would close down for a single day. And look what we are indebted to the gas companies. From them come electric light and other ingredients, which are essential for the manufacture of munitions. But we are asking consideration. And we are loyal, united and ready to co-operate for the victory which will be ours in the end."

BOOTS INLAND WATERWAYS

The development of inland waterways as an economic necessity, and not as a club to beat down railroad rates, was urged by Walter Parker, of the New Orleans Chamber of Commerce, who said he spoke as the representative of the Federal Department of Commerce. "Our canals must be developed as an adjunct of the railroads, in the handling of wartime traffic," said Mr. Parker. "We have more commerce to move than we have transportation. The government is very anxious that their waterways be used and used very quickly. The Council of National Defense's committee on waterways, under General Black, is trying to help the shipper move coal, iron and other commodities immediately."

"We must be in a position to lay our commodities at the ship's side at our own ports as cheaply as our European competitors can afford the war rail congestion at our ports must be obviated. Our European rivals are spending hundreds of millions on their canals for this purpose. One of our cities, for example, supplies 20,000,000 tons of commerce annually, and although a river is at its door, not a pound goes out by water, for there are no facilities to ship in bulk. We must organize all our cities into groups, according to watersheds, to deal with this subject."

ORGANIZED LABOR FIRM AGAINST MAXIMUM WAGES

Federation Warns War Business Convention Living Standard Must Not Be Reduced

WASHINGTON, Sept. 19.—Labor will oppose a maximum price for war labor. Determination not to lower the standard of living, to obtain wage increases to meet the rising cost of necessities and to organize the unorganized workers in munition industries will line up the whole strength of the American Federation of Labor against maximum wages.

Federation officials today emphatically warned the "war convention" of business men at Atlantic City, where the suggestion of wage fixing was made, not to attempt such a move.

"The Council of National Defense agreed at the opening of this war," said Secretary Frank Morrison, "that the war should not result in lowering labor's standard of living. An increase in the cost of living means exactly that. Labor will not agree to fix wages in the face of rising living costs. We are also opposed to having our hands tied in our normal work of promoting unorganized trades, and in the post-war period this naturally means raising their wages and decreasing their hours."

22000 Job Awaits the Right Man

PHILADELPHIA, Sept. 19.—The State Board of Agriculture decided to ask the State Civil Service Commission to fill permanently the position of transportation expert for the department to keep in touch with freight agents and look to the prompt movements of perishable goods. The salary for the position is \$2000 a year. It is being filled temporarily by W. H. Bamford of Bridge-

HIGH COST OF LIVING BRANDED AS AN ENEMY AS BAD AS KAISER

By a Staff Correspondent

ATLANTIC CITY, Sept. 19.—The high cost of living in this country today is just as great an enemy to Uncle Sam and the Allies as the Kaiser.

With this startling declaration H. P. Sandler, of Columbus, O., drove home upon the members of the Chamber of Commerce of the United States here today the vital importance of the movement to keep men on the farms of the country. "Secretary Lane," he said, "flashed a red light before us yesterday when he said we were threatened with internal dissolution. I want to say we have internal dissensions now, riots and discord. And back of it is what?"

"Why, back of it is the cry for bread and meat. You manufacturers know we are being besieged with requests for advances in wages. These men want only to be able to fill their bellies."

"The answer must be some movement to improve rural conditions and keep men on the farms. I want to ask this body to give serious consideration to this matter, and as one step toward this end offer the following resolution: "Whereas, there are now several Federal agencies vested with authority to further the production and distribution of foodstuffs and other commodities; and whereas, it is essential to the nation's welfare to improve transportation facilities in order to get foodstuffs to market, to relieve railroad congestion and to move manufactured products from the factory to the consumer;

JERSEY LIQUOR LEAGUE MEN CHEER MINISTER

Three Roaring Whoops and a Tiger for Parson Who Raps Prohibition

ATLANTIC CITY, Sept. 19.—Four hundred delegates to the annual convention of the New Jersey Liquor Dealers' Protective League sprang to their feet and gave three roaring cheers and a tiger today for the Rev. Dr. E. A. Watson, pastor of one of the largest churches in Newark, when he denounced brethren of his cloth for fighting for prohibition.

"This country is supposed to stand for division of church and State," he said. "We have it only in theory. I regret to say that there is in every church a large element not satisfied to keep its hands out of politics. I warn you this question is going to make trouble in this country. I want to say to my enemies that I

never have recanted in my view, and I regretted use of liquor. I have always maintained that no man has any right to use the Church to advance any issue that belongs to the people in a political sense. I use liquor whenever I see fit. My two sons, now in the country's service, have been brought up to use it also when they see fit. I am willing to match them against the sons of any prohibitionist. There has not been a legislative session in this State for years that members have not been threatened with the Church and if they refuse to pass laws to make people be good. This thing must stop.

"This only two nations in the world today which stand for absolute prohibition are Russia, which the Czar, a despot, made dry and the unspeakable Turk. I wonder how some of our good prohibitionist sisters would like to go over to Turkey and marry a Turk with one thousand years of prohibition behind him."

William Sikes, of Cleveland, national president of the Retail Liquor Dealers, was another speaker. He said saloonists must fight for their salvation at Washington. A proposal to adopt a uniform price for whisky in all parts of the State is one of the questions before the convention.

EDGE PUTS TELEGRAPHER STRIKE UP TO UNCLE SAM

Advices Committee That He Is Unable to Do Anything in Their Behalf

PHILADELPHIA, Sept. 19.—Governor Edge has informed a committee of the strikers of the Pennsylvania Railroad Company that he is without jurisdiction to do anything in their behalf, and added that their grievances were for the Federal Commerce Commission, through H. Deal, of Burlington, and Warren Pine and W. M. Boscher, of Riverside, waited on the Governor, representing the telegraphers, and their grievances before him.

Superintendent Cleave, of the Trenton Division, today stated that he is receiving hourly applications of strikers for a return of their positions. He asserted that the company now has a sufficient number of operators required to dispatch trains. The telegraphers on the New York Division, who have been threatening to strike, have accepted the company's increase of \$3.20 a month, with an extra day off.

Asked to Report on Swiss Food

GENEVA, Sept. 19.—American Minister Stovall has been summoned to Washington at President Wilson's request to report on the Swiss food situation, according to word received here today. Stovall has already left Switzerland.

Head Surgery Section for Hospitals

WASHINGTON, Sept. 19.—Surgeon General Gorgas today detailed Major Nelson M. Black and Major Harris P. Mosher, of the medical reserve corps, to visit the National Army and National Guard cantonments and camps to make a special inspection of the facilities for maintaining a section of surgery of the head at the base hospitals.

"An era-making book, vital and compelling"

JUST READY—

H. G. Wells' New Novel

THE SOUL OF A BISHOP

By the author of "Mr. Britling"

Like another "Mr. Britling," this new Wells novel goes to the very heart of a great question. It is a moving story, peopled with real human beings, the whole conveying a deep sense of new forces and new ideals at work in the world today.

Now at all bookstores, \$1.50

The Macmillan Company Publishers

New York

Flexible Diamond Bracelets

The handsome platinum mountings shown in our present stock are most attractive.

Of remarkable beauty is a platinum bracelet of thirty-two diamonds—each gem in an individual octagonal setting—all gracefully connected. Its flexibility makes it a fitting ornament for the arm—\$550.

S. Kind & Sons, 1110 Chestnut St. DIAMOND MERCHANTS—JEWELERS—SILVERSMITHS

Heppe Victrola Service

Come to Heppes for your Victrola. We have a complete stock of Victrolas and the largest stock of Records in the East.

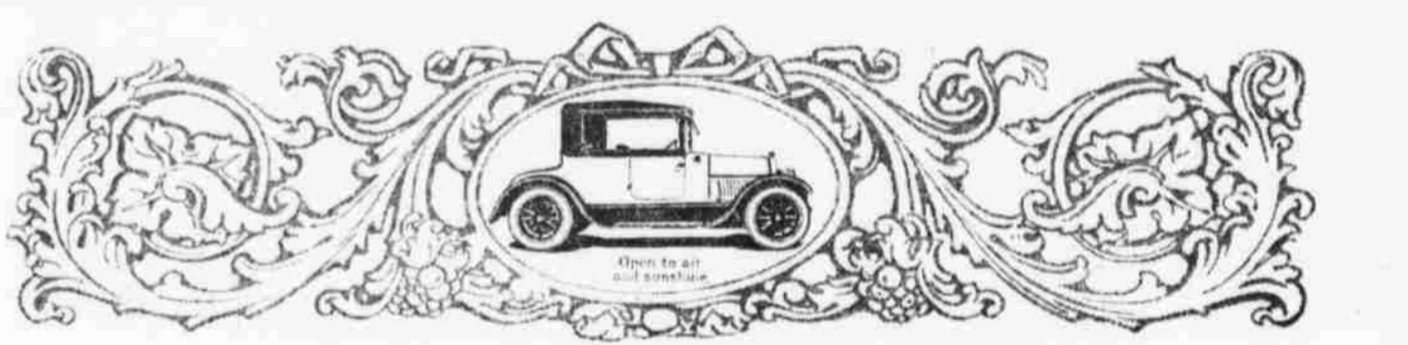
The prices on Victrolas range from \$15 to \$350. You can buy through charge account, Heppe rental payment plan or cash.

Orders received by phone or mail will receive the same prompt attention that a personal call would give you.

Heppe Outfits

Table listing various Victrola models (IV, VI, VII, VIII, IX, X, XI, XII, XIV, XVI, XVII) and their prices, including options for rental or cash purchase.

Call, phone or write for full particulars. C. J. Heppe & Son 1117-1119 Chestnut St. 6th & Thompson Sts.



The Cadillac Victoria

A stylish, practical convertible car for the comfortable accommodation of four

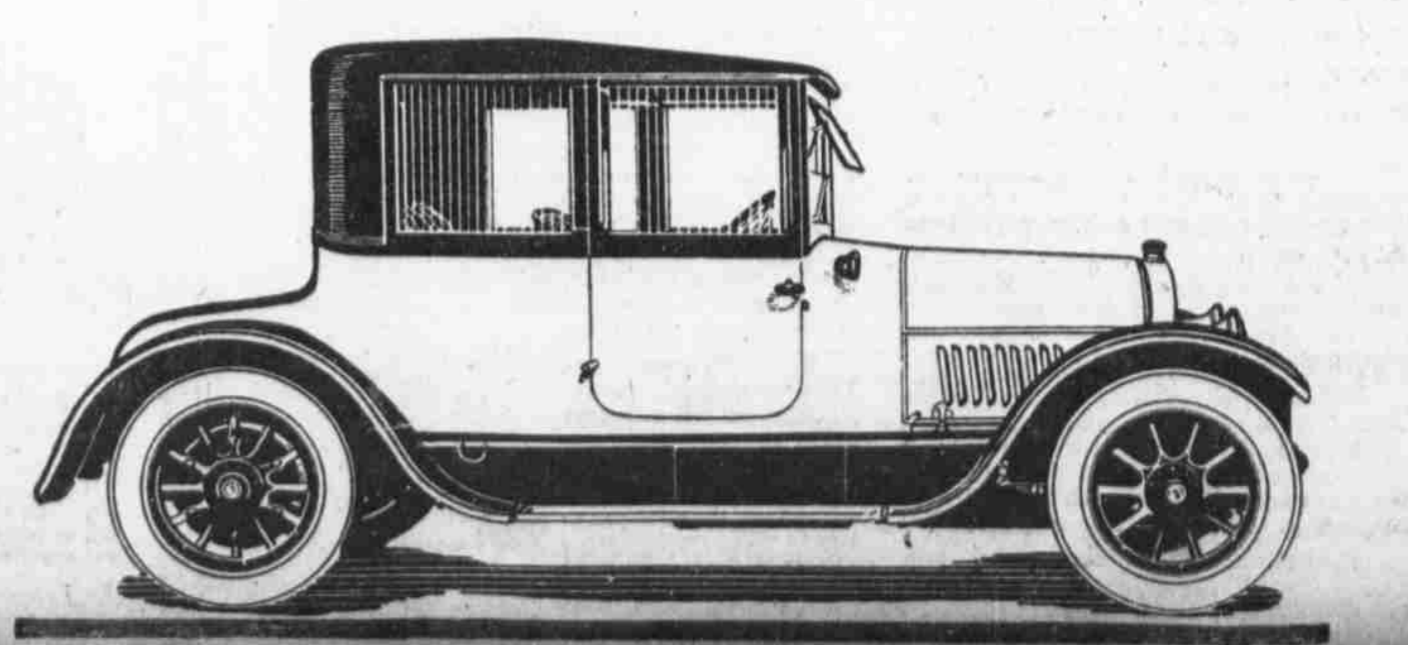
TO THE WOMAN MOTORIST, it appeals especially because of the natty general appearance and graceful lines; the luxurious interior, upholstered in colorings that blend with any gown; the exquisite cleanliness, the smart appointments; the supreme riding-comfort of the new Cadillac cushions, the copious window space; the heavy crystal plate windows, giving plenty of light and air; the numerous conveniently placed pockets for carrying parcels. She can handle this delightful little car with perfect ease; it runs so easily that she is never tired; and she can depend upon it to carry her to her journey's end.

TO THE MAN MOTORIST, this car appeals because of the wonderful power which seems to reduce the steepest hills to level roads, to smooth out the roughest going; the ample leg-room for the driver; the marvelous flexibility, dependability and certainty of operation, which relieve his nerves of all strain and leave him free to enjoy the beauties of the scenery and the pleasures of the trip; because the car is so easily and quickly convertible from a closed to an open car or vice versa; because doors and windows are of perfected weather and rattle-proof construction; and finally because this car is so economical in upkeep.

The Cadillac Convertible Victoria is on display in our showroom.

Immediate Deliveries

Automobile Sales Corporation



CLOSED AGAINST COLD AND UNPLEASANT WEATHER