

WOMEN, GIVE FARMERS A LIFT

Week's Work Near Philadelphia Will Save Crops for Nation

PAY WILL BE HIGH

State Department's Employment Bureau Has Places to Send Volunteers

City men, spend a week on a farm near Philadelphia and help make and save food for our soldiers.

An urgent appeal for immediate aid for nearby farmers in their crop crisis was issued today by Paul Stearns, director of the employment bureau of the State Department of Labor and Industry.

Men, skilled and unskilled, are wanted at once for a week's work on farms. The work will be done from \$5 to \$10 a day. Destruction of crops and a big check in spring planting are inevitable unless help is given the farmers at once, according to Superintendent Stearns' appeal, which reads in part as follows:

"A large part of the crops already has been lost and further destruction should be stopped at once by at least a temporary supply of labor. That there is urgent need for farm labor is shown by the many calls that are being made on the State Department Bureau, 1215 Arch street, through the county farm bureaus of Bucks, Montgomery, Chester and Delaware counties. Many of the farmers have not finished their corn husking. Many have yet thousands of dollars worth of potatoes in the ground which are liable to freeze at any time. It will be difficult to estimate the amount of loss that will be suffered by the farmers in the next few days if the labor cannot be obtained within the next few days.

"Men in the city who have or who have not had farm experience, but who are able to do a good day's work are appealed to to spend a week on the farm to help out in this crisis. This is not an indefinite proposal. The employment bureau on Arch street has the places ready to send the men. This service is being done without charge.

Conservation of farm labor before next spring by the Government must be resorted to if farmers of this region are expected to plant to capacity. P. S. Conrad, a prominent Philadelphia manufacturer and farmer, told the officials of the United States Co-operative Farm Work Section, in the Philadelphia Bourse, Mr. Conrad, who with his son has a 300-acre stock farm at Chester Springs, in Chester County, said that unless farmers are assured by the Government of a stable and sufficient labor supply for harvesting next summer and fall, they will not plant in the spring. He himself sought ten men to husk between 3000 and 4000 bushels of corn.

According to the officials of the farm station, thousands of bushels of corn and potatoes and other crops will be lost in the counties around Philadelphia unless labor is had. In the last few days forty-six farmers have applied for a total of 112 men and are offering the highest wages yet. The officials are appealing for laborers and promising them jobs on the spot.

JERSEY RAILROAD MUST OBEY FULL CREW LAW

Public Utility Commission Refuses Petition Filed by the Central

TRAINMEN WIN VICTORY

Sixth Man Will Remain on Through, Fast and Drag Freights, the Board Rules

TRENTON, Nov. 9.—The State Public Utility Commission today denied the application of the Central Railroad of New Jersey for permission to decrease the number of men constituting the crews operating certain trains covered by the full-crew law of 1915. The decision says in part: "We are unable, on the proofs submitted, to conclude that all through freights, all fast freights and all drag freights do not require a sixth man. To make the order sought by the company would result in permitting the company to exercise its judgment as to the size of crew of all through, fast and drag freights, and thereby wholly nullify the provisions of the statute.

"We are unable to deal with the particular trains specified in the company's petition," the decision continues, "because it offered no testimony to show that these individual trains do not require a sixth man. It relies entirely upon establishing the classification above mentioned, which would include the trains specified as well as other trains. We conclude, therefore, that the board cannot, under the proof submitted, authorize the withdrawal of the sixth man from all through, fast and drag freights, as petitioned by the petitioner, and that the petitioner should continue to operate such trains with crews of the size now required by law. The petition for such withdrawal will be denied."

FOUGHT BY TRAINMEN
The action of the railroad company was fought at several hearings held by the board at the State House and at the headquarters of the board in Newark by representatives of the Brotherhood of Railroad Trainmen.

The Central requested authorization for the withdrawal from service of the sixth, or "full-crew man," from certain passenger and freight trains, the petition being filed pursuant to the "full-crew repealer" of 1917, which empowers the board either upon its own initiative or complaint, which would include the trains specified as well as other trains. We conclude, therefore, that the board cannot, under the proof submitted, authorize the withdrawal of the sixth man from all through, fast and drag freights, as petitioned by the petitioner, and that the petitioner should continue to operate such trains with crews of the size now required by law. The petition for such withdrawal will be denied."

Investigate Munition Blast
YOUNGSTOWN, O., Nov. 9.—A heavy blast of mysterious origin late Monday night caused the first of a series of explosions at the plant of the American Smelting Company. Authorities are investigating the cause.

MONEY
LOWEST RATES ON LOAN DIAMONDS & GOODS OF VALUE

FRIDENBERG
205 So. 22d St. (at Market St.)



JOHN D. CRIMMINS
Noted American contractor and trustee in charitable organizations, who died today at his home in New York city.

J. D. CRIMMINS, PAPAL KNIGHT, DIES IN GOTHAM

Widely Known as Public Works Contractor and Mediator of Strikes

NEW YORK, Nov. 9.—John D. Crimmins died here this morning. Mr. Crimmins was a widely known New York contractor and strike mediator. He was born in 1844 and, after attending St. Francis Xavier College, entered his father's contracting firm as a partner. He became head of the firm in 1873.

In his operations on public works Mr. Crimmins sometimes employed as many as 12,000 men. He was once Port Commissioner of New York and was interested in a number of transportation corporations. He also was a trustee in several Catholic charitable organizations.

In 1901 Mr. Crimmins was created a knight commander of the Order of St. Gregory the Great by Pope Leo XIII.

MAN SAVED BY SOLDIERS SHOWS U. S. GRATITUDE

Aged Civilian, Rescued in 1889, Sends President \$50, Money Being Forwarded to Pershing

WASHINGTON, Nov. 9.—Found dying of pneumonia on the Apache Indian reservation by United States soldiers, J. R. Potts was taken by them to the nearest hospital at San Carlos, Ariz., and his life was saved.

That was in 1889. In gratitude for that service Potts sent a letter to President Wilson from his home at Holtville, Cal., including a \$50 draft from an old man, to be used by you in whatever fund you may think best for benefits to the soldiers now serving in foreign lands.

President Wilson turned the money over to Secretary Baker to be sent to General Pershing, and today he sent Potts a letter in which he said:

"Secretary Baker has undertaken to place the money in the hands of General Pershing with directions to him to apply it to the relief of any case of cases of pecuniary and distressing hardship which may be brought to his attention among our soldiers in France, which will be beyond the reach of relief extantability.

"I feel sure that this disposition of the money will meet with your approval and that it will please General Pershing to know that a service which it was a pleasure to a soldier to render to a citizen brings as a consequence relief to a soldier in misfortune and separated by the width of the sea from his home and friends."

Otto H. Kahn Calls on President
WASHINGTON, Nov. 9.—Otto H. Kahn, president of Kahn, Loeb & Co., called on President Wilson. He would not discuss his visit except to say that it was for the purpose of talking over the economic condition of the country.

LE TRUPPE DI CADORNA SI RITIRANO IN ORDINE

I Soldati Italiani Fedeli ai Loro Capi Preparano la Resistenza Finale

COMBATTIMENTI AEREI

ROMA, 9 novembre.
Esaminando l'oderna situazione al punto affermare che oggi le truppe del generale Cadorna occupano le più naturali e migliori regioni fortificate da quando le armate italiane iniziarono la ritirata arretrata delle pianure del Friuli. La linea di battaglia è stata accorciata e parecchie linee ferroviarie sono al comando dei capi italiani.

Verso la sinistra ed il nord una delle ali delle armate italiane si è affrettata a prendere eccellenti posizioni che si estendono dal di sopra di Brenza. Questa linea difensiva è costituita, con il centro e l'ala destra delle forze italiane che si trovano ammassate lungo le posizioni della Piave.

Dalla retrovia i rinforzi francesi ed inglesi composti di artiglierie e fanterie giungono sulla scena e prendono possesso di importanti posizioni dalle quali efficacemente potranno cooperarsi con le truppe italiane nella definitiva resistenza contro le forze austro-tedesche.

Nello spazio che si frappono tra i due fiumi Piave e Livenza si estende un'importante rete di canali i quali offrono un'altissima munita difensiva del nemico.

La massa delle forze austro-tedesche invadenti presenta una fronte principale di circa trentacinque miglia dietro e lungo il fiume Tagliamento, con contingenti di ricognizione e di avanguardia del nemico di dieci miglia ad occidente del fiume allo scopo di tentare i punti dell'ultima resistenza. Questi contingenti di ricognizione sono quelli che danno luogo a scontri determinati, ma non a battaglia con le occorrenti forze.

Il Livenza, dal quale gli italiani stanno ultimando la ritirata è una delle serie delle successive difese che corrono parallele.

Da un comunicato semi-ufficiale, reso ieri di pubblica ragione, si apprende che la prima ritirata delle forze italiane determinò una crisi militare che ora può dirsi completamente risolta col concentramento di truppe su una linea prestabilita e con l'arrivo dei rinforzi inviati dagli Alleati.

I combattimenti che ebbero luogo al verificarsi hanno dimostrato che il ritardo dell'avanzata del nemico di impedire di avanzare gli stessi di questa.

L'esercito italiano è fedele ai suoi capi, il suo morale è elevatissimo e lo spirito combattivo determinato e fermo. Tutto lascia credere che il fato della grande battaglia che si verificherà circa due settimane o forse un mese in favore delle armi italiane.

Intanto la situazione della terza Armata italiana è più che soddisfacente e la parziale evacuazione sul Trentino è una delle conseguenze naturali della ritirata verso la Piave.

Dal comunicato ufficiale pubblicato ieri si rileva che la ritirata delle truppe italiane continua ordinata verso le nuove posizioni al di qua, del Livenza e che il grosso delle "solite" italiane l'ha compiuta senza essere molestato.

La ritirata, come sempre, è stata ottimamente mascherata dalle azioni dei contingenti di retroguardia, i quali hanno efficacemente contrastato l'avanzata del nemico, arrestando temporaneamente le forze austro-tedesche.

Gli aviatori italiani sono stati attivissimi durante questa due ultimi giorni e con successo hanno bombardato contingenti nemici lungo il Tagliamento. Si sono verificati importanti combattimenti aerei, durante i quali cinque aeroplani tedeschi sono stati abbattuti.

Ecco il testo del comunicato del generale Cadorna, pubblicato ieri dal Ministero della guerra italiano:

Durante la giornata di ieri continuo' ordinata la nostra ritirata.

Grosse nostre unità hanno compiuto la ritirata senza essere molestato dal nemico.

Numerosi scontri si verificarono fra le colline di Vittorio e al confluenza del Monticano con la Livenza tra le truppe nemiche ed i nostri reparti che valorosamente sono riusciti a trattenere l'avanzata delle forze austro-tedesche.

Nonostante l'accesa resistenza da parte di macchine nemiche, i nostri aviatori hanno rinnovato il bombardamento di contingenti nemici lungo il Tagliamento.

Cinque aeroplani nemici sono stati abbattuti.

JAPAN TO LEND SHIPS FOR ATLANTIC TRADE

Large Part of Merchant Marine to Be Thrown Into Fight Against Submarine

WILL BUILD NEW VESSELS

WASHINGTON, Nov. 9.
Japan will throw her merchant marine into a fight against the submarine within a short time, it was learned today. Negotiations are going on between the United States Shipping Board and the Japanese Government for the transfer of a large part of Japan's merchant shipping to transatlantic service.

Japan has some 400,000 tons of shipping which she is willing to give to the needs of the Allies. This transfer of shipping is part of an arrangement reached with the United States Government whereby Japan will receive steel plate from this nation.

Shipment of steel plate to Japan is a matter now under negotiations between the war industries board and the Japanese Gov-

ernment. It is expected that an agreement will be reached whereby Japan for steel plate from the United States will turn over a certain percentage of her new ships for service in transatlantic waters. With Japan's shipyards thus augmenting the shipbuilding plants of the United States the balance of shipping will begin to turn against the U-boat.

Japan's merchant marine is remarkably well adapted for traversing the war zone. It is comparatively new. All of the vessels are well built, speedy and of the exact type needed to elude the submarine.

Transfer of the Japanese vessels will necessarily rob the Pacific of some of its trading facilities. In some instances American vessels removed from the Pacific coast for duty in the war zone. Shipping officials declare, however, that there can be considerable curtailment of the merchant marine of the Pacific without causing any hardships. They point out that the majority of the Pacific vessels are trading with the Orient. They are carrying to the Orient articles of commercial value only. On the return voyage they are bringing to this country goods which are not war goods, and may almost be classed as luxuries—such as opium, silk, and other Far Eastern products. In cases where it is found that the goods of the Orient are necessary to the conduct of the war, vessels will be kept in the Pacific trade.

The Japanese ships transferred to the Atlantic will operate under the United States Shipping Board, though still owned by Japanese operators. They will be subject to the rates set up by the chartering board of the Shipping Board, but all profits will accrue to their Japanese owners.

The building program of Japan is a large one, and it is hoped that such an agreement can be made that Japan's entire sea power may eventually be in the service of the Allies.

CONSIDER CHARTER RATES
Shipping Board today are negotiating with the owners of Atlantic coast vessels relative to charter rates.

The shipowners are desirous of an adjustment between the requisition rate and the chartering rate. In several instances requisition rates are higher than the rates set by the chartering board. The owners of the ships are anxious to secure an increase in the charter rate which will meet the requisition rate.

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in the game of life today.

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Belted coats of velour cloth with kit coney collar and cuffs. *Special Saturday* } **25.00**

Velour coats in black and colors, velvet collar, novelty pockets. *Special Saturday* } **29.75**

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Attractive suits of velour and broadcloth in black and colors, trimmed with seal or velvet. *Exceptional Values* } **28.00**

\$25.00

\$35.00

Juniors' and Girls' Fur-Trimmed Coats

Girls' velvet coats in smart colors, with nutria trimmed collar. *Special Saturday* } **15.00**

Juniors' and Girls' trench coats of Shetland velour; large collar. *Special Saturday* } **16.75**

Juniors' and Girls' coats of broadcloth and velour, fur trimmed. *Special Saturday* } **19.75**

Girls' Navy Serge Dresses

In belted, and straight-line style, with white embroidered pique guimpe and silk cord tie. *Special for Saturday* } **7.90**

\$19.75

\$15.00

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Women's Novelty Boots \$3.87
All high cut; in pearl grey kid, Havana brown, tan Russia calf, champagne, ivory kid, patent, dull leather and black kid; high and military heels; all sizes and A to E wide in the lot.

Women's English Walking Shoes \$2.47
New military heels; will give good service; all sizes, C to E wide.

Women's Shoes, \$1.87
Tan calf button, patent and dull leather, welted soles; not all sizes in each style.

Children's School Shoes \$1.47
Gun-metal lace and button. Patent. Sizes 8 1/2 to 2.

Children's Dress Shoes \$1.87
Patent. White tops; some have white soles and heads; sizes 8 1/2 to 2.

Boys' & Girls' High Cut Storm Shoes \$1.87
The children's delight—in tan and black, with straps and buckles; sizes 10 to 13 1/2. Sizes 1 to 2, \$2.27.

400 Pair Men's Shoes, \$1.97
Gun-metal, Patents and Glazed Kid; also heavy Working Shoes in the lot; slight factory hurt; all sizes in the lot.

Men's Shoes \$2.87
Samples and surplus stock of well-known makes in tan and black Russia calf and patents; all welted soles; English and broad toes; not all sizes in each style but all sizes in the lot.

OPEN SATURDAY EVENING