

**RAIL "DICTATOR" MAY SAVE TRAFFIC**

President Ready to Take Radical Step to Solve Problems of Transportation

**WON'T TOLERATE STRIKES**

WASHINGTON, Nov. 15.—A railroad "dictator" may be appointed by President Wilson. Determined that war transportation shall not be tied up by a strike, the President today also has under consideration not only the removal of the big brotherhoods to arbitrate their wage demands, but also the critical freight congestion, war shortage and railroad finance problems. A dictatorship, similar to the government of food, fuel, electricity and shipping is being urged to turn the country's railways completely and solely into a war machine.

The President's closest advisors declared he would stop at nothing to keep open the rails for munitions, coal and other essentials. If he does not sway the brotherhood chiefs by persuasion he has recourse to Government control, with the workers drafted and sent to work. They believe that additional legislation first necessary for such an undertaking would be granted by Congress at the President's behest if the emergency arose.

Railroad executives, coming here tomorrow to plead with the Interstate Commerce Commission for more revenue, may see the President or communicate with him indirectly. A week from today the Brotherhood leaders will visit the President at the White House. That the outcome may be some agreement for a raise in pay, with a presidential recommendation for increased railroad freight rates, is regarded as more than possible.

If, however, the unions stand firmly by their demands as they did a year ago, the President will cast the burden of responsibility upon them. He has already declared his view that patriotic men cannot now seriously consider imposing upon the nation such a calamity as a transportation tie-up would involve in the midst of war. The implied threat of drastic action made by the President is expected to have the desired effect.

However, the other railroad problems are pressing. The railways war board admits the lines cannot cope with the increased demands upon them unless great additions are made to their equipment. Blocked by the condition of the money market and inadequate revenues they propose placing 200 non-essentials in a deferred classification while coal, munitions and food are moved ahead.

**COAL PRODUCTION HIT BY SHORTAGE OF CARS**

All Mines Operating on Slow Schedules, Some Partially Shut Down

WASHINGTON, Nov. 15.—Lack of coal cars continues seriously to retard work in many mines in Pennsylvania, Illinois, Ohio and other States, according to reports made today by a group of middle western mine owners who are here trying to unravel transportation difficulties. Many mines are running on slow schedules because it is impossible to get sufficient cars.

Representatives of the Pittsburgh operators' association, with headquarters at Cleveland, complained that failure to get equipment had affected twenty-eight mines in that territory, with a resultant loss in production of thousands of tons. Twenty-two mines on the Illinois Central Railroad last week worked 618 hours and lost 234 hours because cars were not available. This group of mines loaded 1215 cars, but were short 707 cars, or considerably more than one-third of their requirements.

Still more serious was the situation in the Centralia, Eldorado and St. Louis divisions, which produce under normal conditions about 500,000 tons of coal a month. Mines in that territory received during October an average of only 63 per cent of the cars necessary to keep them going full time, and up to this time the traffic difficulties have shown no improvement. Reports from Somerset County, Pa., one of the largest producing centers, told of ninety-one mines operating on part time.

**ELECTRIC FUSE PLANT REFUSED REGISTRATION**

HARRISBURG, Nov. 15.—The Standard Electric Fuse Works, of Wilkes-Barre township, Luzerne County, was refused registration for transaction of business in Pennsylvania today. This action was taken by Secretary of the Commonwealth Cyrus E. Woods on the ground that the real owners of the industry are resident of Cologne, Germany.

The company makes fuses for explosives and when first registered did not give the names of the proprietors. Upon request, Ernest Fischer, of Kingston, the manager, filed an affidavit giving the names of the German owners. The reason given by Secretary Woods is that he will not register the business of any alien enemy.

**BANDIT BORDER PATROL FIRES ON U. S. GUARDS**

Return Volleys Believed Effective—Cordova Troops Surrender to Americans

EL PASO, Tex., Nov. 15.—A bandit border patrol fired on the American guard at Ysleta during the night, according to reports received here. The Americans returned the fire and are believed to have killed two Mexicans. American patrols have orders to shoot to kill if fired on.

PRESDHIO, Tex., Nov. 15.—Francisco Villa at the head of a force estimated at 2000 is in possession of Ojinaga across the Rio Grande from here today, following an all-day attack. Federal troops under General Cordova have evacuated to the American side of the river, where they surrendered to American military authorities.

Evacuation of Ojinaga by the Carranza forces was marked by a desperate hand-to-hand battle in which many are reported to have been killed and wounded. It is reported that one American who was operating a machine gun in Ojinaga was wounded.

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**BOAT SERVICE To Hog Island Shipyard**

For the accommodation of employees of American International Shipbuilding Corporation, and those seeking employment at Hog Island Shipyard, Wilson Line boat service will be started Thursday, November 15th, for Hog Island, leaving Wilson Line Wharf (Delaware River—foot of Chestnut Street, Philadelphia), and will operate daily on the schedule shown below:

TO HOG ISLAND				TO PHILADELPHIA			
LEAVE	A. M.	A. M.	P. M.	LEAVE	A. M.	P. M.	P. M.
Chestnut St. Philadelphia	6.00	8.00	7.00	Hog Island	7.00	8.45	8.00
ARRIVE				ARRIVE			
Hog Island	6.45	8.45	7.45	Chestnut St. Philadelphia	7.45	6.30	8.45

"CITY OF CHESTER," a large and comfortable boat, will be started on the above date. This boat has a seating capacity of 1400 persons; is well lighted and heated and provides, therefore, means of comfortable transportation by water between this City and Hog Island. Boat fare in each direction ten (10) cents. Hot coffee and lunches may also be purchased en route at a minimum cost.

Chestnut Street Wharf may be reached from all parts of the City via the Subway and surface cars, Routes Nos. 51, 42 and 13, for five cents fare. Routes 43, 46, 35, 70, 57 and 11 transfer to these direct routes without extra fare.

Employees from New Jersey may reach this boat via Pennsylvania Ferry, Reading Ferry and Gloucester Ferry.

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Ever since 2000 housewives of this vicinity showed us the kind of bread they liked best, we have been sparing no effort nor expense to make Kolb's Bond Bread taste—and look—and nourish like the best homemade bread.

We have used the same pure home ingredients most housewives used, and have listed these ingredients on the wrapper of every loaf.

That is why Philadelphia's demand for Bond Bread now runs at the rate of over 26,000,000 loaves per year!

Experience has enabled us to make Kolb's Bond Bread even finer than ever, so fine that we dare risk this radical quality guarantee, which we have added to Bond Bread's regular guarantee as to purity of ingredients.

So now we say to you: "If you do not like Kolb's Bond Bread better than any other bread, homemade or otherwise, we will pay you your money back. You are to be the sole judge."

No bakers whose aim is anything but the highest quality—no bakers who use other than the purest home ingredients—could offer a double guaranteed such as that.

Get a loaf of Kolb's Bond Bread today—If you don't think it is the BEST bread you ever ate, all you need to do is mail us a letter with waxed wrapper from the loaf you bought, and we will either send you a new loaf through your grocer, or (if you prefer) we will send you the amount you paid for the loaf, plus the postage on your letter.

**KOLB BAKERY COMPANY, BAKERS OF BOND BREAD, PHILADELPHIA**