

GOSSIP OF THE STREET
FINANCIERS SOUND WARNING
AGAINST VICIOUS CIRCLE
Shall We Take Heed From Great Britain's Experience?—Gossip of the Street

THE opinion of many financiers in this city who give more than a passing thought to the economic conditions through which the country has recently passed, is now contending with and which it must face in the future, the nation is approaching a condition similar to that which obtains in Great Britain, and which is contained in the summary of a report made to the House of Commons after a long investigation by its committee on national expenditures.

The report states: "High wages mean high prices. Fresh cycles of wage advances succeed one another. Each one results in further increases in prices or in preventing a reduction in prices. The producers are raising prices against themselves as consumers. We are deeply impressed with the seriousness of the situation and are convinced that if the process continues the result can hardly fail to be disastrous to all classes of the nation. The whole thing is a vicious circle of rising wages followed by rising prices."

As an antidote the report recommends, among other things, that: The Government should endeavor to avoid the creation of new credits in financing the war; The actual increase in the cost of living to the working classes should be ascertained; Profits should be limited; An advance of wages should be limited on any other ground than the increased cost of living; A single policy under the direction of one authority should be adopted in all industry in the determination of the wage question.

The all-around increase in wages of 10 per cent, says the report, and similar increases in the cost of commodities purchased at home has already involved an increase in national expenditure of \$150,000,000 (about \$40,000,000 yearly).

One of the most important causes of the increase of expenditure, says the committee, has been the expansion of credits. If it had been possible to finance the war, it says, from day to day by means entirely of taxation and loans from the savings of the people, the general increase in prices would have been considerably less than it is.

There is a very valuable lesson for the people of the United States contained in this report, and not the least important is the last part referring to the savings of the people, which, if used toward defraying the expenses of the war and if contributed in the largest measure possible toward that end, will have the effect not only of keeping down prices, but will serve in the highest degree toward mitigating the burden of the war.

The war-savings stamps, which can now be had by any person without leaving the block in which he lives, is a plan which bankers and other financiers believe should be pushed to the limit in this connection. Some are of the opinion that even yet, if some such plan as the English club plan for small savings could be introduced in connection with the war stamps, especially in the rural communities, where the community interest is more pronounced and where a healthy rivalry could be engendered among these savings clubs, it would have a wonderful effect.

Investment Bankers of New Financing
Following the recommendations of the committee of bankers headed by Thomas W. Lamont, of J. P. Morgan & Co., which recently held a conference to discuss the proper action to be taken in the matter of new financing, comes the report of a special committee, headed by Allen B. Forster, which was appointed at the last annual convention of the American Investment Bankers' Association in Baltimore. This report recommends the appointment of a board to pass on all issues of securities, "in order that nonessential financing may be curtailed and essential financing accomplished, so that industry and finance may be maintained on as well organized and normal basis as is practicable under the changing general conditions."

The committee stated that in a general survey of the situation it appears that in regard to corporate financing much has been and will continue to be neglected through the regulatory and restrictive power of the securities market, and that in respect to State and municipal financing much can be accomplished through official proclamation. The committee also recommends that no offerings of any class of securities will be made at a time to interfere with the Government's Liberty Loan campaigns.

On the whole, the report of the committee corresponds with the plans drawn up recently by the Federal Reserve Board at Washington to effect the regulation of new financing by voluntary action, coupled with moral suasion, rather than any legislative action. For so far this sentiment has been equally powerful to any legislation and there is no reason, judging by the prevailing sentiment among bankers, for thinking that it is weakening.

Who Is the Goat—Garfield or I. C. C.?
There is always more or less discussion going on as to where the blame should be laid for the drastic Garfield fuel order.

Many contend that the fault is with the Interstate Commerce Commission, and this is followed up by the usual invective on the heads of that rightly or wrongly much-abused body. "The railroads were throttled and had no chance to get money to make the needed extensions and improvements which they wanted, and now look at the consequences!" is the usual form of denunciation. But it is common knowledge that the management of many roads gave the general public enough cause to believe that all the fault did not rest with the Interstate Commerce Commission. Indeed, there were revelations of gross mismanagement, both financial and otherwise, which were brought to light in the several railroad investigations which have taken place in the last ten years, that went far to show that such a controlling body as the Interstate Commerce Commission was an absolute necessity. And it is still an open question whether or not under normal conditions the operation of the commission would not have worked out all right.

To come right down to facts, the railroads were in a wonderfully prosperous condition for some time before they were placed under Government control. They were doing business on a scale which before the war would have been considered impossible. For the seven months ended October 31, last, the number of revenue-earning tons of freight per mile increased 27,000,000,000 or 12.6 per cent compared with a similar period for the previous year.

It is said the showing would have been much better but for the multitude of priority orders, which issued by all manner of officials, instead of being under one directing head, only served to confuse traffic movements and to a great extent caused the present wasteful congestion.

All Signs Fail on Stocks
The saying that "all signs fail in dry weather" is applicable in a way at present to the stock market, as all previous bases on which to found prognostications have failed. This is especially the case since the fuel director's edict went into effect. From the viewpoint of prospective earnings, according to all precedents, there should be made up in the case of many industrial corporations. But strange to say, such stocks have not gone down to any extent. In looking around for the reasons for such a condition, it is found that opinions are about equally divided, some attributing it to a short interest which they believe is the power which is stabilizing quotations, while just as many assert that the "big interests" in New York are responsible.

Bradstreet's Says:
Under the circumstances it is obvious that the week has been marked by considerable unsettlement, but after the first shock it is quite generally recognized that the fuel administrator's order, while drastic, was imperatively necessary, and the general tendency is one of patriotic obedience to the mandates of the order. In fact, local administrators at many of the larger industrial centers, knowing full well that numerous plants had been compelled to close down for want of fuel, had already adopted expedients to conserve supplies, the iron and steel industry having been particularly beset.

The Writing on the Wall
Whether the Kaiser and his military supporters are capable of seeing "the handwriting on the wall" or not, or, if seeing, whether they interpret right or not, it is very evident that many heads and the officials of banks and other financial or semi-financial institutions in the United States with German names in their titles are seeing it and are preparing for the future.

Applications received during the last week by the Comptroller of the Currency for permission to change titles numbered nine, five of which are on account of the war. They are:

German National Bank of Newport, Ky., to American National Bank of Newport; German National Bank of Little Rock, Ark., to American National Bank of Little Rock; German-American National Bank of St. Joseph, Mo., to American National Bank of St. Joseph; German National Bank of Vincennes, Ind., to American National Bank of Vincennes; German National Bank of Covington, Ky., to Liberty National Bank of Covington. Walter M. Sternberger obtained the Court's permission to change his name to Walter M. Walters. He was formerly a member of the firm of Sternberger, Stein & Co. He is now in the United States army.

WILSON AND GARFIELD TARGETS OF PROTES.

Industrial America Shrieks as Mills Are Closed to Cure Coal Crisis HAS PRESIDENT ERRED?

Much Depends on Whether Move Breaks Freight Gorge That Shuts Seaboard

By J. HAMILTON MOORE WASHINGTON, Jan. 21.

The American industrial lion has roared at Fuel Commissioner Garfield for three days, but has taken his medicine just the same. The President, who backed by his fuel administrator, has also come in for criticism, but that has not changed the situation. The order closing down the mills and industrial establishments using coal as fuel still stands. It even the coalburners in the House and Senate have had no material effect. Arbitrary and unskillful for as many contend the order was, it remains substantially as written, though the inconvenience, financial loss and hardship caused by it have been great.

Since issuance of that order Senators and Representatives have been free to speak of the President and his war policy. Members of Congress are not in a declaration of war. To a large extent they have found support in the newspapers. Many of them bitterly support the order and the President without controversy.

It has been interesting to watch this temporary turn of the tide. What does it portend? Members of Congress are not likely to have the notion that the President made a fatal mistake so far as his political future is concerned. Bombarded with telegrams from home, and large numbers who have literally insisted upon "standing by the President," they have felt as if the President had weakened the Democratic party and had to a certain extent, a Republican Congress. It has been interesting to watch it all and to attempt an analysis of the situation.

HOUSE MOVES CAUTIOUSLY
The Senate possibly went further than the House in undertaking to reverse the existing order. Several times it was introduced, debated and voted upon. The House was more cautious, in view of the doubt as to whether Congress itself had conferred ample powers upon the fuel administrator through the President to do exactly what he did do.

The road was made easy for the fuel administrator. He was given a resolution for postponement or modification of the order, by Democratic objection to unanimous consent.

From that time on Republicans took the lead whenever opportunity offered and scored the Administration for incompetency in permitting the railroad congestion to develop and in failing to take prompt action. The measure they demanded was more "substantial" because they had to endure a long and arduous struggle with the men who have been drafted into military service.

The order created general consternation, however, cannot be denied. Spoken for by the industries of Maine and New England contained that many of their industries were operated by the fuel and coal. The order was a blow to them, however, that the order did not admit of such exception.

On the other hand, Representatives of Louisiana, one of the two States west of the Mississippi included in the order, asserted that many of their mills used the fuel and coal in turn used for domestic uses. If these industries were closed down, it was said, domestic users would be obliged to draw upon the coal supply. The order, it was contended, would be a blow to the domestic output; but the Administrator held that there could be no discrimination, even in such a case. Thus it developed that what the fuel director intended was that at an actual stoppage of industrial production for the number of days set forth in the order.

STOP PRODUCTION—MORE CARS
Will the plan work? Nothing succeeds like success. And evidently the fuel administrator is a man who is undoubtedly co-operating with the director general of railroads, and possibly with some of the big railroads themselves, are helping for the success of this campaign.

It is interesting to note that the fuel administrator has been informed that the main reason for the order was the clogging of the railroad tracks in the vicinity of New York, which have been waiting for their tanker coal.

A glance at the map of the United States, with its forty-eight States driving their foodstuffs and their industrial products into the market, will convince the observer that something in the nature of the gorge at Niagara in winter would be likely to exist under abnormal transportation conditions. If all ports along the coast were favored equally with New York, the port of New York, with its facilities, with its superior in some respects to those of New York or the less favored ports of Boston, Baltimore, Norfolk, Charleston, Savannah and Jacksonville, the situation would be different. Distribution of rail and water in normal times would be easier, and in abnormal times would certainly relieve the fierce pressure at one point.

It is believed in the situation which actually confronted the railroads under the war board management when the coal-going service was certainly unsatisfactory, and under Director General McAdoo, when conditions grew worse. No President has ever done such daring things as has President Wilson. No one ever had such power as Congress has conferred upon the President. Perhaps no President, in recent years at least, has had so daring and resourceful a right-hand man as President Wilson has had in Secretary McAdoo.

Therefore, the gorge being formed at New York, whether due to incompetent generalship or not, the argument seems to have been that relief could be secured only by holding back any further pressure upon the railroads until the gorge at New York could be cleared away.

The Administration is working, notwithstanding the many charges of car-wastage and card idleness, the car stagnation due to the use of cars for storage purposes, that have come up from all sections of the country.

The administration has stirred upon a hornet's nest; more than that, it has roused the American lion almost to a state of rebellion. But it has staked its chances for getting relief to the ships and to the men across the seas upon its ability to clear the American railroad tracks. Secretary McAdoo has gone further and declared his readiness to utilize the canals and waterways if it shall be found advisable to put them to public use.

NEGLECT OF PHILADELPHIA'S PORT CAUSES NEEDLESS DELAY AND COST

Investigation of conditions in the port of Philadelphia has shown that the United States Government authorities responsible for shipping munitions and war supplies to Europe have not used the facilities of this port to capacity.

Authorities on conditions in eastern seaports of the United States have agreed that the eastern freight tangle could have been largely avoided or relieved by the use of the port of Philadelphia.

Mayor Smith has ordered Director Webster, of the Department of Wharves, Docks and Ferries, to take action to have the port of Philadelphia used for the relief of the freight conditions and to get supplies to the United States troops in France.

The following is a composite comparison of the ports of New York and Philadelphia as assembled from interviews given by leading authorities on the question:

NEW YORK Can handle all the ships now plying between the United States and Europe. Requires lighterage for virtually all freight handled because of location of railroad termini.

Lighterage charges add from thirty cents to \$1 a ton to freight charges. Delay caused by lighterage. Is ninety miles further from the western supply centers.

From five days to two weeks' delay caused by rail congestion in the extra ninety-mile haul. Piers piled high with freight that cannot be moved.

Use of Port Vital to End Freight Jam by British Fleet

Continued from Page One not taking the step, for the reason that they have not answered us. We have received no reason from them for not making use for ports outside of New York.

NO REASON FOR CONGESTION
"There is no doubt that ships which have been diverted to this port from New York in the self-evident manner in which congested conditions can be cleared up. There is no reason in the world why freight should be delayed five days or more in shipment between Philadelphia and New York when that same freight can be unloaded, stowed and placed on ships without the trouble, delay and expense of lighterage. An extremely small part of the cargoes going through New York can be placed upon the ships without lighterage.

Director Webster, of the Department of Wharves, Docks and Ferries, is handling the situation in an able manner. I understand that he has been in communication with Washington and has arranged for a conference on the subject of the freight tangle. Philadelphia, Mr. Webster has all the freight tangle tips and is well able to place the ports case before the Shipping Board's advisers.

The Maritime Exchange is backing him and will back him in every move he makes to let us help the nation through the port of Philadelphia. There is no other way out of the freight tangle that has so long bothered the eastern freight termini for several months.

BOULEVARD BACKS UP WEBSTER
Mr. Albrecht agreed with Mr. Houton that Director Webster was well able to handle the situation. However, he pointed out that it could be done for all the organizations of Philadelphia to stand behind the Director in the carrying out of the campaign.

Mr. Houton president said that the commercial emergency committee of transportation of the Allied Trade Unions, of which he is secretary, would take action in the matter. Ernest T. Briggs, president of the Chamber of Commerce and chairman of the committee, and N. B. Kelly, secretary of the chamber and vice chairman of the committee, are the men who will be in charge of the campaign.

"I will start at once," said Mr. Albrecht, "in having action taken by our committee. Within a day or two I will have the committee in session. Mr. Kelly to find out the committee and the next meeting of the committee will be Friday. I think that something should be done immediately. I think we may be assisting the other side of the street for the committee so that Director Webster may take with him to Washington our support. It is highly advisable that the board of industry in to get coal all the interested organizations of the city.

"There is no reason at all why Philadelphia should not be used in this emergency," said Mr. Kelly, "and it is in Washington cannot see more than that at a time. Their scope of vision is limited to a small circle.

"Evidently the proposition in this freight tangle of industry is to get coal to the ships in New York and to clear up the freight tangle. This is not going to prove to much advantage, though. The only way to get relief is to remove the cause, if they keep piling in to get coal in again with trainloads of goods to New York, the same condition will result again.

"GET DOWN TO BUSINESS"
"The thing to be done now is to profit by the situation and get down to the business of working out a plan of the line of least resistance. One end of that line is in the port of Philadelphia.

"When I think of what should be done I have all that I can do to keep from being profane. It certainly is a mystery why the advantages of this port are not being taken. It is a mystery why the advantages of this port are not being taken. It is a mystery why the advantages of this port are not being taken.

The beginning of Railroad Director General McAdoo's drastic demurrage order today gave another reason for the avoidance of delay by the use of the port of Philadelphia. Beginning today's demurrage is given forty-eight hours to unload cars. Demurrage charges start on the third day at \$4 a car. One dollar a day additional for each day after the eighth day, when it charged until which rate holds for all succeeding days.

BURY M'AVOY WEDNESDAY
Services at Home of Former Downtown Political Leader

Funeral services for Thomas B. McAvoy, president of the McAvoy Petrol Refining Company, and a South Philadelphia leader before that section came under the domination of the Yarns, will be held at 2 o'clock Wednesday afternoon. The services will be held at his home, 1231 Dickinson street, where he has just died.

Mr. McAvoy, who was eighty years old, was a member of Common Council from the Twenty-sixth Ward from 1881 'till 1891. He then served two terms in the Assembly and was a member of the Masonic fraternity and a charter member of the East End Populists Club. He is survived by two sons and three daughters.

WILMINGTON TO BUILD 1000 WORKERS' HOMES

Government Will Lend \$2,400,000 and Residents Will Furnish \$600,000

WILMINGTON, Del., Jan. 21.—In accordance with the demand for houses and the necessity for speeding up shipbuilding and other industries here in which the Government is interested, the Wilmington Housing Company, which is a corporation of Government and in building has decided to erect 1,000 workers' homes to be built. The first plan was to erect buildings to the value of \$1,000,000, of which amount residents of the city were to contribute \$600,000. The Government was to lend \$2,400,000. It has now been found that at least 1,000 new homes must be erected, and it has been decided to increase the value of the city and the Government will lend \$2,400,000.

Every shipbuilding plant in this city could use hundreds of additional men if the could be housed. The Wilmington Housing Company erected a large building factory near an industrial zone and turned it into a building plant for a number of houses. The plan is to build the houses in order to hold the men. It is said the men could be situated if there were houses for them. It is believed that the Wilmington Housing Company will encourage large construction to build here.

It is not believed certain that unless drastic measures are taken to cut down on Government after the present day suspension order ends tomorrow night only such industries as have contracts for work could operate. It is believed that the Government will encourage large construction to build here.

The best showing this far has been made at southern Atlantic ports, where 4,770,000 bushels of lumber coal has been delivered and is ready for loading, with 10,000,000 more tons en route. At one port more than 25,000 tons were delivered Sunday.

Northern Atlantic ports are exporting 400,000 tons during the next few days and a twenty-four-hour loading schedule will be continued during the period of industrial suspension in the East.

With the steady weather and promise of only slightly warmer, if any, came in reports to the fuel and railroad administrations as a discouraging factor in movement of cargoes during the next forty-eight hours.

"Industrial America has done her part," she went up to the weather and the fuel administration today. All emergency men are centralized on the tremendous transportation problem.

To reach the exact results of the Government's suspension order, the Wilmington Housing Company announced Director General McAdoo to suspend on the ground of a committee members promised a concrete plan of the fuel and transportation crisis which McAdoo Saturday admitted had been little relief since Government control went into effect.

It is the claim of some that McAdoo sought to relieve the freight jam by shutting industries instead of using a more direct route—placing an embargo on nonessential freight shipments, as advocated by the fuel administration. Now officials say the slowdown order will result in only moderate relief from the coal slump and the embargo will be necessary in addition—five days late.

Spirited Fights Due in Congress
Continued from Page One

The influence of his personality in the forthcoming political storm. Senator Stone's speech will serve as a challenge to the Republicans who have been attacking the fuel administration about conduct of the war. They plan to discuss Secretary of War Baber, Fuel Administrator Garfield and others, while the Administration in matters of coal, fuel and railroads.

The Democrats propose to charge the Republicans with making campaign matters out of the radio operator. Brown kept sending his O. C. calls until the dynamo was shut down, when he went to the bridge and kept up communications with the radio operator. Chief Postmaster's State Chief Hosiak, U. S. N., who was in command of the guard, has been commended for the handling of the radio operator. President's duty and the results obtained from the crew. The members of the guard also have been commended.

SHORT LINE RAILS PLEAD FOR BUSINESS
Protests Against Exclusion From McAdoo Program to Be Taken Up by Senate

WASHINGTON, Jan. 21.—Short-line railroads in America are all vigorously protesting against Director General McAdoo's plan for Government control of the railroads.

Members of the Senate Interstate Commerce committee, who were preparing to question Director General McAdoo along this line further today if he finds it possible to make the radio operator's protest.

Following announcement Saturday by McAdoo that short-line railroads would be excluded from Government control, the owners of short lines began flooding the offices of the committee with protests. It is contended by short-line owners that if they are segregated from the remaining railroads it will mean disaster for them.

T. P. Barrett, receiver for a short line operating in the Pennsylvania coal fields, was in conference with Chairman E. D. Dixon, of the Senate committee, today. Barrett urged Senator Smith to impress upon McAdoo the fact that exemption of short-line railroads from Government control would be "grossly unfair."

Russia Faces Terror as Reds Hold Power
Continued from Page One

The Bolsheviks are now in a position to hold power in Russia. They have taken control of the government and are now in a position to hold power in Russia. They have taken control of the government and are now in a position to hold power in Russia.

Three Persons Asphyxiated
John Miller, sixteen years old, 819 North Fifth street; Harry Poole, sixteen years old, 5913 Chestnut street; and William Block, fifteen years old, 1825 South Sixth street, have been arrested on a charge of attempting to break into a subway tunnel at the corner of Fifth and Market streets.

Fight Coal and Snow to Win Coal Battle

Men Aboard Armed Liner Take Vessel to Port After Torpedo Attack

ALL STAND BY POSTS
Secretary Daniels Reveals Bravery of Men of the Armenia in War Zone

WASHINGTON, Jan. 21. Secretary of the Navy Daniels has made public extracts of a report illustrating the bravery of men aboard an armed liner, after the vessel had been torpedoed. The ship, the Armenia, was saved and taken to port after being attacked.

The Armenia was attacked early in December while proceeding, under convoy, through the war zone. Men of the armed guard were at the guns and on watch when, at night, a wireless message reported the torpedoing of a ship at another place. The commander of the guard instructed the men to increase their vigilance, avoid any speaking tubes and to call to the bridge if a submarine was sighted. Shortly afterward the wireless message was canceled.

"Continuing," the commander of the guard stated: "With my binoculars I picked up a light on the port beam. I sang out to the mate, but got no answer. I called a second time, but still no answer. My mouth I saw a stream of water and rubbish shoot into the air about 150 feet. I saw a second stream of water and rubbish shoot into the air about 150 feet. I saw a third stream of water and rubbish shoot into the air about 150 feet. I saw a fourth stream of water and rubbish shoot into the air about 150 feet. I saw a fifth stream of water and rubbish shoot into the air about 150 feet. I saw a sixth stream of water and rubbish shoot into the air about 150 feet. I saw a seventh stream of water and rubbish shoot into the air about 150 feet. I saw an eighth stream of water and rubbish shoot into the air about 150 feet. I saw a ninth stream of water and rubbish shoot into the air about 150 feet. I saw a tenth stream of water and rubbish shoot into the air about 150 feet. 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I saw a hundred and first stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and second stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and third stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fourth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and sixth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and seventh stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and eighth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and ninth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and tenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and eleventh stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twelfth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fourteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and sixteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and seventeenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and eighteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and nineteenth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twentieth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-first stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-second stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-third stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-fourth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-fifth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-sixth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-seventh stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-eighth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and twenty-ninth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirtieth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-first stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-second stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-third stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-fourth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-fifth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-sixth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-seventh stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-eighth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and thirty-ninth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fortieth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-first stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-second stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-third stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-fourth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-fifth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-sixth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-seventh stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-eighth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and forty-ninth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fiftieth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-first stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-second stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-third stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-fourth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-fifth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-sixth stream of water and rubbish shoot into the air about 150 feet. I saw a hundred and fifty-seventh stream of water and rubbish shoot into the