E OF 50,000 ARINES SOUGHT

r General Barnett ges Increase Before Naval Committee

DY NOW INSUFFICIENT

ork Accomplished by Branch of Service Regarded by Many as Most Popular

By a Staff Correspondent

WASHINGTON, Jan. 28.

A movement is well under way to increase the strength of the marine corps to 30,000 to about 50,000 men.

Major General George Barnett, commandant of the marine corps recommended the increase to Congress last Thursday, when he appeared before the Naval Affairs Committee of the House of Representatives.

The movement is favored by a large number of Senators and Congressmen, who are highly pleased with the record of service and efficiency established by this branch of the armed forces.

Testifying before the House Naval Affairs Committee, Major General Barnett asserted that the marine corps needs at once approximately 15,000 more men to meet the navy's program of additional ships and men.

There are now a large number of marines in France, he said, the exact number he could not make public, and the program of sending a large number more over to co-operate with the army makes it desirable and necessary to increase the strength of the marine corps.

General Barnett went over with the committee in detail the number of warships called for in the navy's program, how many marines it would be necessary to place aboard each vessel, and demonstrated to the full satisfaction of a majority of the committee members that the 30,000 men now in the marine corps will not be sufficient to man all the ships with the quota of marines, much less spare many thousands more for service in the trenches in France.

The committee will keep this testimony of General Barnett in mind when it begins framing its annual appropriation bill shortly, and the prospects are that the marine corps increase will be recommended by the committee to the House.

The marine corps, in the minds of many the most popular branch of the armed forces of this country, has been more than trebled in strength during the last eighteen months. Previous to August, 1916, the total strength of the corps was 10,000 men.

On August 29, 1916, Congress increased the enlisted strength from 10,000 to 15,000 men and authorized the President in case of emergency to bring the increase up to 17,400.

When the emergency came, after the declaration of a state of war with Germany, the President authorized the enlistment of the corps up to 27,400. On August 10 last Congress authorized still another increase of the marine corps to 30,000.

The strength of the marine corps now is 33,000 men and 3000 reserves, a total of 36,000 men. Although the law only authorizes a strength of 30,000 men, General Barnett has taken advantage of the fact that during several months shortly after the big increase authorized they were far less than 30,000 men enlisted when left a balance of authorized pay over sufficient to now pay more than the authorized strength.

Before August, 1916, there were only 342 officers in the marine corps. There are now 1230. An ironclad rule has been laid down that all future officers of this corps must come from the ranks. This bars the way to all outsiders who may wish to obtain a commission in the marine corps through taking an examination, such as is done for the army.

The enlisted ranks of the marine corps are full and the recruiting branch of this service has thousands of applications on hand from men waiting for an opportunity to enlist. In this way the service is able to choose its men and obtain men of the highest physical and mental fitness.

While it has been difficult, in some instances, to obtain men for the army and navy, the marine corps has experienced no trouble in trebling its strength, and establishing a reserve and waiting list.

NEW TRAFFIC PLANS MADE AT CAPITAL

WASHINGTON, Jan. 28.—With thousands of industries and business houses closed throughout the country today—the second "heatless holiday"—snow and cold swept the eastern seaboard, clogging freight.

The heaviest snowfall of the winter hit this section—six inches by 7 o'clock—stopping street cars and all other traffic.

The railroad administration was again considering new measures to cope with the increasing congestion caused by a revival of the cold and snow throughout the east. Delayed passenger trains are being taken off at some points, embargoes on unessential freight are in voluntary effect on most of the eastern lines and official embargoes, ordered last week, will be continued until after the present disturbance is over.

BALTIMORE, Jan. 28.

The worse blizzard experienced in nineteen years hit Baltimore today. Snow which began to fall early this morning had piled up to over one foot on the sidewalks at 9 a. m. Street car traffic was demoralized.

NEW YORK, Jan. 28.

New York was in the grip of one of the worst storms of the winter today, as it observed the second heatless Monday prescribed by Fuel Administrator Garfield. The storm assumed the proportions of a blizzard. Movements of [illegible] across the North River were completely halted. The harbor was clogged with ice floes.

The fuel administrator's order was observed even more today than it was a week ago. Practically every business was closed. Only a few office buildings remained open and they were those housing firms granted special exemption.

Theatres remained open, but will be closed tomorrow.

CHICAGO, Jan. 28.

A heavy snowstorm which threatened to paralyze traffic and industries in the Middle West ushered in the second "heatless Monday." Several inches of snow already has fallen and will continue to fall throughout today, according to the official weather prediction.

[illegible] the organization in bottles with [illegible] shows this month, it is [illegible] will be able to prevent a complete tie-up of traffic.

[illegible] today are finding difficulty [illegible] through and many trains [illegible] hours late. All traffic on the Chicago, Milwaukee and St. Paul [illegible] Milwaukee has been suspended. Westbound continental trains [illegible] at Corliss according to [illegible] Milwaukee today. Trains [illegible] and West are being diverted [illegible], but incoming trains [illegible] are arriving behind

Peace Talks Mask for Big Teuton Drive

Continued from Page One

Information has been received from Amsterdam that the German submarine fleet is being overhauled and fitted out with heavier guns and that new units are being added to it. Germany may even risk sending out her high seas fleet to give battle to the British fleet, while the submarines concentrate against merchant shipping.

With the sea drive and the land offensive under way in France and Belgium it is probable that the Austro-German armies in Italy will renew their blows in that theater of war. This is confirmed to some extent by news from Geneva that the bad weather on the Italian front has interfered with plans for Germany's "general winter campaign."

ALLIES ARE PREPARING

While the Germans have been reorganizing their army on the western front, putting young soldiers of the shock troop type in the first lines and moving men into Belgium from Russia, the Allies have been working feverishly preparing for the expected blow.

Both the French and British war office reports of the last few days show that there has been a partial rearrangement of the Allied armies in the west. The French now hold the extreme northern end of the line on the Belgian coast while the British front has been extended southward to a point below St. Quentin.

The Nieuport sector (on the west Flanders front) which the British held for three years and where their gallant stand held back the Germans from Dunkirk and Calais has been taken over by the French. They are supported by Belgians.

Sandwiched between two sections of the British army on the Franco-Belgian frontiers are the Portuguese.

The French forces in Champagne (the district immediately west of the Argonne forest) have been greatly strengthened in view of the possibility of a German stroke in that sector.

It is virtually confirmed that forces of Austro-Hungarian soldiers have reached the west, but the Germans are not placing them in positions of importance. They are generally used as supports in "quiet sectors."

BAKER FORECASTS BIG U-BOAT DRIVE

WASHINGTON, Jan. 28.

Secretary of War Baker believes that Germany not only is preparing for a big drive on land, but that the "most powerful offensive hitherto undertaken" is to be made by submarines.

"As the time draws near when once again the enemy will endeavor to strike a decisive blow in the west," Secretary Baker stated in his weekly review of the military situation, "it must be emphasized that he will not be content with mere military operations on a large scale.

"During the last fortnight enemy submarines have been recalled to home ports to be refitted and the most powerful submarine offensive hitherto undertaken may be expected to be launched against our lines of communication with France, to interrupt the steady flow of men and munitions for our army and food supplies for the Allies."

WEST FRONT ACTIVE

In connection with Mr. Baker's statement of the withdrawal of enemy submarines, it was pointed out that decreased losses to shipping during the last few weeks have been reported, and the war secretary's review has given as the official explanation of it. The review adds:

"During the period under review renewed activity along the entire western front is noted.

"The region bordering the North Sea has once again become the scene of severe fighting.

"A carefully co-ordinated operation undertaken by British monitors, acting in concert with land batteries in the area north of Ypres, subjected the German defenses of Ostend and surrounding country to a severe bombardment.

"No infantry action was attempted in this sector by the British, but later in the week the Germans reacted sharply and directed a strong assault against the short sector of the line in the dune area which fringes the coast in the vicinity of Nieuport. This attack, which must be considered something more than a simple raid, broke into the French lines, and for a brief period the enemy detachments were able to hold their ground in the advanced French outposts. The French speedily brought up fresh forces, drove out the enemy and were able to re-establish themselves in their former positions without difficulty.

"In the Italian theatre the importance of the successful French assault in the region of the Monte Tomba three weeks ago is proved by the retreat of the enemy in this area.

"The enemy has abandoned an extensive tract of terrain north of the Monte Tomba, extending to the Piave. The Austrian lines now rest on the Monte Spinoncia.

ITALIAN KEY RELIEVED

"It would appear that the enemy has for the time being abandoned his attempt to break through this channel to the plain.

"The Austrians, while still strong in this sector, nevertheless no longer directly threaten the key positions of the Italian line. Increasing liveliness of enemy artillery in the Val Lagarina is recorded. It is apparent that the Austrians are carrying out their plans of shifting their center of attack further to the west.

"The Val Lagarina offers peculiar attraction for an invasion of Italy. It is a classic path of invaders coming from the north. We may expect that should the opportunity seem favorable the enemy may attempt an operation in this area.

"In Russia peace negotiations have continued with frequent interruptions.

"The victory of the British over the Turkish naval forces off the Dardanelles must be mentioned as an event of especial military significance.

"Observers coming from Constantinople very recently informed us that as long as Constantinople remained under the guns of the former German cruisers Goeben and Breslau, the Turks would necessarily continue under the domination of the Germans."

WEKERLE REORGANIZES HUNGARIAN CABINET

AMSTERDAM, Jan. 28.—The resignation of the members of the Hungarian cabinet has been accepted by King Charles, who has charged Premier Wekerle with reorganization of the ministry. The reorganized cabinet is as follows:

Minister of the Court—Count Aladar Zichy.

Instruction—Count Albert Apponyi.

Defense—General Alexander von Szurmay.

Interior—Johann Toth.

Croatia—Karl Unkelhausser.

Justice—Wilhelm Vassonyi.

Commerce—Joseph Szivereny.

Without portfolio — Bela Foeldes, Count Moritz Esterhazy and Prince Ludwig Windisch Graetz.

MAN SHOT DEAD IN ROAD

Caught in Ambush Near Mahanoy City, Police Believe

MAHANOY CITY, Pa., Jan. 28.—Shot through his neck from ambush, Charles Schwartz, thirty-two years old, married and with one child, was found dead, between this city and Jacksons.

That he was murdered the authorities have no doubt, his watch and money were undisturbed. The man left town late Saturday night to return to his home in Pleasant Hill, a mile in the opposite direction from which the body was found. How he wandered so far out the locality of his assassin are [illegible]

"GREAT SNOW OF 1717" RECALLED BY BLIZZARD

Cotton Mather Wrote Description of Storm in Letter to Friend

MANY CATTLE PERISHED

Surprising Tales of Survival of Sheep, Swine and Poultry Buried in Drifts

The blizzard which is sweeping the country today recalls the famous blizzard of 1717 when the various settlements in Massachusetts were struggling against hunger, pestilence and hardships and laying the foundations for the United States of today.

In a letter to a friend in England, Cotton Mather, the celebrated minister of Massachusetts, gave a vivid description of "the Great Snow of February, 1717," which critics have declared to be one of the best descriptions of a severe winter ever handed down by a New England writer of two centuries ago. Some extracts from this description follow:

"On the twentieth of the last February there came on a Snow, which being added unto what had covered the ground a few days before, made a thicker mantle for our mother than what was usual: And ye storm with it was for the following days so violent as to make all communication between ye Neighbors everywhere to cease.

"People for some hours, could not pass from one side of a street unto another. But on ye Twenty Fourth day of ye month, comes Pelion upon Ossa: Another Snow came on which almost buried ye memory of ye former, with a storm so famous that Heaven laid an Interdict on ye Religious Assemblies throughout ye country on this Lord's Day, ye like whereunto had never been seen before.

"The Indians near an hundred years did affirm that their Fathers never told them of anything that equaled it. Vast number of Cattel were destroyed in this Calamity. Whereof some there were of ye Stranger sort, were found standing dead on their legs, as if they had been alive, many weeks after, when ye snow melted away. And others had their eyes glazed over with ice at such a rate, that being not far fro ye Sea, their mistake of their way drowned them there. One gentleman on whose farms were now lost above 1100 Sheep, which with other Cattel, were so interred (shall I say) or hooved in the snow, writes me word that there were two Sheep very singularly circumstanced. For no less than eight and twenty days after the Storm, the People rolling out the ruins of above an 100 Sheep out of a Snow Bank, which lay 16 foot high drifted over them, there was two found alive, which had been there all this time, and kept themselves alive by eating the wool of their dead companions. When they were taken out they shed the [illegible] own Fleeces but soon got into good Case again. Sheep were not ye only creatures that lived unaccountably for whole weeks without their usual sustenance, entirely buried in ye Snow drifts.

"The Swine had a share with ye Sheep in strange survivals. A man had a couple of young Hogs, which he gave over for dead, but on the twenty-seventh day after their Burial, they made their way out of a Snow bank, at the bottom of which they had found a little Tansy to feed upon. The Poultry as unaccountably survived as these. Hens were found alive after seven days; Turkeys were found alive after five and twenty days, buried in ye snow, and at a distance from ye ground, and altogether destitute of anything to feed them. The number of creatures that kept a Rigid Fast shut up in Snow for diverse weeks together and were found alive after all, have yielded surprzing stories unto us.

"The Wild Creatures of ye Woods, ye outgoings of ye Evening, made their Descent, as well as they could in this time of scarcity for them towards ye Seaside. A vast multitude of Deer, for ye same cause, taking ye same course, & ye Deep Snow Stoolling them of their only Defence, which is to run, they became such a prey to these Devourers, that it is thought not one in twenty escaped."

Baker Faces Critics: Tells of Triumphs

Continued from Page One

and where they have happened we have attempted to remedy them.

"The largest purpose of my appearing here is to urge that every citizen realize that this is their enterprise and to ask of you and of every citizen criticism, and when shortcomings are pointed out to you I ask you instantly to report to me that I may search out the blame.

"Mr. Chairman, you made an address in the Senate. It was at the conclusion of an investigation of two divisions of the War Department, the Ordnance and the Quartermaster General's. In that investigation some shortcomings and delay were brought to the attention of the committees.

"The heads of these two departments were in the midst of a great undertaking, and it may not be unfair to say the findings of the investigation assumed a disproportionate aspect in relation to what has been going on and what has been done."

Secretary Baker insisted that he had tried to be entirely frank in his previous testimony.

INVITES QUESTIONS

"I find the impression exists that I was 'fencing,'" he said. "I regret that very much. It was not my intention. I am here now with no hurriedly gathered data. I am here to mak a compendious statement." He urged the committee to ask him any question it wished and to go into every phase of the War Department's work.

Mr. Baker went first into the reported neglect of sick patients and the inhuman treatment of dead soldiers in the training camps.

He referred to the letters read to the Senate by Senator Chamberlain last Thursday. He declared they aroused every instinct of indignation and resentment in him.

"I wanted and I want now to find out who was guilty of this inhuman treatment in order to punish them," he said with vigor. He added that Senator Chamberlain had promised to give him the names of the authors of the letters.

Secretary Baker declared that considering the large number of men under arms, the number of complaints of this kind had been relatively small, "not more than a dozen and a half."

FALSE ALARM IN BLIZZARD

Police Seeking Culprit Who Pulled Box at Third and Walnut Streets

Police are searching for the practical joker who pulled a fire alarm box at Third and Walnut streets shortly after 10 o'clock this morning, at the height of today's blizzard.

An alarm at this point calls out six engine companies and three trucks. The horses and the men suffered greatly in responding to the alarm. On several occasions the horses narrowly escaped falling.

"I'd like to get that guy," muttered one of the firemen as the apparatus slowly pulled away.

ODIOUS COMPARISONS

MONDAY, MARCH 12, 1888	MONDAY, JANUARY 28, 1918
Weather forecast—"Looks like rain."	Weather forecast—"Cloudy and colder, probably snow."
Storm began Sunday.	Storm began Sunday.
Maximum wind velocity; sixty miles.	Maximum wind velocity; forty miles.
Snow fall; 10.2 inches.	Snow fall; 11.2 inches.
City isolated except for two wires in Press office.	A few wires down to South and West.
No food entered city room Monday until Thursday.	Heatless and half foodless day. Couldn't sell it if we had it except half a day.
Street cars moved on third day. No mail for two days.	Street cars moved intermittently all day. Fueless day and cars on Sunday schedule anyhow.
	Mail service O. K., but slightly delayed.

RECORD SNOW STORM TIES UP CITY, STATE AND NATION

Continued from Page One

and the postmen found no cars to deliver the mail to various streets of the district. Finally some milk sleds came along and the United States mail and its carriers covered the routes "with the milk."

Down town the situation was little better. At the corner of Sixth and Chestnut streets no cars were in sight up to and past the hour of seven. From that time till nine only a couple of No. 18 cars passed, and seven 51's and 13's and an odd 42 or so.

There were no cars on Sixth street at all up to 9 o'clock. One car took from 7:45 until 9:15 to get from Twelfth & Montgomery to Sixth and Chestnut this morning.

SNOW PLOWS OUT

Fourteen snow plows were put to work by the Street Cleaning Department yesterday at 5 p. m. and they continued work today. The snow is piled on the sides of the streets and the city officials say that while they have 1100 men at work at street intersections, it is very hard to get them to work steadily. No teams are at work at all nor will they be put to work until the snowstorm abates a little. The city had men at work this morning clearing the plazas around City Hall, but the snow piled up almost as fast as it is cleared away.

Weather Bureau reports the current month the heaviest January in snowfall on record. So far it has been 22.2 inches. The only fall approaching it was in January, 1893, when it was twenty inches. The only fall of any month exceeding it was in February, 1899, when it was 21.5 inches and in December, 1909, when 22.4 inches fell.

The temperature was twelve degrees at 8 a. m. and 11 degrees at 7 a. m., the lowest so far today.

TODAY'S SNOWSTORM RECALLS 1899 BLIZZARD

The Blizzard of 1899, which today's storm in a measure recalled, was referred to in one of the Weather Bureau reports as follows: The storm of February, 1899, will be as memorable as the March blizzard of 1888. On February 11, all previous records of low temperatures were broken in nearly all sections of the State, and during the latter part of the day a severe snow storm, accompanied by high winds, set in, and by the morning of February 12, railroads and trolleys were so badly blocked that transportation of all kinds was almost suspended. The storm continued with unabated energy throughout February 12 and 13, during which time traffic was at a standstill. The snow was piled up in high drifts and cities and towns were completely cut off from outside communication except by wire, and the streets were almost impassable to pedestrians. There being no heavy lodgement of ice snow on the telegraph lines, tlegraph and telephone service was but little interrupted. Many employes were unable to reach their places of business in the cities and in the coal regions mines were shut down because the miners were snowbound in their homes. As each locality was entirely dependent on its own resources, food and coal famines were feared, but fortunately neither occurred to any serious extent, although the local distribution of food and coal was attended with extreme difficulty. The snow fall was greatest in the southeastern section of the State, where it averaged about twenty inches.

NEW 8-INCH FALL IN CHESTER COUNTY

WEST CHESTER, Pa., Jan. 28.

With eight inches of snow already fallen since early last night and still falling thickly, being driven by a high wind, Chester County is in the grip of the elements today. There was a fall of six inches on Saturday, and this, coupled with the present storm, is causing much trouble. Every trolley line out of the borough is tied up and steam-road trains are running behind schedule. Country roads are blocked in the cuts and low places and travel by team is impossible. A number of large motor-trucks from Philadelphia got through early today, but are stormstayed here.

SNOW BLOCKS COAL TRAINS AT POTTSVILLE

POTTSVILLE, Pa., Jan. 28.

A heavy snowstorm from the East, which began in the early morning and continued through the day, has almost completely tied up railroad traffic, so far as the transportation of coal is concerned. Most of the collieries are crippled in consequence and some of them had to suspend. Among the latter are the Locust Spring, Mahanoy City and Plank Ridge collieries.

Much difficulty is experienced in moving trains out of the classification yards, for cars are derailed by the snow.

Hundreds of men are engaged shoveling the snow from the tracks leading to the mines, with the hope that they may be kept sufficiently clear to move cars from them.

LANCASTER, Pa., Jan. 28.

A blizzard, which has been raging here since midnight, has converted this section's fueless day into a traveless day, also. Trolley cars on the suburban routes are snowed in. Snowplows are held fast in drifts and the city lines are being slowly clogged so that the trams cannot move. Country roads have been drifted to the depth of four feet in some places, making communication with the rural districts impossible.

ALTOONA, Pa., Jan. 28.

With a snowfall of more than two feet in the past four days, the main line of the Pennsylvania Railroad was almost at a standstill today. Hundreds of shopmen were shoveling snow to open the yards. Street cars here were not able to move.

SNOW ADDS TERRORS TO TROLLEY TRAVEL

Lines Blockaded and Hapless Passengers Held Up for Long Intervals

TRANSIT 'BANANA LINE'

So Dubbed Waiting Hundreds, Because Cars Come in Bunches When They Move

It was lucky that today was workless Monday.

Otherwise, the Philadelphia Rapid Transit Company would have had a herculean task on its hands—that of getting thousands of Philadelphians to work on time. It was a fortunate coincidence that today's blustering blizzard hit the city on a heatless holiday when most of Philadelphia slept an extra hour and then sat by a fire, instead of braving the weather to go to work.

Only an unlucky few, comparatively, had to breast the blizzard in the lone trolleys that were confronted by one of the heaviest snowfalls in the history of the city. P. R. T. snowplows were rushed to the rescue and they excavated lines of communication between Mr. Clerk and Miss Stenographer and their jobs; but it was tedious traveling, with the ever-present threat of being snowbound in some huge drift.

The elevated line, which was clogged with humanity last Monday because of the unexpected number of West Philadelphians who have to work on Mondays, operated more smoothly today than did any other line in the city. More plentiful trains and the fact that the "L" is not bothered much by blizzards made it a pleasure to be able to change from snow-tangled surface cars to the "L."

The surface lines feeding the elevated-subway system were dubbed "banana lines" this morning by waiting hundreds because the cars came in bunches. As each snowplow churned down the street, spraying aside the "beautiful" in a white shower, cheers greeted the string of cars that invariably followed in its wake. Usually it was three or four cars that crowded along behind the snowplow, following close to the leeward to take advantage of the aisle cut in the deep snow.

Then usually there was a thirty-minute wait for the next bunch of cars.

Some trolley patrons became impatient and walked many squares to where they could grab an elevated train; that is, they stumbled, slipped, slid, plowed and groped their way through the blinding snowswirl.

Sixtieth street looked like one of the beaten trails to Mecca, leaving out the snow. The middle of the street, where the electric snowplows had cut a pathway in the drifts, was black with "pilgrims" trudging northward and southward and meeting at the haven of the "L" station. They chose the middle of the street because there was no danger of being run down by traffic and also because the sidewalks were well-nigh impassable. This being workless Monday as well as a heatless holiday, hardly anybody thought it worth while to get up early and shovel away the snow.

The curtailed heatless Monday schedules of the Pennsylvania Railroad, Philadelphia and Reading Railway and Baltimore and Ohio Railroad were sufficient to take care of the morning's commuters. Most of the trains were late, however.

Worry Causes Farmer's Suicide

YORK, Pa., Jan. 28.—Harry Landis, twenty-four years old, a farmer who several years ago by recklessly driving an automobile ran over and killed Bruce Arnsberger, fifteen years old, committed suicide yesterday by shooting. The killing of the boy, it is said, preyed on Landis's mind and caused him to end his life.

Wide Labor Reforms Demanded in Germany

Continued from Page One

abled soldiers, calculated to insure them and their dependents adequate care between the time they are discharged and the time they are fully re-established as private citizens.

CZERNIN'S OVERTURES STIR JUNKERS' ANGER

AMSTERDAM, Jan. 28.

German annexationist organs fairly outdid themselves in denunciation of Count Czernin, the Austro-Hungarian Foreign Minister, for his hint of negotiations with President Wilson. The climax was in the concluding statement of an article in the semiofficial Cologne Gazette that Count Czernin had sent the text of his address to President Wilson in advance of its delivery.

"Count Czernin's offer to open negotiations with Wilson endangers Germany's life and interests," declared Count von Reventlow, foremost advocate of Prussianism.

"We do not trust Czernin," commented the Taegliche Rundschau.

The newspaper Die Post heads its violent attack on the Austro-Hungarian Minister "Czernin's Fraternal Kiss for Wilson."

RHENISH DISTURBANCES SHOW CRISIS IS GRAVE

By J. W. T. MASON

NEW YORK, Jan. 28.

Reports of disturbances among the German workingmen in Rhenish industrial districts are very significant of the increasingly serious labor situation within the Central Empires.

The Rhenish province is the seat of Germany's iron and steel industries. It is where the principal munitions for the German army are manufactured. The workingmen at these plants have been treated with unusual consideration by the German Government during the war. Not only have their wages been raised, but special food concessions have been given them and every effort has been made to keep their efficiency up to the highest level.

Disturbances among these men are second in importance only to outbreaks among the soldiers themselves. A general strike in the Rhenish industries would result in an immediate stoppage of guns and ammunition for the Kaiser's armies. The only reasons for such disturbances would be an inability on the part of the Government, because of food shortage, to continue giving the munitions workers preferential treatment and the development of a despairing spirit of war weariness, coupled with resentment against the militarists' manner of conducting peace negotiations.

The Rhenish workingmen are largely Socialistic, and it is natural to assume they have been greatly influenced by the denunciations of Count von Hertling's imperialistic policy uttered by Socialist leaders of the Reichstag. The only influence Herr Scheidemann, Doctor Ebert and other leaders can exert on the Government is through the response of Germany's Socialist workingmen to these criticisms. If the Government feared no response it is a safe assumption that the Socialist critics of the Kaiser's peace spokesman would now be in jail.

Only last week, however, a Berlin newspaper was suspended for suggesting that the Socialist leaders be subjected to court-martial proceedings. This unprecedented consideration for the feelings of the Socialists must be due to uneasiness in governmental circles as to what the Socialists might do next. The disturbances among the Rhenish workingmen may be the answer.

Meatless Days
Wheatless Days
Heatless Days

But just so long as we do not reach the

Eatless Days

Come to the

Hotel Adelphia
Chestnut at 13th

BONWIT TELLER & CO.
The Specialty Shop of Originations
CHESTNUT AT 13TH STREET

For Tuesday

Pre-Inventory Sale

The Entire Stock of

Women's and Misses' Winter Wearing Apparel

Regardless of Cost

Women's Velour and Plush Coats (fur trimmed)	16.50
Women's Plush Coats, large fur collars and bandings	22.50
Women's Velour Coats, coney and nutria fur trimmed	25.00
Women's High-Grade Velour Coats, nutria collar	28.50
Women's Georgette, Serge and Crepe de Chine Dresses	25.00
Women's Afternoon and Evening Gowns, in silk nets, embroidered georgettes, crepe meteor and satin	35.00
Women's Afternoon and Evening Gowns, of chiffon velvet, embroidered charmeuse, crepe meteor and chiffon	45.00
Women's Burella Cloth Suits	22.50
Women's Velour and Burella Cloth Suits (fur trimmed)	28.00
Women's Advanced Model Suits, in velour	38.50
Women's Velveteen Suits, of the unusual type	50.00
Women's Blouses, of handkerchief linen, trimmed in copen blue; also plain white (very special)	7.50
Women's Voile Shirt, collar can be worn high or low	5.00
Women's Shirt, of moon-glo silk, in flesh or white	12.50

Final Millinery Clearance

Every Winter Hat in our stock, about two hundred and fifty winter hats. Regardless of former prices. For women and misses.

For Final Clearance, **3.50**

BONWIT TELLER & CO.
Individual Lingerie Shop
THIRTEENTH AND SANSOM STS.

For Tomorrow, Tuesday

Exposition de Blanc

Prior to Inventory

Much Below Regular Prices

Philippine Hand-Made Undergarments

Gowns	1.55	1.95	2.95	3.95	4.95
Chemise	1.50	1.95	2.95	3.95	4.95

Hand-made Philippine night gowns of sheer batiste, medallions of Colado embroidery.. 1.95 (Formerly 3.75)

Hand-made Philippine night gowns, sleeveless model. (Special) 1.55

Odd lot envelope chemise of crepe de chine..... 1.95 (Formerly 3.95)

Odd lot of bodices of crepe de chine and satin... .85 (Formerly to 1.50)

Crepe de Chine and Satin Undergarments

Gowns	3.50	3.95	4.95 to 22.50
Chemise	1.95	2.95	3.95 to 16.50
Bockers	1.95	2.95	3.95 to 13.50

Negligees and Housecoats

At Marked Reductions

Odd negligees and boudoir robes.....11.75 (Formerly 24.50)

Odd negligees (Formerly to 29.50).....16.50

Housecoats of heavy satin and soft taffeta..... 8.95 (Formerly to 14.75)

Evening Petticoats

Evening petticoats of wash satin, flounces of chiffon and lace, in flesh and white..... 2.45 (Formerly 3.95)

Silk Hosiery

"Bontell" pure silk hose, with lisle garter top.. 1.10 (Formerly 1.25)

Women's pure silk hose, in evening shades and shoe shades, also white..... 1.35 (Formerly 1.50)

"Bontell" Glove Silk Undergarments

"Bontell" glove silk vests, with ribbon shoulder straps. (All sizes) .....(Special) 1.35

"Bontell" glove silk bloomers, in pink only..... 1.75