

SHIPS, NO EXCUSES, HURLEY'S DEMAND

Calls on Vessel Builders to Put War Punch Into the Work

FALLING OFF IN MARCH

Washington, April 3.—"The American people want ships, not excuses."

This was the message which Chairman E. N. Hurley, of the United States Shipping Board, and Charles Piez, general manager of the Emergency Fleet Corporation have sent to every shipyard in the United States, and with it it became known that shipping board officials feel the shipbuilders of the country have not yet put the "war punch" behind their efforts.

"Please don't overestimate," the telegram urged, after asking for the prospects during April. It announced that the March estimate of 187,975 tons had been made on the promise of shipbuilders, who delivered only 166,700 tons.

Disappointment over the showing was the immediate cause for sending the telegram, and it also marked a new step in the policy of the shipping board. Officials declared that from now on responsibility will be brought down upon the persons who are at fault.

In discussing the telegram the chairman said it was his intention to find out exactly where the fault lay. "Perhaps it may lie with representatives of the fleet corporation, who are co-operating with the board," he said. "If so, we want to know it, and please to correct it. If there is any shortage of material, we want to know it, so we can take it up with the war industries board and prevent it happening again. We want the managements to examine carefully to eliminate any inefficiency or lost motion."

"Every man engaged in building ships ought to keep in mind all the time that he is working to back up the boys over there, and that it is up to the shipbuilder and shipworker to feed these boys who are giving their all in this war. If we all could get that idea, there would be no loss of production at any time."

"Two great factors are still missing in our work," was another statement made at the shipping board. "The never-yet-perfected organization to the highest point of efficiency, and the workers themselves have not begun to realize the vital importance of their part in the war. We want the spirit among the men to reach such a point that they will have the same feeling in driving home a rivet that the soldier does when he uses 'old steel.'"

"This personal obligation system will extend to every member of the shipping board and the Emergency Fleet Corporation. The president of each shipyard will be held responsible for the production in his yard; the foremen will have the task of securing 100 per cent efficiency from their crews, and each individual worker is expected to show maximum results."

Criticism Is Not Specific Although Chairman Hurley declared in his telegram that he was not satisfied with the March production, it was clear that he did not aim his message at any particular section of the country. The feeling was that sufficient time has been spent in preliminary work, and that from now on there can be no excuse for failure to "deliver the goods."

"We are particularly anxious that you and your organization should put forth a special effort during April," said the Hurley-Piez telegram in this connection. "We are anxious that you should keep us fully informed concerning all causes of delay encountered during this month. We are concerned with the entire program, but want April to break all records."

Shipping board officials were confident that the step they will have taken will bring results that will end the submarine menace forever. They believe that come in from the yards are to be compiled and analyzed. Officials expressed themselves as eager to remedy any defect that may be found. Regardless of the money, material and men required.

Here Is the Telegram Chairman Hurley's telegram follows:

"We are keenly disappointed in the amount of tonnage delivered by American shipyards during month of March and the slow progress made in many yards. Only twenty-two steel vessels, aggregating 166,700 tons, were delivered during that month and our minimum estimate was for 187,975 tons. Instead of this reduction from our estimate we should have had an increase. This estimate was made on promises of shipbuilders. Thirty steel ships were launched with a total tonnage of 219,411 tons. Eleven wooden ships were launched, amounting to 69,000 tons."

"We are particularly anxious that you and your organization should put forth a special effort during the month of April. We are anxious that you should keep us fully informed concerning all causes of delay encountered in building ships during this month daily by wire if necessary. We are concerned with the entire program, but want April to break all records."

Calls for Facts "Are the majority of your men doing a full day's work? Are you working overtime? Are you running a night shift or planning to do so? It is imperative that every hour that can be taken advantage of be used. Won't you reply promptly to this telegram stating frankly the facts?"

"Money, material and men have been supplied without stint by the nation. Keynote of present situation is management—leadership. Emergency Fleet Corporation looks to you for team work in applying leadership to speeding up of program. We will welcome any suggestions which you wish to make, and if, in your opinion, the fault lies with the Emergency Fleet Corporation don't hesitate to advise us. What tonnage do you expect to produce during April in the way of finished ships? How many keels will you lay? How many ships will you launch? Please don't overestimate. We are anxious to get actual facts so that our war program may be carried out."

"We are holding you personally responsible for the successful management of your property. If you fail to maintain your schedule of production, which schedule the country is expecting you to meet and which we must have you meet in order to win this war, the country will charge you and us with not doing our part. Our country is holding every foreman and every workman in the shipyards, and especially every shipyard owner, stockholder and manager, as well as every officer and employe of the Emergency Fleet Corporation, responsible for the work of building ships. They are expected to build and the American people want ships, not excuses."

Aged Journalist Retires Lewisburg, Pa., April 3.—George H. Younger, seventy-seven years old, veteran printer and editor, retired from his daily on the Lewisburg Gazette.

Fortune Teller Said to Have Gained Secrets From Officers' Wives Charlotte, N. C., April 3.—St. Clair Bishop, who has been doing business here as a fortune teller, has been ordered held by a United States Commissioner in default of \$5000 bond to await action by a Federal Grand Jury on a charge of violating the espionage act. Federal agents said they believed Bishop sought to gain military information of officers and men at Camp Green, the regular army training station here, who came to him for palm readings.

According to the Government agents, Bishop has operated in various parts of the country under different names. When he was arrested he was said to have had in his possession plans of a number of army training camps, railroads, junctions and code books and writings in German.



PATRIOTIC MOTHER OF SEVEN ASSISTS HUSBAND TO ENLIST

"I Gave One Boy and Am Proud to Let His Father Go Also," Declares This Noble Wife of Native of Ireland

Boston, April 3.—Accompanied by his wife, William Edward Henderson, a gardener on the estate of Andrew Carnegie at Lenox, went to the British and Canadian recruiting mission headquarters and enlisted in the Canadian artillery. Although she will have to remain at home and care for seven children and already has one son in the Canadian service, Mrs. Henderson told the officers of the mission that she felt that it is her husband's duty to go to the front. Henderson served twelve years in the British army in India, China and in South Africa. He hopes to join his son in Canada this time.

"He has been talking about it since the outbreak of the war, and since this big battle on the western front he has insisted that every British subject, no matter what sacrifices he has to make, should enlist under the flag of his native land. I agree with him. I gave my boy early this month and am proud of him for going. I am still prouder of my husband, who is one of the best men on the face of the earth," as Mrs. Henderson told officers at the mission.

At first the mission officers were inclined to refuse to accept Henderson because of his children, but Mrs. Henderson explained that she has one boy earning \$50 a month and another of fourteen who has been promised \$30 a month. With the \$40 a month she will receive from the Canadian Government she is satisfied that she can get along very comfortably.

IN PATRIOTIC PLAY Misses Bess E. Saylor (top) and Mary Weiser, of York, Pa., who are members of the cast of the patriotic musical burrah, "The Army and Navy," which is being presented at the up-State city for the benefit of war-relief work.

PERSHING CONTROLS U. S. NEWS AT FRONT

Baker Cables Order That No Information Be Given Out at Washington

Washington, April 3.—Secretary Baker in orders cabled to the War Department has directed that in future all information concerning American forces in France will be made public only from the headquarters of the expeditionary forces. Information about troops at home will be given out by the War Department as in the past.

Major General March, acting chief of staff, made the following announcement: The War Department has been notified that Secretary of War Baker has prescribed the following rules for handling publicity of matters pertaining to troop movements and operations:

First, All matters pertaining to events, persons, policies or operations here (France) will be officially given out only from the headquarters of the American expeditionary forces in France. Second, Similar matters affecting forces at home will be given out at the War Department. It is understood that the new order will not change the present practice of issuing casualty lists at the department. A proposal that General Pershing publish a daily communiqué for his sector has been under consideration, but there has been no announcement of its adoption. The activities of the American forces brigaded with French and British troops probably will be covered in the official statements issued by those governments.

General March refused to comment on the announcement further than to say that the order "will be carried into effect beginning today."

CAN'T MIX SHAKESPEARE WITH KULTUR IN U. S.

Pittsburgh Editor's Lecture Barred by Safety Director—Hall Closed Against Him

Pittsburgh, April 3.—George Seibel, managing editor of the Völkischblatt and Fricheits Freund, has been banned as a lecturer by Safety Director Charles Pritchard. He was scheduled to speak in Carnegie Music Hall next week on "Shakespeare and Germany," but the safety director in a scathing letter put his foot down on the affair.

At the same time the trustees of the Carnegie Music Hall issued an open letter, wherein it was declared that Seibel would not be permitted to use the hall for his lecture. The letter from the hall trustees recalled the fact that on July 4 last year Seibel, in an editorial in his paper, declared that the Declaration of Independence should be "publicly burned by the hangman."

SIBERIA SEEKS ALLIED AID

Wants U. S. Farm Machinery and Other Manufactured Articles

Moscow, April 3.—The Central Siberian Soviet at Irkutsk has requested the United States and Great Britain to permit the free exportation of manufactured articles, especially farm machinery, into Siberia through Archangel and Vladivostok.

CLAIRVOYANT HELD AS SPY

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BRITISH FLIERS WILL RETURN TO CANADA

Aviators Soon to Leave United States Fields at Fort Worth, Texas

Fort Worth, Tex., April 3.—The British Royal Flying Corps, which has been training here, soon will be starting back to Toronto, Canada. The training will be resumed in Canada.

The British, thousands strong, came to Fort Worth and shared the three American fields here at the invitation of the United States Government. It was a return courtesy for the British invitation last summer to the Americans to train in Canada.

Among the first arrivals at the American aviation training fields was Lord Wellesey, grandson of the Duke of Wellington and now a lieutenant colonel. Lord Wellesey will head the first contingent that leaves Fort Worth for Canada. Another famous flier who reached the Texas fields was Captain Vernon Castle, an ace of the air, who was subsequently killed in an accident.

The British opened the three fields here, taking charge before the Americans arrived. They have retained charge of the training even of the Americans, and have directed the aerial gunnery school continuously. Major Bal-lard has been in charge of the gunnery branch since Major Kinnerley was sent back to the western front.

It is not possible to say how many men and squadrons the British have sent from Fort Worth to Europe, but it is allowed to announce that the training has been up with the schedule. The training has been rapid and intensive, nothing illustrating this more than the large number of pilots killed. To date forty-seven deaths have occurred from accident at the three fields—two-thirds being British. The vast majority of these killed were cadets—only two captans succumbing to injuries, though a number of other officers were injured. Three mechanics have been killed.

It is also noteworthy the number of mechanics sent abroad has not been large, each squadron being composed almost exclusively of fliers, so great has been the call. The British will not return to Canada in one body, the movement extending over the summer. The men in the fields have been at the headquarters staff will go.

GERMANS WANT ALSATIANS

Would Exchange French Civilians for Refugees, They Tell Pope

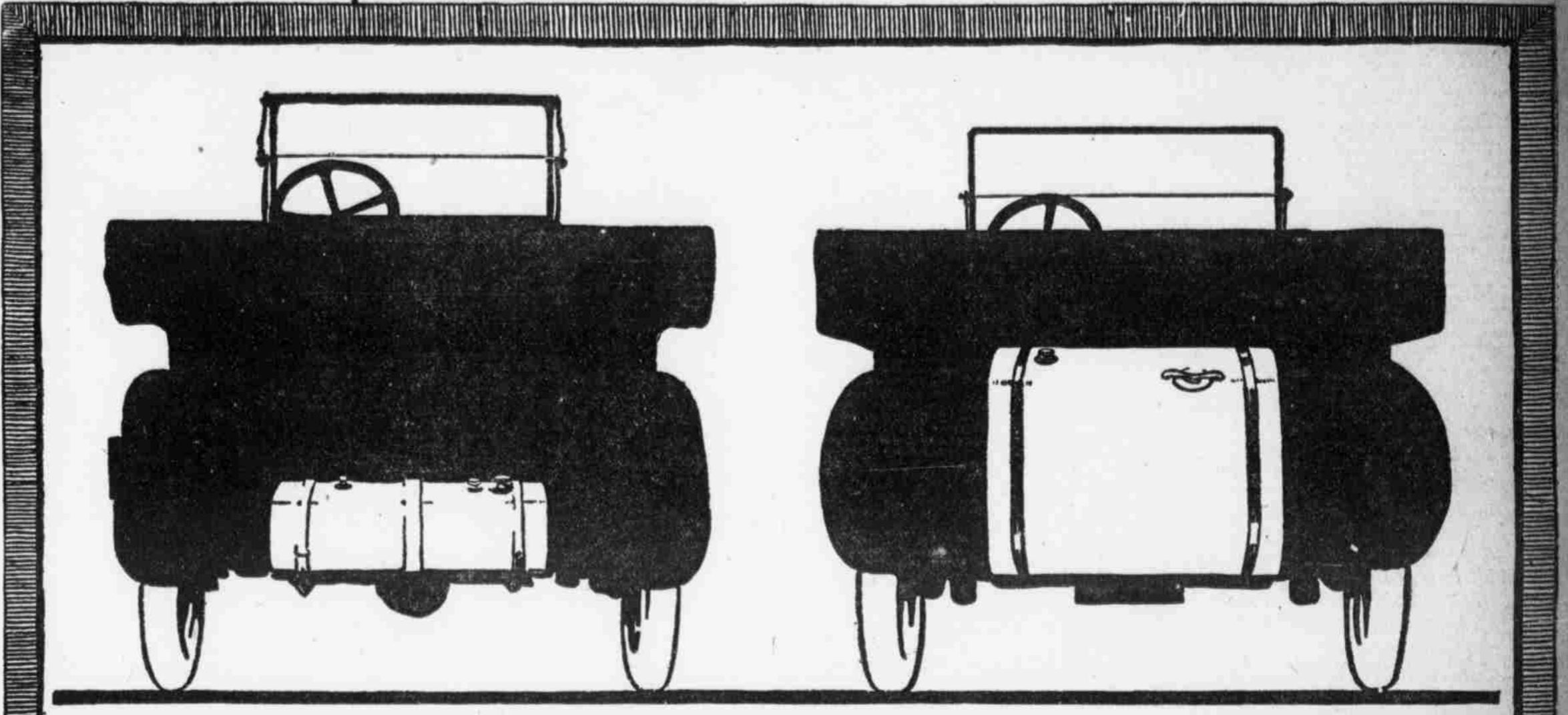
Paris, April 3.—Overtures have been made by the Germans through the Holy See for the return by France of inhabitants of Alsace and Lorraine who have escaped from those regions, offering in exchange an equal number of civilians from the invaded districts of France.

Cardinal Gasparri, papal secretary of state, transmitted the offer to Baron Denys Cochin, a prominent Catholic leader and recently a member of the cabinet. He refused to act as intermediary, on the ground that to do so would be to recognize Alsatiens as German subjects.

The baron wrote a sharp letter, which brought forth an equally sharp rejoinder from Cardinal Gasparri.

Carbondale Strike Ended

Seranton, Pa., April 3.—The threatened strike of carpenters in Carbondale and vicinity has been avoided by the action of the employers in agreeing to grant some demands of the men. The latter asked for a wage raise of \$1.65 a day, but a compromise was effected. The workers are to get an eight-hour day and time and a half for all overtime.



How Big Should the Gasoline Tank Be?

With one filling—270 miles to go—how big should the Gasoline Tank of a car be? Your answer to the above question would undoubtedly be: "it depends on how much gasoline a car needs."

Exactly. The Franklin Car (on the left) scientifically free from unnecessary weight, runs 270 miles on its gasoline tank capacity of 13 1/2 gallons, at the rate of 20 miles to the gallon. The average heavy car (on the right) to run the same distance would require a cumbersome gasoline tank of 27 gallons, at the rate of ten miles to the gallon. Why? Simply because of the mechanical law—as old as the ages—that weight requires power

in proportion to move it. And the more power needed, the more gasoline consumed. Wherever there is excessive weight, there is friction, wear and drag—and it always shows up in the gasoline tank. The heavy car is bound to burn up fuel dragging around its own excessive weight. The Scientific Light Weight Franklin, with its balanced, flexible construction, uses fuel to deliver power to the rear wheels in driving force. Why Franklin Sales Increased Last Year 135% These are acid-test times for a product of any kind. A motor car, merely to justify its existence, must prove that it is not wasteful or extravagant.

But when a car not only does this, but increases it sales—135% last year against the 12% increase of all other fine cars—it conclusively proves one thing: that a great many thoughtful people have selected that car as meeting the needs of today. You've heard people all around you talking Franklin and High Gasoline Mileage; your common sense tells you that it can't be an accident—there must be facts back of it. Drop in the Franklin Sales Room and get the facts. The Franklin story is short and simple, and there isn't an "if" or "but" in it. The remarkable Franklin Sales increase is just the culminating triumph of a car that has been piling up Economy Records for sixteen years.

The FRANKLIN CAR of TODAY

—has many Features of vital interest to every motorist, no matter what car he drives

- Low Grade Gasoline! The Franklin owner has the new Electric Primer, which makes low grade gasoline act like the high-test grade of years ago.
Good-bye Grease Cups! Ever try to take hardened grease from an oil hole with a nail or wire? Not on today's Franklin! New Oil Reservoir and Wick System now in use obviates this trouble.
Strained Air. Franklin Air Intake keeps road dust, grit, etc., out of internals of engine. Prevents wear in cylinders, pistons, valves, etc. Repair bills kept down by this Franklin device.
Tire Mileage! 33x4 1/2 inch cord tires on all Franklin types assures astonishing mileage. Larger tires mean even greater tire reliability which on Franklin Cars always was remarkable.
Quick Warming-up. Intake Yoke Heater uses exhaust gases to warm the mixture—original with the Franklin. Perfected in today's cars. Smooth, even action assured in least possible time.
Responsiveness. Franklin retains snap of a well-worked in car, even after long running. Latest construction automatically takes up cylinder wear, which in average engine usually means leaks in compression.
Big Reserve Capacity. Larger Starter and Battery. Engine turns over without hesitation when you switch on the starter. Starting device has rigorous action and battery has a big reserve.

All These Latest Features Now on Exhibition in our Salesrooms. The Franklin Car is designed to meet the big preponderance of motoring requirements—eight types

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