

TRAIL OF REVOLT PLOT LEADS HERE

U. S. Agents Seek Philadelphia in Alleged Nation-Wide Conspiracy

TALES OF HIDDEN RIFLES

Department of Justice agents here are investigating the possibility that men living in this city may be principals in what is believed to be a country-wide pro-German plot.

Through a new group of Russian anarchists and through German agents in this country, a plan to overthrow the Government of the United States by a simultaneous uprising in the principal cities and industrial centers is believed to have been evolved.

Testimony in New York before the State Attorney General brought out the fact that about 1,000,000 Mauser rifles of German make and 1,000,000,000 rounds of ammunition are probably hidden away somewhere in this section of the country. A number of suspects are under detention-orders.

At the same time the arrest of Ivan Novikoff, Leon Bobbin and Alexander Burkhoff frustrated the plans from another angle. Novikoff is a Russian writer, who is said to be employed by the Nova Mir, the paper which Leon Trotsky was connected with in this country. Secret service agents say they were attempting to spread propaganda through the Kolokol, a magazine intended for secret circulation. In English the word Kolokol means "the bell."

This is taken as an outcropping in this country of the Bolshevik movement, subsidized by German gold and molded to German aims. Many more arrests are expected to follow.

Million Rifles Smuggled In

Testifying to the hidden rifles, Edgar A. Holmes, of New York, said that he had been informed by James H. Crossley that the rifles had been smuggled from the Krupp works at Essen, Germany. They were to have been used here in case the Germans had captured the channel ports in their Picardy drive against the British.

Gustav Lussing, who is German-born and naturalized, was mentioned most often in the testimony. Most of the witnesses testified that he tried to sell the rifles, but one said that he wanted to buy 250,000. Lussing was described by his lawyer, William H. Ford, of New York, as a promoter interested in coke ovens and in the monorail transportation system.

Lussing was at the hearing, but did not testify. The rifles are said to have been hidden on a farm in upper New York State. Lussing owns a farm at Woodbury Falls.

Nearest actual identification of the principals employed by Lussing was made by Harford T. Marshall, a lawyer. The Department of Justice here is interested in the statement of Marshall that a "Mr. Richardson" of Philadelphia is one of the possible principals. This will make every effort to locate the man named.

Tells of Rifle Plot

The connection of the Bolshevik plotters with the German rifle plot was learned through Charles H. Murray, of Washington, D. C., who testified that he learned of the rifles through Ivan Norodny, a Russian agent. Murray met Lussing through Norodny and was shown an itemized statement of the rifles. It was as follows:

Four hundred and fifty thousand Mauser rifles, 250,000,000 cartridges, 100,000 carbines, 1000 rounds of cartridges, 1,000,000 rifles, 1,000,000,000 rounds of ammunition and 400 machine guns.

Robert T. Tucker of Charleston, S. C., testified that he had learned of the existence of the rifles through his connections with Russians in business at Pittsburgh, Wilkes-Barre and Philadelphia were named as the centers in which the Russian anarchists intended to stage their uprisings in Pennsylvania. Thirty thousand copies of the Russian secret publication had been issued and were to have been distributed.

French Win Wood on Picardy Front

Continued from Page One Immediate delivery of the renewed grand offensive, of which Foch, Pershing and Haig are expectant and for which they are ready.

The official reports reflect the increasing activity of the artillery, to which the Allied guns are replying in kind. The Somme, the Aisne, the Champagne and the Vosges sectors have been subjected to furious bombardments.

A correspondent with the British army in France says Hill 44, a small but important elevation near the Yserbeck River, north of Kemmel, about which many sanguinary contests have been waged since May seems to be in the hands of the Germans again.

The enemy gained a hold on this position, and at latest reports was clinging tenaciously to the rugged slopes, although the hard hitting French continued to press the invaders vigorously. Hill 44 has been one of the most hotly contested points on the Flemish battlefield.

The Germans are preparing most methodically for resumption of their general offensive. Signs seem to show that they will attack between La Bassée and the front south of Arras, but it is also probable they will execute secondary operations simultaneously in Flanders, between Montdidier and Noyon, and possibly on other parts of the front. The hope of "attracting the Allied reserves away from the center."

KAISER FILLS DEPLETED RANKS WITH YOUTHS

With the British Armies in France, May 15. There is little doubt that Germany has embarked on her last great adventure. In which every man, boy, horse and machine will be used in a desperate endeavor to gain a favorable decision during the present fighting.

The German drafts are refining divisions, which are about half composed of returned wounded and recruits. The latter include some boys of eighteen years. Few, if any, of the youth of this age were in the line at the beginning of the offensive, when Hindenburg depended largely on the class of 1911, which fought with great impetuosity, but lacked the stamina to win a victory.

A captured noncommissioned officer of the Sixty-second Infantry declares that regiment lost 40 per cent of its Infantry personnel around Meteren (on the Flanders front). Its casualties included nine company commanders. Another prisoner says his battalion lost between 60 and 70 per cent of its effectiveness.

A prisoner belonging to the 112th Regiment says certain battalions lost 50 to 60 per cent.

Wilson Strongly Resents War Inquiry

Continued from Page One The Senate to continue its inquiries while Congress is not in session. The President's letter follows:

May 14, 1918. "My Dear Senator—I am sincerely obliged to you for calling my attention to Senate resolution 241 which in effect proposes to constitute the Military Affairs Committee of the Senate a committee on the conduct of the war.

"I deem it my duty to say that I should regard the passage of this resolution as a direct vote of want of confidence in the Administration. The purpose which it undoubtedly expresses has been expressed again and again in various forms during the present session and has always seemed to originate in a rooted distrust of those who are at present in charge of the executive functions of the Government.

"These executive functions are very clearly defined. They have been defined both by the Constitution and by long experience, and no one can doubt where the responsibility for them lies or what the methods are by which those who are responsible can be held to their duty.

"Such activities on the part of a particular committee of the Senate as to constitute nothing less than an attempt to take over the conduct of the war, or at least, so superintend and direct and participate in the executive conduct of it as to interfere in the most serious way with the action of the constituted executive.

"I protest most earnestly against the addition of any such action and shall hold that every Senator who attempts to support the present Administration in the conduct of the war will vote against it. These are serious times, and it is absolutely necessary that the lines should be clearly drawn between friends and opponents.

"Cordially and sincerely yours, "WOODROW WILSON."

Senator Martin is calling the Democratic Senators to the room of the appropriations committee, which he is chairman, to line up the Administration forces against the resolution. While the President's language is broad, it is understood that the most serious part of the scope of the resolution as drafted, rather than to the Senate committee continuing its inquiry along the lines that it has hitherto followed.

The President's resolution, chairman of the committee on audit and control, last night, he had no objection to the investigation of the aircraft and ordnance situations. In fact he professed to desire investigations, but he unilaterally opposed to any committee of Congress making itself, in effect, a committee on the conduct of the war.

It is impossible to predict the result of the present contest. The President has hitherto won in all such issues, but the majority by which he has been elected to control the Senate has been narrow. The Republicans, who are expected to support the Military Affairs Committee.

Senator Thompson, of Kansas, gave out a letter from Secretary of War Baker declaring that he was not in favor of a most thorough investigation of the aircraft situation.

The letter follows: "I have received your letter of May 14 enclosing a copy of Senate resolution 241, introduced by Senator Chamberlain, providing for the investigation of the progress of the aircraft production and into the conduct of the war by or through the War Department. I do not know of any additional powers needed by the Military Affairs Committee of the Senate and clearly the War Department could have no such advice to the Military Affairs Committee. I point out, however, that every facility which the War Department has is freely at the disposal of the Senate Military Affairs Committee, whether any additional authority is conferred by resolution or not.

If the Military Affairs Committee were extension of its powers, it will be because of the extraordinary confidence it enjoys in the Senate. The power to investigate at large and complete details easily might be abused. A Senate committee roaming about Europe, going to the front, inquiring into larger measures of strategy, even constant and too close watching of what is done in plants and factories here might have the effect of slowing up instead of speeding the war.

COMMITTEE TO REPORT MODIFIED RESOLUTION

Continued from Page One President Wilson's sharp protest against the "chamberlain resolution" failed to block favorable action on the measure this afternoon. The Committee on Audit and Control decided to recommend adoption of the resolution with an amendment confining the Military Affairs Committee's investigating powers to the production of military supplies.

The amendment would prevent inquiry into the general conduct of the war, but would permit the committee to investigate the production of military supplies, and to inquire into the efficiency of the production of military supplies.

The resolution probably will be reported tomorrow, and indications are that a vigorous fight on the Senate floor will ensue.

When the President's letter to Senator Martin protesting against the adoption of the resolution was introduced, Senator Chamberlain said:

"It was not the purpose of the Military Affairs Committee of any member of the Senate to inquire into anything prepared and introduced, to interfere in the least with the constitutional powers of the President of the United States in the conduct and management of the war.

"Charges and counter-charges have been made, and it is in my opinion, in the interest of the country, that the methods of some of those who have had immediate charge of aircraft production.

"To avoid seeming injustice, I want to say that no charge has been made reflecting upon either General Squier or Admiral Taylor, of the aircraft production, or upon any of those responsible for aircraft production for the army have been charged with gross extravagance, or with any other fault, or to show, as far as production is concerned, for the immense sums of money that have been spent in the production of aircraft."

As amended, the resolution now reads: "Resolved, That the Committee on Military Affairs, or any subcommittee thereof, be and is hereby authorized and directed to inquire into and report to the Senate the progress of aircraft and ordnance production in the United States and into the status of quartermaster's supplies, or expenditures in any of these branches of the War Department; that the committee may, at any time, and at any place, sit during the sessions or during any recess of the Senate; to take the testimony of witnesses and the production of books, documents and papers; to take the testimony of witnesses under oath, either orally or by deposition; to obtain documents, papers and other information from the several departments of the Government, or any bureau thereof; to employ stenographic help, at a cost not to exceed \$1 per printed page; to employ such agents or assistants as may be necessary; and to travel, including traveling expenses contracted hereunder, will be paid from the contingent fund of the Senate, not exceeding the sum of \$10,000; provided that nothing in this resolution shall be construed to authorize the Military Affairs Committee to inquire into the conduct of the war."

Seelye's Adjusto Rupture Pad Increases efficiency of a truss 50%

Thumb Server Regulator. Patent August 21, 1917. \$2.00

GREATEST RUPTURE RETAINER

The self-adjusting feature of this Pad makes it easy to wear, and the Thumb Server Regulator adjusts the pressure at will. Most ruptures grow slowly and are not noticed until the rupture is in the beginning. We use our improved method of adjusting the truss, and our improvement for every case and cure guar.

I. B. SEELYE, 1027 Walnut St. Cut out and keep for reference

PUBLIC SPEAKING

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Daily Aerial Mail Service Now a Fact

Continued from Page One tenant Boyle made his start on the flight for Philadelphia.

President Mitten First Letter President Wilson dropped the first letter placed in any of the aerial mail pouches, at 1:21 o'clock, which actually marked the official inauguration of the service. Lieutenant Boyle's machine arrived at the city at 1:30 o'clock, and 200 were destined to Philadelphia, 3300 to New York and the rest to other points. The cargo weighed 124 pounds and, computed at the rate of twenty-four cents a pound, represented in revenue a total of \$472.32.

Due to the late arrival of the machine at Washington, after its unofficial trip from Philadelphia, the morning flight in charge of Major H. H. Fiset, Lieutenant Boyle did not make a start until 11:47 o'clock. The President himself appeared with the crew when it made a perfect ascent, circled a few times over the park, then turned swiftly toward this city. A few minutes later one of the propeller blades collapsed and Lieutenant Boyle was compelled to make a landing and abandon the trip.

Letters Delivered in Washington Included in the mail carried by Lieutenant Egerton from Philadelphia were many pieces addressed to the President. Among the letters from the Aero Club of Pennsylvania, newspapers, a box of flowers and a book. These were delivered at the White House at 2:15 o'clock.

Philadelphia's first outgoing aerial mail was taken to the Bustleton field in a postoffice motortruck at 11:10 o'clock. It filled four small marks, one destined for Washington, the most for New York. The former weighed fifteen pounds and the latter twenty-one, fifty-one and thirty-six pounds, respectively. They bore only the usual tags.

Weather Ideal for Flying The weather here was ideal for flying, according to experienced aviators. The machines used in the service were assigned to the Postoffice Department by the War Department. They probably will be continued in the daily mail service indefinitely, until another type more serviceable for the purpose has been designed.

A letter from Governor Whitman to President Wilson, the first piece of mail matter placed in the pouches carried by Lieutenant Webb from Belmont Park, by authorization of Postmaster General Burleson, Postmaster Tatten, Byron Newton, editor of the Post, and New York and other officials witnessed his departure.

Arrival of Lieutenant Webb and his mail in Washington disclosed the fact that Governor Whitman, in his letter to the President, had pledged the entire cooperation of the State of New York in raising \$100,000,000 for the American Red Cross.

Provision Against Delays Provision was made against delays resulting from accidents to the planes, relief machines and landing fields being provided at Baltimore, Havre de Grace, Wilmington, and New Brunswick, N. J. The service started with twelve planes, three each at Washington and New York and six at Philadelphia.

The special stamp provided for the service is seventh-eighths of an inch long and three-eighths of an inch wide and bears an airplane in flight. The numerals "24" appear in circles in both lower corners. The border design is red and the airplane forming the white background of the national colors.

Cuts Old Mail Time in Two I have received your letter of May 14 enclosing a copy of Senate resolution 241, introduced by Senator Chamberlain, providing for the investigation of the progress of the aircraft production and into the conduct of the war by or through the War Department. I do not know of any additional powers needed by the Military Affairs Committee of the Senate and clearly the War Department could have no such advice to the Military Affairs Committee. I point out, however, that every facility which the War Department has is freely at the disposal of the Senate Military Affairs Committee, whether any additional authority is conferred by resolution or not.

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The improvement of postal facilities within the last eighty years has reduced the time of delivery of mail between Washington and New York from thirty-two hours by combined stage coach, railroad and steamboat, to three hours by airplane.

The average rate of speed by railroad in the late war was very little greater than that made by stage coach and horseback post riders. In some instances during the 20s, contracts were awarded for horse service, because quicker time could be made that way than by railroad.

In 1822 the fact was commemorated upon the Senate in congratulatory terms. By a vote of 2 to 2 the letter, dated of November 28, 1822, thus describes the equipment of the service between Baltimore and Philadelphia:

I have twenty-five horses on the road from Philadelphia to Baltimore, five of which are extra for the Express Mail. Each horse has to run ten miles every day. In some of the routes they run in and out. I have thirteen stands. I have thirteen boys, ten of which are riders. Each rider goes twenty miles. The two bush creeks, Stoney run, North East, Little Elk and Big Elk, are some of the impassable in consequence of high water. But I expect to get permission from the railroad company to cross the last four creeks on the railroad bridges. At the Susquehanna I have a good boat and a good crewman. I can be ready on the day of the delivery of the President's message to start at any hour that you may direct from Baltimore, and run through as fast as we are now carrying it or if you wish to send me ten times as fast, I will double the number of horses on the road and each horse to run five miles and can deliver in six or seven hours in six hours, provided there is no snow to obstruct the stock on that day.

By special arrangement President Van Buren's message to Congress, in 1837, was carried from Philadelphia to New York by "Pony Express" at the average speed of one mile in three minutes.

be in readiness to replace policemen detailed to strike duty. The P. E. T. is understood, has requested the Government to furnish means of operating cars on lines leading to the Steg Island wharves, Frankford Arsenal and all plants manufacturing war essentials.

The carmen meet tonight at Metropolitan Hall to vote on the proposed lockout.

President Mitten said the P. E. T. expected no trouble. He discounted the union's membership claims, saying they were greatly exaggerated.

Suggestion that the company employ "condemners" in case it becomes difficult to find men to form car crews was met with little favor by the company. The state woman labor laws, coupled with objectionable features of the woman conductor system, they said, eliminates women car employees as far as the P. E. T. is concerned.

NEW JERSEY BRIDGE COMMISSIONERS MEET

Choose Professor Laird, of University of Pennsylvania, as Their Representative

At a meeting of the New Jersey Bridge and Tunnel Commission this afternoon at Third and Market streets, Camden, Professor Laird, of the University of Pennsylvania, who is acting for the Pennsylvania Bridge Commission, was appointed to represent the New Jersey commission, also subject to the approval of the general commission of that state.

Professor Laird explained conditions on both sides of the river and provided data involving sites for terminal points for the bridge.

The thought of the commission was that one with considerable power could handle the various approaches more satisfactorily than if the authority were divided.

Mayor Ellis traced co-operation in building the bridge to a realization.

Mayor to Submit 6-Cent Fare Bill

Continued from Page One lines to the company now before the Public Service Commission. Opposition was indicated also by the length of the meeting, held behind closed doors in the Land Trust Building and lasting an hour and a half.

With a decided "slow-down" attitude Mayor Smith, Director of Transit Twining, Mr. Hancock and Dr. William Draper Lewis, the Mayor's legal adviser, were present. The Mayor's proposal was to raise the fare to six cents, with a 10-cent surcharge for transfers.

Philadelphia's first outgoing aerial mail was taken to the Bustleton field in a postoffice motortruck at 11:10 o'clock. It filled four small marks, one destined for Washington, the most for New York. The former weighed fifteen pounds and the latter twenty-one, fifty-one and thirty-six pounds, respectively. They bore only the usual tags.

Abolition of Exchanges Avoided

Though Mr. Mitten refused to give out information on the pending trade proposal to be sent to Congress tomorrow, it was learned today that the P. E. T.'s demand is for a one-cent increase in the exchange ticket, and abolition of the eight-cent exchange tickets being avoided. The company, it is understood, does not insist on retention of the eight-cent exchange ticket, and avoided discussion of the matter.

This subject, the company believes, would be best adjusted in Congress, and it is thought that the fight the business men's associations promise against the proposed rate will center about the exchange question.

Mr. Mitten, in a statement yesterday, said that it was natural that the exchange ticket price would amount to nine cents if the fare advance was allowed by the city.

No Financial Estimate An estimate of the company's financial status setting forth its reason for asking the city to authorize an increase in fares had not been received at the office of Director Twining this afternoon. The P. E. T. gave notice that it would submit an estimate today. It was said at his office.

A statement showing the financial condition of the company, scheduled to be filed today with the Public Service Commission at Harrisburg, had not been received this afternoon, according to a message from the capital. This report is to be used in connection with the commission's consideration of the proposed new lease between the city and company to replace the 1907 agreement.

Officials of the company said there probably would be no change in the petition limiting the six-cent fare to the duration of the war, but that existing agencies for adjusting rates would act in being the fares down again as soon as the war conditions were over.

British Shells Shatter Enemy

Continued from Page One the sky and the enemy sent over a few other variety of things that look like a long way off, and taped out a road with high explosives, for no obvious purpose, because no living soul was walking there on this sunny afternoon.

Some of the British monsters with their snouts out of the ground were following back in haze way, but it was a scene when soldiers saw there is "nothing doing," and only one's knowledge and not one's vision told one that across there in the German line tonight under the cloudy blue sky there was a lurking monster which one day soon may make flaming fire over this countryside and churn up these fields of wild flowers so that the earth will become white and barren again as before the spring.

It rained heavily all day long, Monday, over a wide area of the front, and yesterday there were storm clouds in the sky in spite of bursts of sunshine revealing again all the freshness and color of the woods and fields. So much the better for rain makes more difficult the task and trouble of the enemy in bringing up his men and munitions for the next assault, which cannot be such ground. But they are not

now be long delayed except by the worst conditions of weather. It would be idle to describe the small incidents of patrol work, sniping raids and daily routine while all the world is waiting in suspense for another battle of enormous challenge to all our hopes and fate. The enemy's guns are spasmodic in their violence of fire, and there is no long and steady bombardment over the wide stretch of line like that which used to precede big battles in the days of fixed positions and trench positions and trench systems which had to be smashed for days before there was any chance of entry.

The German artillery has selected certain targets and laid down a concentrated fire on them. The chief areas of their shooting have been high ground on the British side of Albert, the Lens district, and the hills of Flanders, with harassing work of roads and dumps and camps. The British fire has been on the whole, far greater and wider than that of the enemy, and all recent prisoners describe the heavy toll of life and limb which the British have taken of their strength. Many companies have lost the best of their men in this way, and the German organization behind the lines has been badly broken.

Some battles have been beyond Albert and a wide area of the front, as when last year the British had to struggle through them in the rains, and the Germans are experiencing some of the difficulties of fighting their way over such ground. But they are not

Can't Divide Allies One thing he could never do and that is to divide the French and British armies, according to his plan. He is too late for that. French and British armies are closely mingled, interwoven with blue and brown from Flanders to the Somme. The two armies are in close contact, ship and liaison, not only in the line but in fields and villages far behind. One sign of this brotherhood of arms I saw a day or two ago, and on other recent days.

In a field not far from the front, within sound and sight of the sun, there was a crowd of men matted in a hollow square on each side of a goal post. There was a football match between English and French infantry, and the onlookers were mingled with these two colors of earth and sky which symbolize their united strength. The British brown and the French blue, and the voice of the mingled as they shouted and cheered.

Never to the end of the war, will the French and British be divided, but the battle lines except for a field or two, and however strong the enemy's attack, he will not drive between them.

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White Buck Military Oxford Special \$4.50 Sale

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In this way you will realize why one fabric is better suited to you than another, why one style will appear to better advantage than another. The assortment of models and fabrics permits an exercise of personal choice which is practically unlimited.

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Victrola VI-A. \$32.50 Records your selection. 2.50 Total cost. \$35.00 Pay \$6 down, \$3.50 monthly.

Victrola VIII-A. \$50.00 Records your selection. 3.00 Total cost. \$53.00 Pay \$8 down, \$3.50 monthly.

Victrola IX-A. \$60.00 Records your selection. 3.00 Total cost. \$63.00 Pay \$9 down, \$6 monthly.

Victrola X-A. \$80.00 Records your selection. 5.00 Total cost. \$85.00 Pay \$12 down, \$5 monthly.

Victrola XI-A. \$110.00 Records your selection. 5.00 Total cost. \$115.00 Pay \$17 down, \$10 monthly.

Victrola XIV. \$170.00 Records your selection. 10.00 Total cost. \$180.00 Pay \$21 down, \$12 monthly.

Victrola XVI. \$220.00 Records your selection. 10.00 Total cost. \$230.00 Pay \$27 down, \$15 monthly.

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