NEWS OF THE MEN WHO ARE BUILDING SHIPS

FIRST HOG ISLAND LAUNCHING JULY 4

Other Yards to Join New Independence Day Record

BIG "SPEED-UP" PLAN

D—dest Licking Due to Kaiser, Says Schwab

Detroit, May 23.—Director General of Shipping Schwab, speaking before Detroit shipbuilders, said they were to play a prominent part in building ships faster than U-boats can sink them.

"The Kaiser," he added, "is due for the D—dest licking any one ever got."

"Make the Fourth of July the greatest ship-launching day in the world's history."

This is the plan of the United States shipping board, and in connection with it Hog Island is preparing to launch its first ship on that day. Other shipyards in this district will also "speed up" work to help "put over" a new Independence Day record.

To aid in the program of speeding up all shipbuilding so that the plan may be carried out effectively, the Government has commandeered all steel in the country. This was announced after a meeting of President Wilson's war cabinet.

Commandeering of steel is expected to aid materially the Hog Island shipyards in the completion of a ship in time to participate in the Fourth of July launching program. Originally, it had been scheduled to launch the first ship at Hog Island in August.

In commandeering steel, the Government has pointed out that heretofore it has been depending upon a priorities system for securing the steel necessary for carrying out its war program, but the uncertainty of this system was feared, and necessitated the new move.

Steel Shortage Hampered Work

Charles M. Schwab, director general of the Emergency Fleet Corporation, admitted soon after his appointment that a shortage of steel held up work at Hog Island.

Now, with the Government in command of the steel supply, it is expected there will be no more delays, and the speed-up program will be pushed vigorously with a view to participating in the great launching "festival" on Independence Day.

Every shipyard in the country has been asked by telegraph to join the speed-up movement to make the holiday the greatest launching day.

San Francisco has invited Mr. Schwab and Commissioner Colby to be present in mand of the steel supply, it is expected that city July 4 for the launching fete.

Wilson May Have Part in Launch

President Wilson may be asked to take part in the "Liberty Launching" program.

Chairman Hurley expects the launchings to be made a series of notable celebrations in all yards as a peculiarly fitting way to commemorate the signing of the Declaration of Independence.

It is the aim to have at least one launching in each yard, so that the event may be made into one of patriotic inspiration to all the shipbuilders of the country.

It is believed that work could probably be so arranged as to fit in with this program. With a month and a half intervening, construction could be speeded up in those yards where ships are not near the launching stage. Through placing boilers and engines in ships still on the ways, launchings scheduled for a few days prior to July 4, will be held up with no delay in work, it is planned.

Officials of the shipping board and Emergency Fleet Corporation expect to be present at the various yards to aid in the program.

PUSEY AND JONES CLUB IS DOING GREAT WORK

Most of Workers in Gloucester City Shipyards Members of Welfare Society

The Pusey and Jones Club formed among the workers at the Pennsylvania and New Jersey Shipyards, Gloucester City, is doing great work, according to Dr. Charles A. Eaton, chief of the national service section, of the Emergency Fleet Corporation.

The club was formed to promote the welfare of the shipyard workers, and now most of the men employed in the two yards are members and they are deriving great benefits. Meetings to instruct various kind of workers are being held weekly and now there is in force an Accounting School directed by William Corletto, who has charge of the cost department.

Dr. Eaton, when he visited the two yards a few days ago and attended a meeting of the club, was surprised at the work being done and said that there is no other shipyard with an organization of this kind.

Herbert Robinson, one of the members of the club, who holds a position as layer-out, broke a record a few days ago when he laid 39 4-10 tons of 56-point shell plates.

Rudolph Hirst has charge of the work securing subscriptions to the Red Cross fund in the Pennsylvania shipyard, and William Murphy in the New Jersey yard, and they believe that every employe will contribute a day's pay so that the fund from the shipyards will be very large.

An inter-department baseball league has been formed by the Pusey and Jones employes of the two shipyards. The schedule arranged runs to October 5, and each team will play twenty-one games. Captain Hansen, donated the sum of $400 to the league to be used in providing uniforms to the teams and there is going to be great rivalry among them. Games will be played on Saturdays and holidays.

About fifteen crews of conductors and motormen, who were formerly employed on the trolley cars in Camden and Philadelphia, now leave the New Jersey and Pennsylvania shipyards every day at 4 o'clock and go to Camden and bring down trolley cars and carry the shipyard workers home. This has greatly relieved the congested condition. The men are paid shipyard rates while operating the cars. The pay-as-you-enter terminal will soon be built at the old racetrack so that the cars can be left there in the mornings and taken back at night.

Five Carloads of Tools for Essington

Five carloads of new machine tools have arrived at the New Essington works of the Westinghouse Electric and Manufacturing Company. They will add considerably to the productive capacity of the plant and will give employment to about 400 additional mechanics.

CONGRESSMEN AMAZED AT DELAWARE SHIPYARDS

Members of the committee on merchant marine and fisheries, here for a three days' tour of the shipyards on the "Clyde of America," have expressed themselves as amazed at the progress made

STEEL SHIPBUILDING PROGRESSING RAPIDLY

Over Hundred Thousand Tons Added to Fleet Within Last Two Weeks

The first two weeks of May have added 128,330 tons of steel ships to the new American merchant marine. Last week's deliveries (for the week ended May 11) aggregate 48,150 tons of steel ships, and that, added to the 80,180 tons delivered in the preceding week, brought the total to 128,330, says the Emergency Fleet News.

It is now virtually certain that the record deliveries of April, aggregating 170,000 tons, will be surpassed in May. The average rate of deliveries in May thus far is 5000 tons per day more than in April, when 6000 tons daily average of steel ships were officially reported delivered. For the first eleven days of May the average was more than 11,600 tons of ships a day. These figures are based on official reports to the Emergency Fleet Corporation. According to figures on April deliveries given out by the commissioner of navigation, approximately 240,000 tons of steel shipping were delivered in April, averaging more than 8000 tons daily. The official figures for May thus far surpass even that average by more than 2000 tons daily.

Forty-three Wooden Hulls in Water

Wood ship construction also is coming along in an encouraging manner. Thus far there have been launched forty-six wooden hulls. Up to May 12 official records disclose that eleven wooden hulls, with a total aggregate of 32,500 deadweight tonnage, were launched since the first of the month.

Seven requisitioned vessels and two contract ships of steel construction are included in the May deliveries recorded last week. Among the requisitioned ships was the big tanker Ampetco, built in the Sparrows Point yard of the Bethlehem Shipbuilding Corporation, near Baltimore. The Ampetco is a vessel of 11,350 deadweight tons. She is 465 feet 7 inches long, 60 feet beam and 36 feet 3 inches depth, and is equipped with quadruple expansion engines and three Scotch boilers.

Another large vessel delivered was the contract ship West Lianga, of 8800 tons, built by the Skinner & Eddy corporation at Seattle, Wash. She was delivered to the United States Shipping Board May 3. The West Lianga, which was launched in record time (prior to the launching of the Tuckahoe in twenty-seven days at the Camden plant of the New York Shipbuilding Corporation), goes on the list of delivered contract ships as No. 5, all of which, incidentally, have been built by the Skinner & Eddy Corporation.

Delivery on Contract

Another contract ship was entered upon the list of delivery last week, however, when the 3500-ton cargo vessel Lake Lewando was completed by the American Shipbuilding Corporation in its Cleveland yards. The American corporation has the honor of being the second shipbuilding company to break into the contract delivery column. Six vessels contracted for by the Emergency Fleet Corporation have been delivered to date, with a total of 47,559 deadweight tons.

Other steel ships (requisitioned while on the ways) delivered in the week ended May 11 include the Lake Clear, a 3100-tonner, cargo ship, built by the American Shipbuilding Corporation in its Chicago yards; the Winono, of 3300 tons, a cargo ship, built by the Great Lakes Engineering Company at Ecorse, Mich.; the Pennsylvania, a 7000-ton tanker, built by the Pennsylvania Shipbuilding Company at Gloucester, N. J.; the 4000-ton cargo ship Piqua, built by the Pusey & Jones Company at Wilmington, Del.; the Muscatine, a 7300-ton refrigerator ship, built by the Standard Shipbuilding Company at its New York yards and the Lake Owens, of 3300 tons, a cargo vessel, built by the Great Lakes Engineering Company at Ecorse, Mich.

Total deliveries of steel ships (requisitioned) to date aggregate 128 in number, of 844,060 deadweight tons. The six contract ships delivered to date aggregate 47,550 tons; total deliveries to date, 891,610 tons.

SPENDTHRIFT TRAITORS

Cornell President Urges Ban on All Luxuries

Ithaca, N. Y., May 23.—The spendthrift of today is a traitor, the good citizen the man who stints and saves; nonessential industries should be closed down; physically fit men and women should be released from nonessential service and sent into war industries; costly entertainment should cease and civilians should be prohibited from purchasing gasoline for the "luxury" of motoring. These assertions were made by Jacob Gould Schurman, president of Cornell University, in his address at the fiftieth annual commencement of the university here.

War Likely to Suspend Making Baby Carriages

Atlantic City, N. J., May 23.—The steel situation may force the suspension of plants engaged in the manufacture of baby carriages, it was reported today before the National Baby Vehicle Manufacturers' Association in war-service council. M. L. Bloch, of Philadelphia, is among the delegates.

"Inability to get material may put us out of the game entirely," said one man. "We cannot manufacture vehicles without steel." Baby carriages are not classed as a war essential.

Manufacturers have abandoned the use of tin on all baby carriages, saving at least 100,000 pounds a year.

HOG ISLAND SHOPS NEARLY COMPLETE

Important and Necessary Structures Going Up at a Speedy Rate

Construction of buildings and shops at Hog Island has progressed so rapidly during the last month that many of the important structures are virtually completed.

The large fabricating shop, which is some 500 feet in length, is one of the buildings which is almost completed. It will be equipped with necessary machinery for shaping the ship plates, so that in case certain plates are required at once, they can be made at the yard.

The two-story building which will house the telephone exchange is another important building nearly completed. This building is to be absolutely fireproof, as its destruction would result in a serious disruption at the shipyard. The fact that the Bell Telephone Company has spent $350,000 for installation and has installed more than 2000 telephones at the yard indicates that the telephone system is to be an important factor at the plant.

Just inside the gate the large Y. M. C. A. building is being constructed. This building is also well under way. It will furnish comfortable quarters for the employes of the plant. It will have a large auditorium, a gymnasium, reading, rest and billiard rooms, shower bath and an ultra-modern barber shop.

Several thousand employes who were able to leave their work for a short time yesterday attended the special exercises in front of the administration building, which marked the opening of a War Chest drive at the plant. Admiral Bowles and Alba B. Johnson, president of the Baldwin Locomotive Works, delivered addresses.

STOLEN AUTOMOBILE BALKS

Collides With Curb and Occupant Is Held for Theft

An automobile collision at Eighteenth street and Columbia avenue led to the arrest of Thomas Regan, of Twenty-eighth street, near York, an alleged automobile thief.

Regan was driving the car. He attempted to turn a corner and collided with the curb to avoid hitting another machine. A rear wheel of his machine snapped off. He jumped off the car and ran down the street. Policeman Kenny, who witnessed the accident, became suspicious of Regan's actions. He arrested Regan and at Nineteenth and Oxford streets police station Regan admitted taking the car from in front of the Woman's Hospital, at Twenty-second street and North College avenue. The car is owned by Dr. Edith Shanatt. He was arraigned before Magistrate Glenn at Fourth and York streets police station today and held in $800 bail for court.

PATRIOTISM FREES PRISONER

Judge Releases Former Convict Who Knitted Socks for Soldiers

Touched by the patriotic tale of Frank Brown, a Philadelphian, who was arrested recently at the gates of the Eastern Penitentiary after having served three years, Judge Kates, in the Camden Criminal Court, today released him.

Brown was arrested on charges preferred by Charles Alcott, West and Mickle streets, Camden. Alcott alleged that in 1911 Brown stole his horse and wagon. Three years ago he was sentenced in a Philadelphia court for larceny.

The accused man told the Judge that while in the penitentiary he knitted 1200 pairs of socks for American soldiers and turned them over to the American Red Cross. He also told of other patriotic work he did and hoped to do outside the jail if given another chance. Judge Kates took the man at his word and suggested that the charges be dropped.

SHIP BOILER PLATE PLANT IN RICHMOND

Emergency Fleet Corporation Plans Increase in Newport News Establishment

Newport News, Va., May 23.—Homer L. Ferguson, president of the Newport News Shipbuilding and Dry Dock Company, said today the local shipbuilding company is contemplating erecting a plant for the manufacture of boiler plate in the city of Richmond for the Emergency Fleet Corporation.

The purpose of building this factory in Richmond, instead of here, is that there is a good labor market in Richmond and better housing facilities for the employes.

It is unofficially reported here today that the Emergency Fleet Corporation has decided to increase the size of the Newport News plant 50 per cent. Plans for enlargement of the yard were under way when war was declared, but it is understood that the increase in the capacity of the plant contemplated by the Emergency Fleet Corporation is in excess of the several ways now under construction.

The boiler plate plant to be constructed in Richmond is said to be a part of the plan for the enlargement of the yard.

The Newport News plant is working 8000 men. As soon as the town of Hilton is completed, north of the city, a large increase in the force will be made, since this settlement will enable the yard to care for several thousand additional workers.

ORDERS RICELESS WEDDINGS

"Throw Coal Into Cellar Instead," Says Food Controller

Riceless weddings is now the new order of the food administration.

For this many prospective brides and bridegrooms will utter a hearty vote of thanks.

The new ruling, made public today by Food Administrator Cooke, will help brides and bridegrooms to hide their identity. Rice had the habit of clinging to the "going-away" clothes. Furthermore, if there was any lurking in the hair of the bridegroom it was bound to fall out on the local hotel register the very first time he signed "Mr. and Mrs."

Rice also causes more work for church janitors, hotel porters, Pullman porters and others who come in contact with those on the first lap of married life.

If rice must be thrown, throw it into a pan and make cakes or puddings out of it, "Just cook it," says Administrator Cooke, "but don't waste it."

"Rooters" at weddings who want to help might assemble at the front door and throw coal into the cellar. This would be the best way of giving the happy couple a warm reception, the administrator says.

HOG ISLAND EMPLOYES 100 PER CENT AMERICAN

Rev. Dr. Eaton Praises Them for Their Generous Donation to National Service

The excellent showing of the Hog Island employes in subscribing more than $2,000,000 to the third Liberty Loan has been duly recognized by the Rev. Dr. Charles A. Eaton, chief of the national service section of the Emergency Fleet Corporation.

The following telegram has been received by General Manager Walter Goodenough at Hog Island.

"I have always maintained that the American people will always be proud of the heroic work done by your corporation and by your great army of men at Hog Island. The good news that your men subscribed $2,135,000 to the Liberty Loan is just what we would expect to hear from the fine men of the Hog Island shipyard. Heartiest congratulations and sincerest thanks. You are going to build ships faster than they have ever done it before, and while the men are building ships they are going to stand by their country in buying bonds and in every way. Three cheers for the men of Hog Island, who are 100 per cent American in their souls and in their pocketbooks."

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HOUSE PROBLEM NOT YET SOLVED

Pressing Need for Living Quarters for People Doing War Work

HEALTH VITAL FACTOR

Many Available Dwellings Found to Be in Insanitary Condition

There is a pressing need for more dwellings to meet the influx of shipyard and other war workers to this city.

This is the principal finding of the Philadelphia Housing Association in its seventh annual report, just made public.

The number of dwellings erected has fallen off annually since 1916, with prospects of it going even lower this year.

Second in importance to the necessity for the erection of more dwellings, the board finds, is the need for maintaining existing houses in proper sanitary condition.

These houses are in many cases badly overcrowded, and the high cost and scarcity of labor and materials has resulted in neglect of repairs and improvements. The association is working in every way in order that the health and efficiency of the ship and munitions workers may not be imperiled by insanitary living conditions.

"Philadelphia was even less prepared for war than the nation," the report starts. "It had come so close to its debt limit that it had to proceed with caution. The city had not been planned and built and equipped so as to render the greatest possible service or to make possible even a short period of neglect without serious danger of catastrophe. With favorable conditions, nation-wide prosperity and a normal, steady growth in population, it was making only a slow and hesitating progress."

Great Opportunity Came

The strain would have been severe even had the city been in first-class condition, the committee found. Prices rose rapidly, labor became scarce and expensive, city work was checked and a serious breakdown in the water supply was threatened.

"Inadequately equipped before, how shall we describe the city today, at the end of 1917?" the report asks.

This year brought the greatest opportunity to the city and there is at least one reason for hope that it may rise to the opportunity, according to the findings. The Hog Island difficulties had the merit of bringing home to the people that war is not a matter to be settled by soldiers and sailors alone.

Negroes migrated to this city in numbers of from 15,000 to 20,000, and some estimates place the number at 50,000.

The dearth of dwellings soon became the most serious phase of the problem, and first consideration was given those who arrived here without any provision having been made for them. Next, and more serious, the report finds, was the question of securing permanent dwellings. The remainder of the report, in part, follows:

"The company employed a canvasser, who worked under our direction several days, then set out to explore for himself. In the end he discovered in the area south of Market street and east of Broad just twenty houses, of which he said in his report:

"'Most of the properties were in bad shape and few presented a possible chance for our consideration. Many of the houses contained a whole family in one room. These rooms were poorly lighted and ventilation seemed entirely neglected. In several instances the basements were occupied by one or two families.'

Problem Became Acute

"While this canvass was in progress a representative of the housing committee of the Council of National Defense came to us for information on conditions here. There seemed to be a natural reluctance at Washington to believe that Philadelphia could not absorb unlimited additions to its population. Even usually well-informed Philadelphians, impressed by the generally accepted statement that there had been 20,000 vacant houses in the city three or four years ago, strengthened this reluctance by sending reports to Washington that we still had many vacancies. But with a representative on the ground it was not difficult to prove that Philadelphia had nearly reached a point of saturation. Yet less than a week before this visit the Hog Island contract had been signed without any provision for housing. Realization came with the beginning of construction, and a representative of the new company asked us for aid in finding houses. When he learned the facts, he acted. Display advertisements in the newspapers and a corps of canvassers at the door bells called upon citizens to take in Hog Island lodgers as a patriotic duty.

"The most pressing need of the past year has been an increase in the supply of dwellings. Without this increase evil conditions were bound to develop, as they have. When the tenant is unable to move because there is no other house to move to, one element in the landlord's interest is removed. When houses that have stood vacant for years because of their condition are eagerly sought for, owners of other houses see less need for making repairs or improvements. When there is brisk competition among tenants, when lodgers increase a family's ability to pay, rents go up. All this has been proved in Philadelphia during the last year. When to them are added higher and fluctuating prices of materials, higher wages and scarcity of labor, the owner is stimulated to seize his opportunity. Philadelphia's contributions to the war are not to be measured in terms of men in uniform alone, a large part of the civilian population is suffering hardship and even death. It is not to be measured in terms of Liberty Loans and Y. M. C. A. contributions alone, thousands of weekly and monthly rent payments contain part of our tribute. There is no group in the community able to render more effective and patriotic service to the nation than the landlords if they will put and keep their properties in sanitary condition and so aid to maintain the health and efficiency of our workers.

"The city, too, has become slacker. The diversion of public interest, never too keen, from local to international affairs has had the expected result. Moreover, high prices, fluctuating prices, and scarcity and high cost of labor have exhausted appropriations or made heads of departments loath to let contracts. Added to these has been something approaching demoralization in some departments due to loss of drafted men, to resignations of trained employes who felt the call to European service, to the municipal spell of economy that cost others their positions. The departments whose duty it is to maintain wholesome conditions are far less effective today than they were a year ago. While the demands of the national Government for an additional water supply at League Island are met, while we promise to cooperate with the shipping board in developing the Fortieth Ward colony, less spectacular but scarcely less important needs are not met.

"Because we did not meet our needs in the past, did not even know the size of those needs and consequently had no program for meeting them, we are today using not reserves but what we require to maintain our strength and efficiency. With a rapidly increasing population we are falling behind in such essential services as sewer and water extension and the removal of privy vaults and sanitary inspection. Bad as our lack of facilities was under normal conditions, it is becoming menacing under the present abnormal conditions."

Enters Merchant Marine Service

Having responded to the call of his country for men to serve in crews of the new American Merchant Marine, Walter Stanley Coar, of 2328 North Sixteenth street, with sixty-three others, went aboard one of the training vessels stationed at Boston by the United States shipping board. After six weeks of intensive training Coar will go to sea on one of the big new cargo-carrying vessels controlled by the shipping board. The big demand in the service now is for firemen and coal passers.

"Dandruff was killing my hair"

"My head itched unbearably and my hair was coming out by the handful, but I did not realize the cause until a friend got me to try Wildroot. A few applications loosened and removed quantities of dandruff—the itching stopped. Today it is thicker and more beautiful than ever."

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Saturday 8 A. M., Close 9 P. M.
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Apple Butter, big jar	15c
Asparagus, tall can	15c
Barley, lb.	7c
Lima Beans, lb.	17c
Soup Beans, lb.	15c
National Oats, pkg.	9c
Shredded Wheat Biscuit, pkg.	11c
Mason Jars, pints, doz.	75c
Jelly Tumblers, doz.	35c
Heinz Catsup, bot.	16c
Borax, pkg.	4c, 8c, 12c
Bluing, bot.	5c
Ammonia, bot.	9c
Kippered Herring, can	15c
Mackerel, each	10c, 13c
Table Salt, bag	3½c
Spiced Wafers, lb.	20c

Best Corn Meal	lb.	6c
Rice	lb.	10c, 13c
High Grade Salmon	can	18c, 25c
Snider's Catsup	bot.	13c
Seeded Raisins	pkg.	13c
3 Big Cans Cleanser	for	10c
Old Dutch Cleanser	can	8c
New Texas Onions	lb.	5c

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Cutlets	45c lb.	Rack Chops	30c lb.
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