OSSIP OF THE STREET

ONTINUED STRENGTH OF STOCKS DOES NOT CAUSE SURPRISE HERE; HIGHER COPPER PRICE EXPECTED

oker Believes That Increased Freight Rates Will Be Considered by War Industries Board Committee-Gossip of the Street

THE continued strength of the stock markets is no longer a matter of surprise and is accepted without any particular comment. Brokers a rule attribute it to the continued good news from the European front, ough some claim that certain interests are picking out the stocks at have real intrinsic merit and getting behind them. There are others ho claim the strength is largely due to the short interests.

Speaking of coppers, a well-known banker and broker said vesterday it he looked forward to a revision of copper prices shortly, as a comlittee had been appointed by the war industries board to investigate nditions in this industry. The commission, he said, is to find out if the meent price of twenty-three and one-half cents a pound is to be con-nued. The serious item now entering into the increased cost of copper, this broker, is the burden of the recently increased freight rates. For instance," he said, "the rate from Arizona and Montana to the stern scaboard, which was formerly \$10.50 per ton, is now \$16.50."

ope for Corrections in Tax Bill

Tax experts have pointed out some of the injustices and inequalities the system at present in force for levying the excess-profits tax, and ong financial men it is sincerely hoped that most, if not all, these rrors in the present act will be corrected in the new act which is now

One of the most glaring of the inconsistencies of the present act said to lie in the determination of what is meant by the term insated capital.

The present act rigidly excludes all capital except that which is arned or contributed by the owners of the business. Money or property orrowed is excluded from any computation of the amount of taxes.

For example, a corporation or company capitalized for, say, \$1,000,000. which \$500,000 is common and \$500,000 preferred stock, and earning \$250,000, is taxed \$41,400. The same concern, with \$500,000 stock and \$500,000 5 per cent bonds, earning the same amount (\$250,000) less the 5 per cent interest on the bonds, is taxed \$74,000. But the greater injustice lies in the fact that in each instance the common stockholders bear

afean's Address Finds Favor

The address of Daniel F. Lafean, Commissioner of Banking of this tate, before the conference of State bankers yesterday, was very favorably received in the financial district. The co-operation of the State manks and trust companies of Pennsylvania with the Federal Reserve system, if only through patriotic motives during the war, in order to mobilize the nation's financial resources as well as her man-power and industries, has been frequently advocated in this column and now seems near realization.

W. P. G. Harding, governor of the Federal Reserve Board and managing director of the War Finance Corporation, will confer with local ankers next Tuesday on the operations of the War Finance Corporation. Mr. Harding will be in the city to meet the State bankers and urge their joining the Federal Reserve system. During the day he will also confer with local bankers who are interested in stabilizing the public utility situation and secure their views on the War Finance Corporation act.

Later it is expected that the directors of the War Finance Corporaion will meet a committee representing this city, New York, Boston and Chicago at Washington.

ek Aid of Finance Corporation

Announcement was made yesterday that Kuhn, Loeb & Co., as ankers for the Brooklyn Rapid Transit Company, had made a proposal to the War Finance Corporation that it advance to the traction company sibly two-thirds of the amount required to finance the \$57,735,000 notes naturing July 1 at 7 per cent, with the understanding that New York financial institutions would supply the remaining one-third.

According to reports the plan calls for the issuance of short-term tes which the bankers would sell to the public, the company agreeing establish a sinking fund for the gradual redemption of the issue. here was a substantial advance in the Brooklyn Rapid Transit notes oth on Thursday and yesterday, presumably as a result of the reported segotiations between the bankers and the War Finance Corporation.

The National City Company of New York is offering Baltimore and Ohio Railroad 4% equipment trust certificates, due serially April 1, 1921, to April 1, 1927, at a price to yield 6 per cent. They are secured by tandard equipment costing 25 per cent in excess of the issue.

There was greater activity in the bond houses as whole yesterday than for some time past, there having been a larger turnover in railroad bonds than on any previous occasion in several weeks. Activity in the Brooklyn Rapid Transit 5s of 1918 directed fresh attention in the affairs

There is a feeling among the bond and investment houses that after the payment of taxes this week there will soon be an increase of money for investment and that the bond business will be very active.

Foreign Government bonds were both active and strong yesterday. The city of Paris 6s had a heavier turnover than on many days of the ast few weeks during the German offensive. The quotations ranged from 81% to 82%.

President's Attitude Helps Distillers

The rise in Distillers securities on Thursday was due, according to large brokerage house, to President Wilson's strenuous opposition, according to Senator Smith, to the bone dry bill at the present time, and the occasion was eagerly grasped by the pool operating in the stock to send it up a few points. From another source, as stated in this column resterday, "Distillers" had received from the Government a record contract. It is said by some brokers closely in touch with the matter that the company's stock of whisky is still very large, with frequent advances in prices, which will enable the company to meet the tax situation in better shape than was believed some time ago. .

Position of P. and W. Va. Railroad

There are many investors in this city interested in the fortunes of he Pittsburgh and West Virginia Railroad who will be pleased to read the following dispatch from Boston:

Modified concentration of holdings of Pittsburgh and West Virginia Railway common and preferred stock has of late been going on in Baltimore and Pittsburgh, due to a somewhat belated realization that this property is on the road to permanent and large earnings, after having ed through the most drastic reorganization in railroad history. "As yet nothing definite has been done by the Government looking to

ntrol of the road. Whether or not its sixty-odd miles of single track main line will be taken over by Mr. McAdoo has not yet been determined. The director general has asked Congress for permission to delay his decifon relative to short lines until January 1, in place of the present stipu-lation that calls for a decision by the 1st of July next. "This, however, is a matter causing holders of the road's securities

ittle or no apprehension, for even though the Government takes over the reliroad. Pittsburgh and West Virginia, through its ownership of the intire \$14,000,000 capital stock of Pittsburgh Terminal Railroad and Coal ompany, is assured of earnings sufficient to show a large return on its

"Based on the lowest possible estimate of what the Government would as compensation for operation of the road, Pittsburgh and West Virin can pay its nominal interest charges and the 6 per cent dividend on \$9,100,000 preferred stock, leaving earnings received from its coal proprty 'clean velvet' for the \$30,500,000 common.

During the first five months of this year the coal property produced \$50,000 tors of coal. Based on conservative estimates, the company uld show an output of close to \$,000,000 tons of coal this year, and com official estimates it is said profits are now running at the rate of \$1 ton, which would result in slightly less than \$10 per share on the or ton, which would result in the common, to the common, to the common, to the common of the common, the common of the common of

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CLOSING LIVESTOCK PRICES Chlosse, June 15.—HOGS—Receipts 7000 head; left over, 2514 head. Mostly 10615c higher. Top, 516.80; bulk, 516.400 16.70; heavy, 215.450 16.35; medium light, 516.400 16.76; packing hoss heavy, 516 16.25; medium light, 516.255 16.40; light hogs, 516.25 0 18.80; rough, 516.500 16.58.
CATTLE—Receipts, 5000 head. Market unchanged from Friday.
SHEEP—Receipts, 1000 head. Mostly direct. Bearish feellas, particularly on heavy sheep.

Kanaas City. June 15. — CATTLE — Re-cipts, 200 bead. Market nominal. ROOS — Reccipts. 1000 head. Market teady to strong. SHEEF — Reccipts. 3000 head. No trade.

Philadelphia Markets

GRAIN AND FLOUR GRAIN AND FLOUR

WHEAT—Firm. The following are the quotations: Car lots, in expert elevator (Government standard inspection), standard prices—No. 1 northern spring, 82.27; No. 1 hard winter, \$2.27; No. 1, durum, \$2.27; No. 1 hard winter, \$2.27; No. 1, durum, \$2.27; No. 1, \$2.27; No. 2, \$2.29; No. 3, \$2.19; do, No. 4, \$2.18; do, No. 5, \$2.18; do, sample grade, \$2.048, 218; do, No. 5, \$2.18; do, sample grade, \$2.028, 211; prices—only to be applied and supplied of the suppli

No. 5 wheats—Maximum price containing No. 5 wheats—Maximum price containing not over 14.3 per cent moisture 6c under No. 1 or No. 5 red. \$2.21: No. 5 soft. \$2.19. to be through with her, and yet poor maximum price containing not over 14.7 per little Rosy is so much by herself and \$2.20: No. 5 soft red. \$2.18. Maximum price and moisture, 7c under No. 1, or No. 5 red. \$2.19: No. 5 soft red. \$2.18. Maximum prices and I am about the only pal she has that—maximing not over 15 per cent moisture, oh, well! I just had to make ft up with section 1. 1 or No. 5 red. \$2.19: No. 5 her.

Se under No. 1 or No. 5 red. \$2.10; No. 5
Soft red. \$2.17.

Soft red. \$2.17.

Soft red. \$2.17.

Soft red. \$2.17.

Soft red. \$2.18.

Soft red. \$2.17.

Soft r

PROVISIONS PROVISIONS

Demand was fair and some kinds were a shade firmer. Quotations follow: City beef, in sets, smoked and air-dried, 40c; western beef, in sets, smoked, 40c; etty beef, knuckles and tenders, smoked, 41c; western beef, knuckles and tenders, smoked, 41c; beef knuckles and senders, smoked, 41c; beef knuckles and smoked knuckles at brand and average, 284 6804 c; do, smoked, try cured, loose, 214 c; bichic shoulders, F. cured, loose, 214 c; bichic shoulders, F. cured, loose, 214 c; bichic shoulders, F. cured, loose, 214 c; do, smoked, 224 c; belies in nickle, according to sterage, loose, 32c. Breakfust bacot, as to sterage, loose, 32c. Breakfust bacot, session, and and avease, city cured, 40c; do, session, and and avease, city cured, 40c; do, session, and should be the sterage of the transfer of the 22c; do, pure city, kettle rendered, 204 627c.

REFINED SUGARS Trade was quiet, but the market ruled leady on a basis of 7.45c for fine granu-DAIRY PRODUCTS

DAIRY PRODUCTS

BUTTER.—Little trading, but values were firmly maintained. Quotations: Solid-packed creamery, extra, 44c; light scoring goods, 45@47c; extra firsts, 43c; firsts, 41@42c; seconds, 38@40c; fancy brands of prints jobbing at 50@52c; extras at 49c; fair to good, 45@48c; garlicky, 35@38c.

EQGS—The market ruled firm, with demand fairly active. Pollowing are quotations: Free cases, nearby firsts, \$11.55 per case; fairly active, \$11.10 per case; fairly active, \$11.50 per case; fairly active first, \$11.50 per case; fairly per case; fairly selected eggs were jobbing per case; fairly selected eggs were jobbing per case; fairly selected eggs were jobbing the limited offerings. Quotations: New York, whole-middefirm, with demand absorbing the limited offerings. Quotations: New York, whole-middefirm, choice, fresh, 24c; do, do, fair, 23@23%c, choice, old, 24% @25c; fair to good, old, 22@24c.

POULTRY

UIVE—The general market was quiet and without important change. Quotations: Fowls, 53 \$35 \$4 c. spring chickens, not Leshorns—Weighing 18 \$2\$ ibs. apiece, 50 \$55c; weighing 19 19 ibs. apiece, 40 \$45c; weighing 19 10 ibs. apiece, 40 \$45c; weighing 19 25 \$25c; weighing 19 25c; weighing 10 25c; weighing 19 25c; weighing 19

FRESH FRUITS

FRESH FRUITS

The market was generally steady, but demand was only moderate Quotations: Apples, per bbl.—Albemarle Fippin. \$2010; Baldwin, \$5283; Ben Davis, \$3.5026; Willow Twis, \$8210,50. Apples, mearby, per box—Wineap, \$2.50. Apples, mearby, per box—Wineap, \$2.50. Apples, mearby, per box, basket, \$1.502.50. Peaches, Georgia, per 6-basket carrier, \$1.5023.50; do, do, per bah, basket, \$1.2521.75. Lemons, per box, \$10612. Oranges, California, per box, \$4688. Grapefruit, Fforida, per box, \$264. Pineapples, Porte Rice, per crate, \$465. Blackberries, North Carolina, per quart, \$80186; do, Delaware and Maryland, per quart, \$15620c. Cherries, California, per standard crate, \$768; do, do, per pony crate, \$4667; do, do, per pony crate, \$4667; do, do, per pony crate. per standard crate, \$7@8; do, do, per pony crate, \$6@7; do, do, per flat crate, \$2@3. Watermelons, Florida, per 100, \$40@100; do, od, per carload, \$400@500.

VEGETABLES

VEGETABLES

Demand was only moderate but values generally were well sustained on choice stock. Quotations: White notatoes. old. ner 100 lbs.—New York. \$1.50.021.75. White botatoes. Norfolk, and Eastern Shore, per bbi.—No. 1. \$484.50 No. 2. \$2.92.75. White potatoes. South Carolina and North Carolina, proceedings of the Carolina, per basket 50c0 \$1.50. do. South Carolina, per basket \$2.50. \$2.50. do. North Carolina, per bolb. basket \$2.50. \$2.50. do. North Carolina, per bolb. basket \$2.50. \$2.50. do. North Carolina, per bolb. basket \$2.50. \$2.50. \$2.50. do. North Carolina, per bolb. basket \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. \$2.50. Beets. Norfolk, per 100 bunches. \$2303. Corn. Florida, per crate \$233. do. Louisiana. per bbl. \$4,5006. Pepers. Florida, per crate. \$102. Tomatoes. Florida. per crate. \$1203.50; do. Mississippi, per crate. \$1301.75. Cabbase. Eastern Shore. per bbl-crate. \$1,5002.25; do. Norfolk, per bbl.-crate. \$1,5002.25; do. Norfolk, per

Philadelphia Arrivals

at New York Hotels



BUSINESS CAREER OF PETER FLINT

A Story of Salesmanship by Harold Whitehead

Mr. Whitehead will answer your business questions on buying, selling, advertising and employment. Ask your questions clearly and give all the facts. Your correct same ond full address must be signed to all inquiries. Those which are enonymous must be spnored. Auswers to technical questions will be assured by mail. Other questions will be answered in this column. The mast interesting grablems of inquiries will be uroven into the story of Peter Pint.

mightn't he?

Funny thing! All the folks who seem really worth while don't think very much of Rosy. I suppose it is just because she never had much education and is only a shop girl. Oh, well! When I get settled and am making real money, I will pay for her to go to night school. She would be as good as any of them if she only had a chance, and please God I will give her one.

Had'a letter from dad this morning Had'a letter from dad this morning

in answer to mine of last week. My, but it was good! It was more like the old dad I used to know. He said he wanted to see me again and hoped I would come and spend a few days with them as soon as possible. I wrote him by return mail, saying that I might ask off this week-end. I also asked if he would let me bring Graham

Got hold of quite a good wrinkle in seiling today. Perry called us for a meeting tonight and complained about the way our subscription orders were being turned in. "You, Flint." he said, "you can write

fairly decent now and then, but here is a bunch of your orders. Just look at the names on the front and back of them." You see we are supposed to write the subscriber's name on the back of every order becaus sometimes they write so poorly that we cannot make out what

the names are. "Can you read your own writing?" asked Perry.
Well, I looked at the bunch of orders he passed over and honest injun, I had to admit that some of them puzzled me. He passed several orders over to the other fellows.

"In the future," he said, "you will all do as Graham does."
"What does he do that's so darned smart?" asked Green. Somehow Graham is not at all popular with the other fellows just because he won't go out boozing with them. They don't like me much either because I go

Perry continued, "Every order that Graham turns in has the name and ad-dress of the subscriber printed on the in the future, whenever you are taking an order the name and address of the customer must be printed on the back. Don't trust to your own writing. As likely as not it is worse

than the subscriber's."
"Well, that is all, fellows," said Perry.
We began to leave, when he called. "Oh,
wait a minute! We will be leaving for Erie, Pa., in two weeks more. We will have cleaned up here by that time." Two weeks more! Erie—and Rosy in Newark! Gee, there seems to be no end to my worries.

TODAY'S BUSINESS EPIGRAM Don't stare up the steps of Success, step up the stairs. (From L. K. L., Newark)

What does this mean to YOU? Business Opestions Answered

Business Questions Answered
The epigram quoted today is sent by
a Newark reader, who asks whether
business saying contributed for this
column must be original. Not at all
necessary my friend, if they are good.
The repetition of a good thing is more
worth while than the creation of a poor
one. Any readers who have good business sayings or epigrams which have
helped them should send them to me
and I will be glad to pass along any
good ideas to the readers of "Peter
Filint."

good ideas to the readers of "Peter Filint."

I have been reading your story of Peter Filint for the last two or three months and have found out that you give advices and explain different kinds of business. So, as I am much interested in the lunk business. I thought I would ask you to tell me all about it, and do you think a bey of seveteen could it, and do you think a bey of seveteen could manage it? I work for the railroad now, and I don't like to leave until I know it would do fairly well in the junk business so I thought I would write you to see if you could help me.

What makes you think you would do better in the junk business than you would with the railway company?

The junk business is good if you have a very well developed trading instinct. In most towns you have to get a junk dealer's license. You must have ability to buy junk whenever and wherever it is to be sold and at as low a price as possible. Every purchase will mean more or less of a fight on price. I presume you have not money enough to be a big junk dealer, therefore, what you buy you will have to sell to big junk dealers. They in turn will try to beat you down in price. Let me emphasize that unless you have a strong trading instinct and the stamina to be rough and ready, it isn't the business for you.

A fall eligatione, apro delle linee italiana en posciole delle tempo, sia in favore delle linee italiana, eight on price a presso in the qui emigravano, rescosse sempre l'affrovalone delle vario autoritale in a provide della in a fari di navigatione, sia a provide company in price. Let me emphasize that unless you have a strong trading instinct and the stamina to be rough and ready, it isn't the business for you.

A fall elime italiana, eight one ingravano, rescosse sempre l'affrovalone delle vario autoritale in a fari di navigatione, sia a provide con nesionali che qui emigravano, rescosse sempre l'affrovalone delle ompagnie di navigazione elimentale provide della inne instinct and interested provide della invariazione elimentale provide d would with the railway company?

The junk business is good if you have a very well developed trading instinct. In most towns you have to get a junk dealer's license. You must have ability to huy junk whenever and wherever it is to be sold and at as low a price as possible. Every purchase will mean more or less of a fight on price. I presume you have not money enough to be a big junk dealer, therefore, what you buy you will have to sell to big junk dealers. They in turn will try to beat you down in price. Let me emphasize that unless you have a strong trading instinct and the stamina to be rough and ready, it isn't the business for you.

You could probably make a small

isn't the business for you.

You could probably make a small start with \$500. But in all kindness let me say that I feel you will do better to gain a more thorough knowledge of business than is possible at your years before making a venture in a business where one has to fight hard all the time. You already have a knowledge of the railroad. Why not stay there and determine to be the head of it some day? Don't laugh—the present head was geventeen once.

(CONTINUED MONDAY)

JITNEY DRIVERS WROTH Atlantic City Ordinance Compels Them to Pay License and Insurance Fees Cape May, N. J., June 15. - Jitney drivers here are dissatisfied with a new drivers here are disastisfied with a new city regulation, which goes into effect at midnight. Owners of cars there-safter must pay a license and a premium on \$1000 liability insurance. The license fee is \$25 a year, while the insurance bond costs \$40 every three months. As, in addition, rates have been fixed for conveying sallors and soldiers to and from Wissahickon Barracks and Sewells Point, which put a step to profiteering, in which the drivers are alleged to have indulged, their grumbling is general. The jitneymen say that no liability insurance fees are charged at other resorts.

Driving by minors and women is pro-hibited by the new regulations. Sailors patronized the two or three girl chauf-

Denver, June 15.— Major General George M. Randall, retired, is dead after a short illness. He was seventy-seven years old, and a veteran of the Civil and Spanish-American Wars. He retired in 1968. During his services in the Philippines General Randall did much toward the pecification of the network

LA VITTORIA ITALIANA AL PASSO DEL TONALE

G 1 i Austriaci Subiscono un'Altra Sconfitta con Gravissime Perdite

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Authorised by the act of October 6. 1917, on file at the Postofice of Philadelphia, P. By order of the President.

A. S. BURLESON.
Postmaster General.

Dalle notizie giunte dalla fronte di battaglia si rileva che gli austriaci, dopo un paio di settimane di sosta, hanno tentato di ricatturare le importanti posizioni che gli italiani durante l'eroica azione del 25 maggio uttimo scorso, conquistarono sul passo del Tonale,

Il rentativo e' andato completamente fallito e gli austro-ungheresi hanno subito perdite gravissime. Il nemico non puo' ancora rassegnarsi alla perdita su-bita nel Passo del Tonale, poiche' quelle posizioni, di grandissima importanza, costituivano il perno della progettata of-fensiva contro l'Italia, mirante ad una rruzione sul fronte del Trentino dentale con l'obiettivo di penetrare nella

Ecco il testo del comunicato pubblica-to, ieri, dal Ministero della Cuerra in

Roma:

Nelle prime ore di ieri, dopo una intensa ed estesa preparazione di artiglieria, il nemico tento di forzare le difese al Passo del Tonale lanciando un attacco di fanteria contro la sommita' Cady e la giogaia Monticello, immediatamente a nord e sud di una importante strada. A causa della tenace resistenza delle nostre truppe. l'assalto si spezzo presso le nostre linge avanzate.

l'assalto si spezzo' presso le nostre truppe. l'assalto si spezzo' presso le nostre linee avanzate.

Piu' tardi la nostra fanteria contrattacco' ed il mortale fuoco concentrato della nostra artiglieria arresto' il nemico e definitivamente lo respinse, costringendolo a ritirarsi.

Un attacco nemico fu di nuovo tentato a nord della strada, tra le ore 9 pomeridiane e le ore 11, ma fu prontamente schiacciato dal nostro fuoco di sbarramento. Le perdite del nemico, specialmente tra le truppe di sostegno, furono gravissime.

Noi catturammo centotrenta prigionieri e parecchie mitragliatrici.

Un aeropiano nemico fu abbattuto. Una nostra aereonave, nonostante le difficoltose condizioni atmosferiche, effettuo' un efficace bombardamento durante le operazioni.

Il Deputato Bevione, capo della Missione Militare Italiana per l'Aeronautica, prima di partire alla volte del-

nautica, prima di partire alla

un nuovo impulso alla guerra aerea, rafforzando in questo campo le relazioni tra le due nazioni.

La stampa italiana unanimemente da' grande importanza storica alle dichi-arszioni dell'Intesa a Parigi circa la causa degli Jugoslavi e del Boemi. Nei circoli politici italiani si dichiara che la posizione presa dall' Intesa, al riguardo, e' definitiva t

York, Colon, Rio de Janeiro e Buenos
Aires. La nomina del Sig. Di Berardino fu deliberata dalla Direzione Generale a Genova fin dallo scorso mese di
marzo, e dopo ponderato esame di parecche domande avanzate da altri aspiranti
all'ambita nomina.

che domande avanzate da altri aspiranti all'ambita nomina.

La noming del Di Berardino e' stata ovunque accolta con vivissimo compilitalia-America" non poteva fare a acimento ed il consiglio direttivo della meno di far cadere la scelto sopra di lui, in vista del valevole lavoro compiuto dal Di Berardino, a pro delle linee italiane di navigatione, per un lungo periodo di tempo e cloe' dal 1902 quando fu nominate agente generale per la Navigazione Generale Italiana e poscia per la compagnia "Italia" che inizio "il servizio directo tra Philadelphia ed i porti italiani.

di tutti.

A tale riguardo basta ricordare che non fu mai secondo ad alcuno nelle opere filantropiche e patriottiche, e l'opera spiegata a pro del "Liberty Loan" e recentemente quella a pro del Quinto Prestito Nazionale Italiano, per il quale e finora riuscito a raccogliere, tra i suoi cilianti astionerizioni per circa setclienti, sottoscrizioni per circa set-tecantomila lire, e' degna del maggiore

TURK AND BULGAR NEAR BREAK Austro - German Intervention

Hinted in Visit of Charles

Washington, June 15.
Confirmation of the reported retirement of Premier Raddoslavon, of Bulgaria, who has headed the Sofia Government since the outbreak of the war, is lacking here, but diplomatic advices indicate that the extreme tension between the Bulgarian and Turking Government. the Bulgarian and Turkish Governments over conflicting territorial demanda pro-duced such a crisis as to require the in-tervention of Germany and Austria-Hungary.

Hungary.

Emperor Charles of Austria-Hungary visited Sofia and Constantinople last month on a mission of conciliation, but the results of his efforts to satisfy both Turks and Bulgars have not become known. The resignation of Raddoslavoff, it was declared in Entente circles here would mean that Bulgaria had been compelled to recede from its position and surrender to Turkey the territory the latter ceded to Bulgaria in 1915 as part of the price required by Bulgaria for her participation in the war. Turkey has demanded the return of the territory since Rumania's defeat and the partitioning of her territories.

WINNING THE WAR IN SHIPYARDS

FRED GRAFF

BUGLER TEACHES RECRUITS

Champion Trumpeter Wins New Title as Instructor

Hail to the champion bugier of the [wenty-second United States Infantry! Corporal Fred Graff, of Company K. now guarding the Pennsylvania and New Jersey shippards at Gloucester, served with the Twenty-second Regiment along the Mexican border for several years and during that time won this enviable

Since he was assigned to the shippards he has won in addition the title of champion recruit instructor. All the new ones are turned over to him for a few helpful sessions. Some of his comrades facetiously refer to him as "the brains of the army."

Corporal Graff covers second bag for the soldiers' baseball team and is kept

the soldiers' baseball team and is kept on the coaching line as much as possi-ble, for there he is considered invineble to all comers, including the umpire.

SHIPYARD REPORT SHOWS GAIN J. H. Collins and H. L. Gantt, of the

pany for 1917, \$963,915

nautica, prima di partire alla voite dell'America per la sua visita in Washington ha avuto un lungo colloquio con l'On. Chiesa, Ministro dell'Asro nautica, L'on. Bevione fin dal principio della guerra fu sempre, nelle prime linee di trincee coi grado di capitano degli Alpini. Egli fu decorato con la medaglia al valor militare.

Come membro del Pariamento, l'On. Bevione fu strenuo sostenitore dell'intervento dell'ilaia nella guerra con una stretta intesa tra l'Italia e gli slavi oppressi dall'Austria, e presentemente un forte sostenitore della ricostruzione politica del mondo secondo le immertali linee dettate dal Presidente Wilson.

L'On. Bevione ha detto di sperare che la sua presenza in America dara un che la sua presenza in America dara un muovo impulso alla guerra aerea, rafforzando in questo campo le relazioni. resenting an investment of \$7,197,649.

The report reviews the enlargement of the plant during the last year as part of the war program, four large additional ways, capable of building 1000-foot merchant vessels, being virtually completed, \$1,400,000 having been expended on extensions to shops and ways, and still greater extensions being in contemplation. The number of men employed increased during the year from 4500 to 7500.

The two fell in each other's arms and the eyes of the crowd were fastened for the moment upon other things.

Cassels and Haines went over to France in the first British expeditionary force, but were eventually separated. They did not meet again until yesterday, although they probably fought in the same battle time and agam.

Haines went "over the top" seventimes and the last time lost his left eye. He was then, like Cassels, invalided out. Cassels' right knee is braced and he walks with a stick.

RECORD STEEL-LAYING

Pusey & Jones Workers Are Busy

in Various Activities E. Haropp, John Davis, Russell Crenamer and Bill Joseph laid thirty tons of forty-point steel in six hours at one of the Pusey & Jones shippards in one day and want to see some other crew beat it.

W. F. Corletto's potato patch has been his talk for weeks. Since the spuds are now able to take care of themselves Cor-letto ha? planted a few rows of beans. Now it's beans, beans, beans.

C. M. Clinger, of the Pusey & Jones main office baseball team, will undergo an operation on his eyes and expects to be off duty about two weeks.

The mystery of A. F. Ogden's trip to New York a few days ago is believed to have been solved by a report that he went there to be married.

BASS SEASON IS OPEN

Greater Interest Than Ever Manifested in Rush for Fishing Licenses

in Rush for Fishing Licenses

Chatsworth, N. J., June 15.—Increase
of railroad mres is expected to develop
greater interest of New Jersey residents
in the possibility of fishing-trip vacations near their own homes, as indicated
by the unprecedented rush in South Jersey counties this week for fishing ilcenses in preparation for the bassfishing season, which opened today.

Excellent fishing prospects are reported from all of the favorite Meccas
for the anglers. Several big catches of
pike have been reported from streams in
this section during the last week. Both
bass and pike will be in season until
November 30. The trout season until
close July 15.

HOG ISLANDERS ENLIST

Fighting Forces

Ten of the boys in the main(enanc division of the ship construction depart ment at Hog Island have joined Unci Sam's fighting forces. Raymond bolly Joseph Henry, W. Hell, W. A. Mc Groarty, O. E. Schaeffer, John Rapp, E. F. Freeman and A. Adams went into the army; Thomas Hill, into the navy, and J. Douglas, to the merchant marine.

Wallingford, Conn., June 15.—United tates agents have arrested Martin tunkett, Socialist candidate for Gov-mor of Connecticut. His hour Arrest Socialist Candidate

HOG ISLAND A PHONE CITY Calls Handled Equal Municipality of 50,000 Inhabitants

Hog Island's telephone service, big as it is, has failen so far behind the great demand that it will have to be greatly enlarged. So far as telephones are concerned, the island is the equivalent of a city of 50,000 inhabitants.

The weekly average of calls being handled there now is about 125,000, which experts say, belongs in the 50,000 city class. Business is growing at such a rate that an improved type of switchboard capable of handling calls from 2000 stations is to be installed in the near future.

from 2000 stations is to be installed in the near future.

The present telephone equipment comprises eighty trunk lines—fifty to the Tinicum exchange and thirty to the Locust. The service is maintained upon a twenty-four hour basis and requires thirty-one trained operators.

W. I. Oldaker, superintendent of telephones on the island, has worked out an efficiency code which all employes are being urged to follow strictly. The first rule calls for prompt answers to all calls. Another is a plea for the "voice with a smile."

NEW SHIPBUILDING RECORD

Between-Deck Vessel of 6450 Tons Built Within 40 Days

Baltimore, June 15. - A world's record for shipbuilding has been established by the Baltimore Drydbocks and Ship-building Company in the construction in slightly less than forty days of a between-deck vessel of 6450 deadweight tons, which will be launched on Monday, with Charles M. Schwab, director gen-

with the Twenty-second Regiment along for a similar type of vessel is said to be fifty-seven days. While it does not look so good as the twenty-seven-day look so good as the twenty-seven-day Tuckaboe launching by the New York Shipbuilding Company, it is said to be nevertheless better, for the Baltimore ship is a between-deck construction ves-

The vessel will be christened the South Pole by Miss Florence Patton, daughter of Ludington Patton, of Milwaukee. Mr. Schwab will address the Workers.

Among the Philadelphians who will attend are H. H. Thayer, A. G. Russell, F. H. Browne, W. C. Mattox, managing editor of the Emergency Fleet News;

J. H. Collins and H. L. Gantt, of the

Net Income of New York Com-

LAUNCHING EVERY OTHER DAY

at Electric Light Convention

the shipyard told the executive board of the National Electric Light Association at a meeting here tonight. All the ships will be of 7500 or 8900 tons, and the contracts call for about 1.500,000

Referring to charges that the corpora-tion had been guilty of profiteering in the shipyards. Mr. Blood said the total construction cost of the shipyard alone would be between \$40,000,000 and \$50,-000,000 and that the corporation re-ceived no profit whatever in the trans-action providing for the building of the yard. He said that the cost of ma-terials and labor alone was paid by the Government. Referring to charges that the corpora-

Clubhouse for Sun Plant Athletes Thomas Kane, president of the Sun Shipyard Athletic Association, an-nounces that a clubhouse is soon to be provided for the company's athletes.

CHARLES PERRY

KEEPS TIME AT SHIPYARD

The second second

Charles Perry Is Memory Marvel of Chester Plant

One of the Chester Shipbuilding Company's best-known employes is Timekeeper Charles Perry. They say at the yard that Perry knows everybody in Chester and where he was born. He has charge of all clocks in the plant, but his work goes much further than that. Offied with a truly remarkable mem-

NIGHT SHIFTS AT SHIPYARDS

Plan Adopted to Increase Output of Vessels

To further speed up the output of Hog Island Official Tells Program ships from the yards along the Delaat Electric Light Convention

Atlantic City, June 15.—A ship every other day will be launched at the Hog yards operating to capacity night and day. In most of the shipyards, some night work is now going on, but the number of men employed at night is most of the shipyards.

small.
So that the night workers may carry on their work with the same sneed as the day men, extensive illuminating systems are being installed in the yards. Those systems are so arranged that a steady flood light will illuminate every part of the ships where the men are working, so that they may go forward just as fast as the day men.

ATTERBURY IN FILMS

P. R. R. Official, Now Directing Army Transportation, on Screen

posisione presa dail' Intesa, al riguardo, e' definitiva t

UNA NOMINA NELLE

LINEE DI NAVIGAZIONE

Soltanto oggi abbiamo appreso, in seguito a commulicazioni alle competenti autorita'. che la corporazione marittime sorta per la gestione delle Linee: Navigazione Generale Italiana, e la societa' per imprese marittime sorta per la gestione delle Linee: Navigazione Generale Italiana, ci li motissimo e tanto stimato banchiere italiano, sig. Frank Di Berardino, alignement, and ciliportante societa', incorporazione di ritalia-America, sig. Frank Di Berardino, and nove wounded in the same battle unexpectedly came to in notissimo e tanto stimato banchiere italiano, sig. Frank Di Berardino, and nove wounded in the same battle unexpectedly came to in notissimo e tanto stimato banchiere italiano, sig. Frank Di Berardino, and nove director general of the many who are resultive and all prove Leisure

Two practical talks on shipbuilding were given last night at Grand Frater. Two practical talks on shipbuilding were given last night at Grand Frater. White, general foreman of carpentery and no. 4, Hog Island, talked on "Ship Carpentering," while J. B. MacBride, superintendent of Division No. 1, Hog Island, talked on "Ship Carpentering," while J. B. MacBride, superintendent of Division No. 1, Hog Island, talked on "Ship Carpentering," while J. B. MacBride, superintendent of Division No. 1, Hog Island, took for his theme "The Ship We Are Building."

The attendance showed the readiness of Hog Island workmen to improve their leisure time in getting better acquainted with their business.

"The attendance showed the readiness of Hog Island workmen to improve their leisure time in getting better acquainted with their business." The attendance showed the readiness of Hog Island workmen to improve their leisure time in getting better acquainted with their business.

"In same and the cost of mactical talks on shipbuilding were given last night at Grand Frater. F. B. W. Atterbury. Vice president et the Pennsylvania Raliroad, in clarge of

was surprised to see him flashed screen before her so suddenly.

STRAND GERMANTOWN AVE. "MISSING" A ROMANCE OF LOVE AND WAS

The Stanley Booking Corporation THE following theatres obtain their pictures through the STANLEY Booking Corporation, which is a guarantee of early showing of the finest productions. All pictures reviewed before exhibition. Ask for the theatre in your locality obtaining pictures through the STANLEY Booking Corporation.

APOLLO 52D AND THOMPSON STS.
MATTINEE DAILY
in "Amerilly of Clothesline Alley"

ARCADIA CHESTNUT BEL. 16TH 10 A. M. to 11:15 P. M. george M. COHAN to "HIT-THE-TRAIL HOLLIDAY" BLUEBIRD BROAD STREET AND SUSQUEHANNA AVE IN "MILE-A-MINUTE KENDALL"

EMPRESS MAIN ST., MANAYUNK MATINEE DAILY VIOLA DANA IN "RIDERS OF THE NIGHT"

FAIRMOUNT 26th & GIRARD AV.
Matthee Daily
PEGGY HYLAND and SYDNEY MASON
In "PEG OF THE PIRATES" FAMILY THEATRE—1311 Market St. 9 A. M. to Midnight.
DOUGLAS FAIRBANKS
in "MANHATTAN MADNESS"

56TH ST. THEATRE Below Sprice MATINES DAILY in "THE SEAL OF SILENCE"

GREAT NORTHERN Broad St. at Eric MARY PICKFORD in "M'LISS" IMPERIAL 60TH & WALNUT STS.
Mats. 2:30. Evgs. 7 & 9.
OLGA PETRONA
in "THE LIFE MASK"

LEADER 418T & LANCASTER AVE. Matines Dally In "MILE-A-MINUTE RENDALL"

VICTORIA MARKET The Blindness of

Alhambra 12th, Morris & Passyunk Ave.

Mat. Dally at 2: Evgs. 6:45 & 9.

CLARA KIMBALI, YOUNG
in 'THE REASON WHY'

MR. AND MRS. SYDNEY DREW
in 'PAY DAY' 333 MARKET STREET THEAT STAR CAST. In "TARZAN OF THE APES"

MODEL 425 SOUTH ST. Orche Continuous 1 to 11. CHARLOTTE WALKER in 'JUST A WOMAN'

PALACE 1214 MARKET STREET 10 A. M. to 11:16 P.

FANNIE WARD

IN "THE YELLOW TICKET" PRINCESS 1018 MARKET STATE BEING BEING STATE BEING STA

REGENT MARKET ST. Below 17 11 A. M. to 11 P. CHARLES RAY in "HIS OWN HOME TOWN"

RIALTO GERMANTOWN AVERAGE MARGUERITE CLARK IN "RICH MAN, POOR MAN" RIVOLI 52D AND SANSOM STR DOUGLAS FAIRBANKS

RUBY MARKET ST. BELOW P. 10 A.M. 18 11: SAVOY 1211 MARKET STEE

STANLEY MARKET AND NORMA TALMADO

THE UNITED EXHIBITORS' ASSOCIA

BELMONT 52D ABOVE MARKET Geraldine Farrar in "THE DEVIL CEDAR OOTH & CEDAR AVENUE FANNIE WARD IS "ON THE

COLISEUM Market Bet. 19th & 40th MARY PICKFORD COLONIAL Gts. & Maplewood Aven WM. S. HART IN "BELLY

EUREKA ****

FRANKFORD

soue Hayn