

GOSSIP OF THE STREET

BUYING FOR INVESTMENT RATHER THAN SPECULATION SEEN IN STOCK ACTIVITIES

Importance Is Given Report That Some Interesting News Is Expected on the Austrian Situation.

THERE was little of importance transpiring in the financial district yesterday. Stock transactions were not large, although the market showed the usual strength which it has displayed for some days past.

One of the most important banking and brokerage houses in the city which is in close touch with Wall street gave great importance to a dispatch from its New York representatives stating that it had certain information that some interesting news was about to develop in connection with the Austrian situation.

The stock market seemed to have adopted a waiting attitude, especially in connection with the news from Europe, which still remains favorable to the Allies.

There was no special subject under discussion in financial circles beyond the rumors of some new financing which is still in the embryo stage, with no definite particulars available.

There was some talk in reference to E. T. Stotesbury's retirement from the presidency of the Reading Company. One banker who is close to Mr. Stotesbury said his surprise in the matter was not at Mr. Stotesbury's resignation, but that he ever accepted the position.

There was considerable favorable comment on the condition of the money market, which was easy. As far as can be seen there is no reason visible to alter the opinion expressed in this column at the beginning of the week that the stock market would remain strong during the whole week.

Louisville Gas and Electric Bonds

There was a good deal of favorable comment in the financial district yesterday on the \$10,500,000 issue of Louisville Gas and Electric Company five-year 7 per cent first mortgage gold bonds, which have been offered to the public on a 7 1/2 per cent yield basis by Harris, Forbes & Co., the Guaranty Trust Company and E. H. Rollins & Sons.

Unlike many other public utility concerns, the Louisville Gas and Electric Company was able during 1917 to carry the greater part of its gross business into its net earnings. Prior to this issue the company had only \$3,119,000 Louisville Lighting Company's first 5 per cent bonds outstanding.

A feature of the issue is that a special trust fund for maintenance and renewals shall be established, beginning June 1, 1920, when an amount equal to 1 1/2 per cent of the gross earnings shall be spent or set aside for keeping the property in an efficient condition.

This issue is part of an authorization of \$20,000,000, a part of which will be used to retire the \$3,119,000 Louisville Lighting Company bonds.

Brooklyn Transit Financing "Conditions"

The "conditions" under which the War Finance Corporation advanced \$17,320,000 to the Brooklyn Rapid Transit Company for the purpose of aiding in the financing of the \$57,735,000 notes maturing July 1 next have been published.

Briefly, the plan requires the holders of the company's notes to consent to exchange 70 per cent of the face amount of the notes for new three-year 7 per cent gold notes of the company. The proposed advance will therefore only be made in the event of the holders of the maturing obligations lending their co-operation by extending at least 70 per cent of their holdings.

The new three-year 7 per cent notes which would be exchanged for the present 6 per cent notes will be secured by collateral now deposited as security for the present notes and by \$30,000,000 additional bonds of the Brooklyn Rapid Transit Company to be issued under a consolidated and refunding mortgage which was recently approved by the stockholders of the company.

It was said a circular letter was being prepared to go out to all holders of the present maturing notes advising them of the decision of the War Finance Corporation and advising them to deposit their notes with the Central Union Trust Company under the plan.

No Syndicate for Brooklyn Transit

A dispatch from New York says that no underwriting syndicate has been formed in connection with the proposed financing of the \$57,735,000 5 per cent notes of the Brooklyn Rapid Transit, nor is any such step to be taken. Bankers who have been identified with financial affairs of the company in the past will exert their influence in obtaining consent to the proposed plans, but will not assume any of the responsibility of the obligation further than that.

Therefore it is apparent that there must be universal acceptance of the plan if the suggested arrangement by the War Finance Corporation is to become effective. It was pointed out that the fact that the War Finance Corporation is willing to advance a part of the funds required to meet the maturity is accepted in banking circles as an indication of confidence in the affairs of the company on the part of the Washington authorities.

At the same time, the additional amount of collateral that is being placed back of the new loan and the higher rate of interest that is proposed to pay are spoken of as rendering the obligation a highly attractive investment security.

Business in Bond Market Good

Bond and investment houses report business in bonds as very good. There is quite a good deal of interest being displayed over the forthcoming issue of American Telephone and Telegraph bonds. It is said that the price at which the new 6 per cent seven-year convertible bonds of the company will be offered to stockholders has been officially announced as \$4 and accrued interest. As soon as the stockholders approve the bonds, a special meeting having been called for July 3 to act on the matter, the company will forward warrants. The bonds yield slightly more than 7 1/2 per cent. Stockholders will have the right to subscribe in the proportion of \$100 in bonds for each ten shares of stock or any fraction of ten shares. The new bonds are convertible into stock at 106 at any time after two years' usual maturity. A syndicate headed by J. P. Morgan & Co. and associates has arranged to underwrite the issue.

Cattell Very Optimistic

If the genial city statistician, Dr. Edward James Cattell, has been correctly reported from his address before the National Association of Credit Men at their convention in Chicago on Wednesday, it might be well for the United States, if it wishes to increase its production and resources, to start another war when this one is over. Mr. Cattell says the United States can fight for twenty-five years more without impairing its credit, and in fact with greater resources at the end of the period, due to increased production, than at the beginning.

A banker who read this statement from a Chicago paper remarked that in all probability Mr. Cattell had been telling the credit men something of Philadelphia's resources and activities; how we can make a locomotive while one walks around a block, and manufacture the carpets and curtains of a ten-room house as fast as a man can measure the size of the floors and windows. "I would like," he said, "to hear Mr. Cattell let loose on Hog Island and our other shipbuilding statistics. Roger Babson, the great statistician, said here once that Mr. Cattell was the only one who could make statistics interesting to the people."

13 OF 100 ATTACKS ON U-BOATS SUCCEED

Navy Department Makes Public Result of Three Months' Observation

THOUSANDS REPORTED Believe Only Half Battles With Submarines Are the Real Thing

Washington, June 21

Thirteen of every hundred reported attacks on or sinkings of German submarines without the cold light of critical analysis and are classified as "known sinkings," in which there is no room to doubt the actual destruction of the U-boat according to official British information obtained at the Navy Department.

This 13 per cent of sinkings in engagements with the raiders by American and Allied naval forces, as well as by armed guards of merchantmen and aerial patrols, is an "average of a three months' period, and is accepted as the official estimate by both British and American naval authorities.

The information is the first from official sources on the point and sets forth the ratio of effectiveness of the war against the submarine.

Raiders Here Still at Large Although there have been various reports recently of the destruction by patrol vessels and armed steamships of one or more of the German submarines operating off the Atlantic coast, it was learned authoritatively that the Navy Department has no evidence that would justify the belief that any of the sea wolves has been accounted for.

It also was learned that a close study of the reports made by masters of ship which have been sunk or attacked has suggested to some naval experts that the raiders operating on this side of the Atlantic are of a special type in which speed has been sacrificed to fuel capacity, enabling the raider to remain away from their bases for long periods.

Although the number of submarines actually sunk of the thousands reported by the press in the past, small Navy Department officials declared that if all such reports were true Germany would have had such a fleet of U-boats that it would sweep the sea of all ships.

99 Per Cent Highly Improbable The official figures were based on a comparison of submarine operations and counter-measures in the British "pink book," the existence of which and its high importance scarcely have received mention in the past.

Mr. Roosevelt, Assistant Secretary of the Navy, said that of 100 attacks against submarines reported by various sources, 99 were highly improbable, although they were reported officially as definite attacks. They were classified as "doubtful" in that they were "small" and "unsubstantiated" by the British Admiralty.

Slightly more than 20 per cent of every 100 cases reported were listed as "possible" and in each case the submarine certainly was present, according to the judgment of naval authorities who read the reports. Five per cent were classified as "probable sinkings," where it was established definitely that the submarine was present and that it was destroyed.

Allowing for the possibility that a majority, if not all, of the "probable sinkings" which were reported as being destroyed or put out of commission, the maximum sinkings in actual engagements with Allied naval and aerial patrols would be less than 25 per cent, and the number of merchantmen has not exceeded 18 per cent.

The ratio of sinkings and reported destruction of submarines, it was stated at the Navy Department, was not nearly so high a year ago or at any time before the entrance of the United States into the war.

It is apparent that if thirteen of every hundred reported sinkings of submarines have been established as being "possible," that there has been a very considerable number of his weapons of ruthlessness. The reports of sinkings run into the thousands.

London, June 21.—Captain Peratus, the naval critic of the Berliner Tagblatt, admits that German submarines are being destroyed by the Allies. He then, says a Rotterdam dispatch to the Daily Telegraph, Captain Peratus writes:

Every day I see reports of the destruction of German submarines. It is not surprising that I should have been told that a submarine was destroyed. It is not surprising that I should have been told that a submarine was destroyed. It is not surprising that I should have been told that a submarine was destroyed.

London, June 21.—The arrest of Fred A. Sommerfeld, a German, well known in Mexico, has resulted from conferences he had had with Frederico Stallforth, interned as an alien enemy, and the belief that while Sommerfeld was acting for the Madero Government and Villa he acted also as an agent for Germany.

Sommerfeld, also known as Sommerfeld, was taken into custody at the Hotel Astor, where he has resided for the last few years. Federal agents said he had several conferences with Stallforth, who was formerly president of the Northumberland County, Pa., and J. J. taken over some time ago by the alien property custodian. The nature of these conferences was not disclosed. The officials also said that while Sommerfeld was acting for Villa and Madero he supplied Germany with first-hand information of Mexican and American affairs.

Sommerfeld left Germany in 1902 and came to the United States. He returned to Germany in 1906, serving in the army, later studying mining engineering, returning to the United States in 1909 and going to Mexico, where as a mining engineer he is said to have amassed a large fortune.

Eleven Graduates at Dover The public schools closed here yesterday at high school commencement exercises being held in the opera house, when eleven students graduated. The first to graduate was the four-year course was established, received diplomas. Blanche M. Moore was salutatorian and T. Muncey Keith valedictorian. The address to the graduates was made by Secretary of State Robert C. Johnson and the diploma was presented by Prof. Wesley Webb. The graduates were Martha Brown, Margaret C. Hartnett, Blanche M. Moore, Loretta Munday, H. Gertrude Saxton, Louise K. Steele, and Mary W.

BUSINESS CAREER OF PETER FLINT

A Story of Salesmanship by Harold Whitehead (Copyright)

Mr. Whitehead will answer your business questions. Ask your questions clearly and fully. Address: "The Business Career of Peter Flint," care of the author, 1234 Market Street, Philadelphia, Pa. 19106. Other questions will be answered in the next issue. Write to the author.

MY HOW good it is to be home after you have been away for a while!

The train had hardly pulled into Farmdale station than I was on the platform and had mother in my arms. Lucy and Ella were there, too, and it made me so happy to see them again that I almost forgot to breathe.

I was just going to thank Lucy for her last letter when I noticed that her eyes were fixed over my shoulder. I turned and saw what she was looking at. Can you believe it? I had almost forgotten Graham in my excitement.

"I have been looking forward with much pleasure to meeting my friend's mother." "And I am glad to meet you, too," responded mother.

"I feel as if I know you. Peter thinks his mother is just about all right and that she isn't quite a bit about you and his sisters."

"Well, here are the pair of them—right on hand. Ella, this is Francis Graham." "Glad to meet you," said Ella, dropping an old-fashioned curtsy. Ella is sixteen and as full of mischief as a kitten.

"Lucy is quite grown up; she's nearly twenty. And this is my sister Lucy." "You hear you have been very good to my big brother," she said to Graham. "He needs some one to look after him."

"His sister's letters seem to do that admirably. For instance, she says you was good enough to let me see the last one you wrote him. He's a lucky boy!" "Well, well, well," said mother, "here you see your dear little nephew. I hope your dad is waiting impatiently to see you and your friend. Come along, Peter."

"He all piled into the surrey and Lucy was soon driving us home. Dad is quite old-fashioned. He doesn't believe in automobiles—calls them 'devil wagons.' Well, our home is getting very old, but I remember that I never dared suggest it again. Some day I am going to write a book on Nellie."

"Nellie once belonged to a brewer. Dad, you know, is strong on prohibition, and one day he was out for a walk and found one to pull a load which was beyond her strength. There and then he offered to buy her, and did. Somehow, he never got the money together, and she was left to fend for herself. We never dare to tease dad about it because he is so touchy on this question."

"It was a very bad thing we broke Nellie of the habit of stopping at every saloon in town. Farmdale is dry now, but it was very wet when Nellie was young. I remember we were driving up Main street to have Nellie stop automatically at every one of the seven saloons. Folks who were in the car at the time were saying that the horse knew where he wanted to stop."

"We used to have a whip for Nellie. If your car didn't stop where we wanted to, I touched with a whip such as you see here and look over her shoulder at you with the most puzzled expression on her face, as if to say, 'I don't know what you mean to do!'"

TODAY'S BUSINESS EPIGRAM Sentiment is the electricity of business—intangible, but necessary. What does this mean to YOU? Business Questions Answered I am a young salesman in Austria, Germany and Sweden. I have been in this business four years. I can speak all three languages and I am a very good salesman. I would like to see you and talk over with you. I can give you a good position without traveling expenses in the United States. I can give you a good position without traveling expenses in the United States. I can give you a good position without traveling expenses in the United States.

THE Y. M. C. A., I believe, gives a good course every year, and perhaps some of the business colleges do, also. You might ask the superintendent of schools whether any of the high schools will give such a course. I have had a good job. A student who has a good job and a good salary is worth anything. I am a young man and I want to know what you want in knowledge. The job will come naturally.

If your account is not unduly marked, you should have no difficulty in securing a good position as a traveling or store salesman with the State Department, which will, within the next few years, be greater than ever.

I am a railroad man, thirty-five years of age, have had ten years' experience in train service and would like to get an appointment in the State Department. I am a young man and I want to know what you want in knowledge. The job will come naturally.

Thousands on Way, Red Cross Mission From Russia Reports A Pacific Post, June 21.—The American Red Cross mission to Russia, headed by Lieutenant Colonel Raymond Robins, has arrived here. The party left Moscow May 14.

While Lieutenant Colonel Robins said he would make no statement until he had conferred with the State Department, unofficial members of the party asserted that thousands of Czech-Slovak troops are on their way to the United States to offer their services against Austria.

Every courtesy was shown the party by the Bolshevik Government, it was said. A private car was furnished them and they made the journey to Vladivostok.

JERSEY BUDGET ACT HELD UP AS MODEL

Comptrollers at Atlantic City Told of Efficiency and Uniformity

Atlantic City, June 21

The budget act adopted at the recent session of the New Jersey State Legislature was held up as a model of efficiency and uniformity at the session of the National Association of Comptrollers and Accounting Officers, held in the Marlborough-Blenheim, Assemblyman Arthur N. Pierson, a member of the commission for the survey of municipal financing, and Walter T. Darby, commissioner of municipal accounts of the State of New Jersey, commented favorably on the provisions of the budget act during their addresses. The new regulations imposed upon accounting officials of cities and States were discussed by John S. Drum, of San Francisco, in an address on "The Work of the Capital Issues Committee," and Henry B. Fennell, of a firm of certified public accountants of New York, took as his theme "Capital Accounts in Municipal Accounting."

John S. Drum, president of the Savings Union Bank and Trust Company, San Francisco, a member of the Federal Capital Issues Committee, told the convention of the plans of the United States Government to prevent, so far as is possible, every form of nonessential expenditure by individuals, firms, corporations, cities, counties and States, not through harsh restrictive measures, if it can be avoided, but through a spirit of patriotic co-operation.

There is no compromise, however, the Washington Administration's representatives made it clear, with architects ambitious to put across monumental projects through political influences or political expediency, seeking favors. Already, he said, the Capital Issues Committee has been instrumental in blocking a number of nonessential projects.

"We do not claim," the San Francisco banker said for the committee, "to be possessed of a superior brand of patriotism. What we are endeavoring to do is to impress upon the country the fact that there is a great and urgent necessity that so far as is possible, the financial resources, labor and material should be conserved for the one great business of winning this war."

In asking you as the fiscal officers of American cities to co-operate with us in preaching this gospel of conservation, we would point out that every time a municipality goes into the market for money it is competing with the Government, and this means that the Government is deprived of the taxing power, for most State and city securities are exempt from taxation.

The principle upon which the Capital Issues Committee is working is that the Government must have the right of way in the business of the whole country. You have heard the slogan 'Buy United States Government Bonds.' It is the same principle that we are applying to the city, but the nation as a whole."

The comptrollers pledged their co-operation by a rising vote and were appointed a committee of all comptrollers of the Delaware River district.

"That is the only way to treat these things," is what Major General G. E. Swinton, originator of the armored tank, tells the shipyard men every day, and their cheers show where they stand.

NO AID FROM BROTHER, DECLARES O'LEARY

Lyons Bought Tickets for St. Louis, He Tells Federal Court

New York, June 21. Jeremiah O'Leary, keen of mind, on the witness stand in the Federal District Court yesterday, swore that his brother, John J. O'Leary, who is on trial charged with aiding the Irish agitator to escape justice, had nothing to do with his flight to avoid trial.

"I cannot make it too emphatic that neither my brother John nor any member of my family knew that I was going to run away," Jeremiah said. "In fact, I did not decide not to return until Arthur Lyons and I had left St. Louis. I had no notion when I left New York of not returning."

The witness occupied the stand the entire day. His cross-examination will continue this morning. Presently his testimony he denounced the newspapers for what he called unfair treatment in the last three years.

O'Leary testified that before his departure for the Pacific coast he had received a letter from Henry A. Wise, then his counsel, stating Mr. Wise would withdraw, as the Government would persecute him (Wise) if he tried the case.

O'Leary then burst into a general denunciation of the bar, saying its members' true Americanism had been destroyed by the hysterical following of a false public opinion and they had become obsessed with the opinion that their reputations would suffer if they appeared in his defense. He offered Assistant United States Attorney Earl B. Barnes \$1000 to get him an attorney with the reputation of De Lancey Nicolli or H. Snowden Marshall, who are to prosecute the case.

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ON THE WAYS TO BERLIN

CHESTER SHIPBUILDER GOOD LAND TRAVELER

"Bill" Stevenson's Frequent Trips to Philadelphia Inter-est Joiners at Sun Plant

Now that the big tanker Lancaster, recently completed at the Sun Shipyard, Chester, has left the yard for good, "Bill" Stevenson, a college chap, who has been made assistant foreman of the joiner shop there, is free in the evening, and his frequent trips to Philadelphia have led him to expect an announcement soon.

Stevenson and the young woman are well known in New York, and the latter has been at Atlantic City for several weeks.

A Remington, who quit advertising in Philadelphia to tackle a riveter's job at the Sun yard, is now talking of enlisting with our fighters.

George Spear, secretary of the Sun Shipyard Trampship Club, finds it hard to get out 2500 notices, but says he will find some way.

The Sun shipyard baseball team is fortunate in having in "Bill" McGeehan, its manager, one so close to Columbia's coach, Andrew McKeon. In that way it has got many good playing hints. McGeehan is said to be in correspondence with Benny Kaufman, the great shortstop, but his own men say they can get along just as well with their own. O'Neil working between second and third.

"Jim" Keeley, one of the burners at the Sun yard, recently received a postcard which he treasures fondly.

The New York Shipyard Club's flingers are tuning up for "Jim" Murray, the Sun Club's 220-pound first sacker, who made two touchdowns in last Saturday's game. And the slugger is tuning up for them, too, it is said. The wind from that heavy bat of his gives one a chill, but he says he must be ready by Saturday.

The Sun players wish "Bill" Davis of American cities to co-operate with us in preaching this gospel of conservation, we would point out that every time a municipality goes into the market for money it is competing with the Government, and this means that the Government is deprived of the taxing power, for most State and city securities are exempt from taxation.

"Harty" Hartline, the Sun catcher, who has been in the Sun yard since the center fielder with the second sacker, but says the sun is partly to blame.

"TREAT 'EM ROUGH" O. K. D Shipmen Here Approve Motto of the Tank Corps

"Treat 'em rough," the American tank corps motto in the war, meets the unqualified approval of all shipyard men of the Delaware River district.

"That's the only way to treat these things," is what Major General G. E. Swinton, originator of the armored tank, tells the shipyard men every day, and their cheers show where they stand.

GIVES G. A. R. FEW YEARS

Commander Tully, of New Jersey, Sees End Near Atlantic City, June 21.—G. A. R. posts have only seven or eight years more of life, at the present rate of mortality among its members, in the opinion of Commander Walter Scott Tully, addressing the New Jersey G. A. R. meeting here. Impressive memorial services were held for the 249 comrades who have died in the last year, leaving only 2210 members in New Jersey.

George E. Boyd is the choice for department commander at the election to be held today.

"Veterans of the Civil War are dying at the rate of 100 a day," Commander Tully declares. "The G. A. R. posts are entirely wiped out in seven or eight years."

The Women's Relief Corps, the auxiliary to the G. A. R., and the Ladies of the G. A. R. are also meeting in conventions here.

CREDIT UNIVERSITY WILL BE ORGANIZED

Chicago Convention Makes Move to Aid Business After War Plans were outlined for a national university of credit education, to be known as the National Institute of Credit, at the session of the National Association of Credit Men's convention at the Hotel La Salle. It will be patterned after the American Institute of Banking and degrees will be conferred as by universities upon the completion of a regular curriculum.

The project is an outgrowth of the war and is a step forward in line with preparations business is making to meet world-wide competition following the declaration of peace. The preliminary course has been worked out by an advisory committee, consisting of Dr. J. T. Holdsworth, dean of the School of Economics, University of Pittsburgh; Dr. C. W. Gerstenberg, director of the department of finance, New York University School of Commerce, Accounts and Finance; and Dr. W. L. Lord, dean of the School of Business Administration, Boston University.

The convention also adopted resolutions to co-operate with the Government in doing away with the inequalities of the present income and excess-profits tax acts and placed itself on record by resolution as favoring universal military training.

SCHWAB AND GARY CONFER

Will Discuss Plans for Rushing Steel Shipments

Albert H. Gary, of the United States Steel Corporation, will meet Charles M. Schwab, director general of the Emergency Fleet Corporation, today and discuss further plans for rushing steel shipments to the various shipyards. Particularly at Hog Island the steel shortage appears. Shipments have not yet begun to arrive from the plants which recently were awarded contracts for 50,000 additional tons a month and delay is also caused because many of the plants must go through a recreation shop after they are fabricated.

Although still somewhat behind schedule, the shipments are of improving quality, due in great measure to the hearty co-operation afforded the Emergency Fleet Corporation by the big steel interests.

HOG ISLAND TO EMPLOY 30,000

Will Be Concentrated on Ships in Six Weeks Within six weeks 30,000 men will be employed at Hog Island concentrating entirely upon the quantity production of ships.

At present there are 25,000 men working at the shipyard. Only 7000, however, are directly employed in ship construction. Two thousand are clerks, and the remainder are laborers, engaged in putting the yard in shape.

The plan is to have all the ships at Hog Island will be completed, and virtually all the laborers will be needed no longer. About 10,000 men will be needed to build one shipbuilder to take the place of every laborer, who leaves because he cannot become a shipman.

DRYDOCK SITES PICKED

Now Up to Private Capital to Furnish Government Land Chairman Hurley, of the shipping board, will make public today the sites selected for the building of six drydock basins along the Delaware River. It is now up to private capital to come forward with the money to build the basins. The Emergency Fleet Corporation will finance the building.

Vice President Piez, of the fleet corporation, said this was the plan that was followed in other sections of the country where dry docks were built. He would not say definitely that, in case private capital was not forthcoming, the docks would not be built here, but declared that it was expected to be met the local situation.

TROLLEYS FOR SHIPMEN

Facilities for Camden and Gloucester Workers to Be Improved George E. Oiler, office manager of the Emergency Fleet Corporation, has been appointed personnel manager for ten of the trolley lines of Camden and Gloucester. The office was made vacant by the recent resignation of A. G. Goodell, head of the employment bureau.

Camden and Gloucester shipyard workers, numbering in all about 15,000, are to have excellent trolley facilities to and from work. A. Merritt Taylor, director of housing and transportation for the Emergency Fleet Corporation, will spend about \$1,247,000 on the development of this important adjunct to the shipbuilding industry. The New York yard at South Camden is to have a loop to handle the trolley cars there.

CROWDER'S DRIVER TO WAR

Sends Negro to Ranks, Hiring Chauffeur under Draft Washington, June 21.—Provost Marshal General Crowder has sent his negro driver off to the ranks to enter a machine-gun school and replaced him with a man below draft age. This is one of the first official indications of whether being a chauffeur will be considered a nonessential occupation.

THROW MAN IN DITCH

Neighbors Punish Husband Who Used Ax on Wife Johnson City, Pa., June 21.—Enraged when his wife refused to get out of bed and cook him a meal when he returned home at midnight after an evening at a saloon with friends, Alex Biegan attacked the woman with an ax, striking her several glancing blows on the head. The woman's screams attracted neighbors, who rushed in and overpowered the man.

Biegan was bound hand and foot, carried from the house and thrown into a ditch half filled with water, where he was found by officers summoned from Shippensburg. He was returned to jail.

PHOTOPLAYS

GERMANTOWN AVE. AT VENANGO ST. RAND CHARLES RAY IN "HOME TOWN"

The Stanley Booking Corporation THE following theatres obtain their pictures through the STANLEY Booking Corporation for early booking and special conditions. All pictures reviewed before exhibition. Ask for the theatre locally obtaining pictures through the STANLEY Booking Corporation.

Alhambra 12th, Morris & Passyunk Ave. Mat. Daily at 2:15. Evng. at 8:15. "THE FACE IN THE DARK" APOLLO 52d and Thompson St. ALICE BRAD IN "THE KNIFE" ARCADIA CHESTNUT Below 10TH 10 A. M. to 11:15 P. M. PAULINE FREEDRICK IN "HIS RECORD" BLUEBIRD BROAD STREET AND SUBURBAN AVE. DOROTHY DALTON IN "UNCLAIMED GOODS" EMPRESS MAIN ST. MANAYUNK GEORGE WALSH IN "SHEAVE HART" FAIRMOUNT 20th & Girard Av. PAULINE FREEDRICK IN "UNCLAIMED GOODS" FAMILY THEATRE-1811 Market St. 8 A. M. to Midnight. "HOW COULD YOU, CAROLINE?" 56TH ST. THEATRE-Below Spruce. CONSTANCE TAIT IN "THE THERION" GREAT NORTHERN Broad St. at 8th. M. A. PRODUCTION. 2 & 8:30. 8 P. M. "MY FOUR YEARS IN GERMANY" IMPERIAL 90TH & WALNUT STS. M. A. PRODUCTION. 2:15. Evng. 7:30. "THE TURN OF A CARD" LEADER 4TH & BAYVIEW