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DESTROYERS FAIL TO SAVE JUSTICIA

Dropped Depth Bombs When Submarines Attacked Big Transport

PATROL BOATS STOOD BY

Liner Being Towed to Port When Finally Sunk by. Two Torpedoes

By, the Associated Press

London, July 25. eight submarines are have been concerned in the attack on the Justicia, according to the Daily Mail, which says the fight began at 3 o'clock Friday afternoon and lasted intermittently until Saturday morning The ship sank about 1 o'clock in the afternoon, after nine torpedoes had been

When the liner was first struck the torpedoboat destroyers which accompanied her raced to attack the enemy and floating in the ocean just below the dropped many depth charges, while pa- surface off the end of the Steeplechase trol boats stood by the ship and a tug Pier, and but a few yards from bath-

The second and third torpedoes were tery upon which no light has been shed fired about 5 o'clock in the afternoon. so far by investigators. Both missed their marks, one going ahead of the steamship and the other aft. Two hours later another torpedo was seen coming, but when it got close a gunner on the Justicia with extraordinary aim, hit it clean and exploded

evening, when the fifth torpedo was sighted. The gunners on the Justicia placed their shots so near it that the torpedo was deflected and missed its

target.

Most of the crew by this time had been transferred to other ships which had remained near the liner all night. The Justicia was well on her way to port Saturday morning when a subma-rine fired the eighth and ninth torpedoes, and one of them struck forward and the

197 MEN OFF FOR CAMP DIX

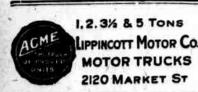
Contingent From Camden City and County Districts Departs A contingent of 197 drafted men left Camden this afternoon for Camp Dix. There was a parade which started at the Court House, and which included the Court House, and which included members of the Public Safety Committee, the City Council. Red Cross representatives and city officials.

The men left the Pennsylvania Railroad terminal, each receiving smokes and confections for his long trip.

The distribution of the men is as follows: First county district, 20; second county district, 19; first city district, 64; second city district, 78; thirty city district, 8; fourth city district, 8.

Lockjaw Follows Nail Puncture J. Warren Fogg, sixty-one years old, of Salem, N. J., was admitted to the Cooper Hospital today, suffering from ockjaw. Hhe stepped on a rusty nail a few weeks ago.

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GERMANS MAY HIT BACK AT ITALIANS

Attempt Believed Possible to Cover Up Smashing **Defeat in France**

ATTACK IN MOUNTAINS

Austrian Forces There Were Least Affected by Rout Along Piave

By the United Press

MISSING IN ACTION

Elmer Reichert, of 2851 North Twenty-fifth street, whose name is

in the marine corps casualty list

CAMP "BOSS" IS HUMBLED

Philadelphia Rookie Ends Bully-

ing by Thrashing Tormentor

S. C., by a giant Southerner, who set out

to be the "boss" of Company G, of the

Fifty-seventh Pioneer Infantry Regi-

ment, and the Philadelphian who administered it was George J. Fiber, a former

newspaperman of this city, who lived at

the Preston Apartments, Preston and

Baring streets, and who left here on

Fiber was selected as the butt of the

July 19 with a contingent of draftees

hiladelphia "rookie.

It does not pay to "get fresh" with a

By the United Press

Washington, July 25.

Stung by the smashing defeat of their plans in France, the Teutons are believed about to strike back in Italy.

Among those foreseeing the possibility of such a retrievement attempt is Major General Emilio Gugilelmotti. Italian military attache here. A day before the Austrian Plave drive he predicted it.

dicted it.

The general holds it entirely possible that Lundendorff will rush German. reserves to Italy as soon as he realizes the impossibility of victory on the west line. When he comes to that point, Guglielmotti believes, Ludendorff will lose no time trying to smash the Italian defenses.

defenses.

The general believes the boche will try this means of stopping Italians from going to the west front and also will try thus to cover up at home the flasco of the Rheims smash. General Guglielmotti asserts that the

blow is most likely to come in the mounblow is most likely to come in the mountain front, because the Austrian forces in this section were the least affected by the rout along the Piave and because of occupation of the Trentino regions offers the tactical advantages for future Simultaneous offensives in the Trentino, on the Asiago plateau and also against the Montello heights are de-clared to be possibilities.

PROWNING MYSTERY

AT SHORE; GIRL DEAD

Fiber was selected as the butt of the Southerner's remarks. He stood the "kidding" until the Southerner threw a lighted cigarette down his back. Fiber immediately turned in and thrashed his tormentor, beating him till he pleaded for mercy, amid the plaudits of the assembled company.

The matter came to the attention of the company commander, who was about to send the offender to the guardhouse, when Fiber pleaded for mercy for him and he was released. DROWNING MYSTERY

Ring With Name "Nemo" and Shriveled Right Leg Only Clews

Atlantic City, July 25 The finding of the body of a pretty young woman, about twenty years old, ing crowds, has given the police a mys-

The body, fully clothed, was first ighted by an attache of the pier. Examination showed that a gold write

Examination showed that a gold wrist watch had stopped at 12:45 o'clock. It is possible that the girl entered the water by a leap from either the Steel Pier or the Steeplechase Pier.

There was nothing about the body to indicate the girl's identity except an inscription on a plan gold wedding ring. "Nemo." Another clew was a slight disfigurement of the calf of the right leg. which was shrivated and bod here. figurement of the calf of the right leg, which was shriveled and had been pad-

The dead girl weighed about 110 pounds, had dark hair and eyes and her clothing was of good texture. She wore a light lawn dress, white silk stockings and white buckskin pumps. Several rings, not especially valuable, adorned her fingers, and a small brooch was pinted at a V-shaped collar. ned at a V-shaped collar.



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Young woman of educa-tion and refinement, with experience as librarian, to superintend library and perform secretarial duties for a large industrial concern; state age, experience and salary expected.

C 321, Ledger Office.

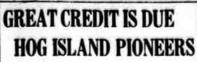
\$5 and \$6 Georgette Crepe Waists . \$



At Peggy's \$3

A broad showing of distinguished blouse attractions, at \$3 and \$5. All \$8 to \$10 values that strongly emphasize the origi-nality in style, plus the saving of \$2 to \$5 you obtain at this upstairs shop—on view today, Friday and Saturday! Come early!





Workers in the Steam Transportation Department Were First on Job

To the pioneers who blazed the first trail through Hog Island belongs a distinction that they and their descendants may well point to with pride

There has been a great deal of discussion of such honors and to whom they rightfully belong, but it is now quite fully conceded that the men of the steam transporation department, or "F. Hartenstein's own," as they prefer to be called, were first on the world's big crowd.

The pioneer crew that ran No. 234 on the pioneer crew the pioneer crew th

In the early days of this great con-struction job Hog Island was a track-fess waste. The nearest railroad and dispatcher; "Buckey" McGraw, engi-trolley lines were then at Ninety-fourth neer, now foreman of engines; Law-

treet and it was some hise from there to the river front and back when one's day's work was done.

There was no such thing as a repair shop, the nearest standpipe for water was three miles away and discouragement faced the workers at every turn. These were only a few of the many adverse conditions that faced Hartenstein and his doughty crew of railroaders when they started in October. Their engine house was then located in Essington and their first engine, good old No. 234, the first train to run on the Island, was loaned to the company.

Despite the many conditions to be overcome by the construction department and the engineers, the railroad lines were pushed forward, as it was realized that good transportation facilities were absolutely necessary for the armly of workers at the yard. The line from Ninety-fourth street was completed and the first train run into the yard on November 3. This lesson was learned a few days ago at Camp Wadsworth, Spartanburg,

November 3.
The shuttle train became one of the

YOU CAN'T BREAK UNBREAKABLE CRYSTALS LEFKOE'S JEWEL SHOP Market

wonders and the jovial crews soon be- with Uncle Sam's fighting forces; Robert came a large part of the life at Hog Lambert, brakeman, now conductor on the ways, and Robert Irwin, brakeman,

A trip to the roundhouse, as the railjust beyond the west platform, will convince one the railroaders are proud of their engines and take the greatest pride in knowing that they are worker. pride in knowing that they are working right and the air O. K., so that quick and easy stops can be made. The men also take great pride in the appearance of their engines, and spare moments are devoted to polishing here and there

around the engine. Now and then a strange face appears among the crews on the various trains but not very often. The great majority of the men have stuck to the job since they cast their lot with this great or ganization, and although all, save thei leader, Hartenstein, were laid up a some period during the severe winter, they quickly rallied, and are still im-proving transportation facilities for the

BAILEY, BANKS AND BIDDLE CO.

who is also conductoring on the ways

master. The pioneer crews were then joined by E. E. Jordan and F. H. Osborne, yardmasters, and J. B. Const-

dine, train dispatcher.

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Complete Dessert Services or Separate Pieces as desired

Expensive or Moderate

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Don't let the Heat put you out of Sorts!

C There's Cool comfort for you in the Perry Tropical-Weight Suit! Thousands of men have found that out already!

I The fabrics are as light as the proverbial feather, and yet, as we have tailored them, they stand up in shape and form exactly to your requirements!

And our prices for them are much below those in other good stores, because we anticipated the advances!

¶ Get one and live in comfort!

Palm Beach Suits \$7.50,\$9,\$13.50,\$15

Styled right and made right. Cream colors, tans, browns, Oxfords, blues, stripes and novelty patterns. Plenty to choose from! All sizes!

"Breezweve" Suits \$10 and \$12

A tropical fabric of great comfort and neatness of appearance.

> **Mohair Suits** \$15 to \$25

Plenty of Big Sizes

Summer Suits of Tropical Woolens \$25, \$30, \$35,

\$40 These fabrics are as light as

they make them-porous as a sieve. Big Variety of colors, shades, and patterns.

Here's a Nifty Suit-

A white basket-weave serge \$18

While they last!

Outing Trousers \$6.50 to \$10

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The Motor Truck Is Essential

THE continued manufacture of motor trucks, to be used in the transportation of materials for direct or indirect war work or to be used in work of national civilian importance, is an essential.

While motor trucks are of great importance in relieving transportation problems, their manufacture cannot be out of proportion to other transportation necessities, such as railroads and steamships. A grave responsibility has been placed not only upon the manufacturer of motor trucks, but upon the present owners of such vehicles. We must all do our part to the limit of our ability. The situation is this:

FIRST, motor trucks are to be sold only for necessary work, either directly for war work or to facilitate the transportation of such essentials as food, fuel, etc., or for important construction work.

SECOND, motor truck owners must see to it that their trucks are operated so as to require the minimum of spare parts and re-

THIRD, no truck must be discarded if it can be rebuilt so as to operate efficiently.

FOURTH, every truck in use must be routed to carry as many tons a day as is economically possible. Empty runs must be cut to a minimum.

Owners of trucks and new purchasers should investigate the manufacturers' standing and service facilities which will make it possible for the owner to do his proper share in the responsibility of owning a motor truck.

As manufacturers of THE AUTOCAR MOTOR TRUCK, we are going to live up to our full responsibility and duty as recommended by the War Industries Board.

> THE AUTOCAR COMPANY Ardmore, Pa.

July 24, 1918