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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. From three to eight submarines are said to 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 fired.

When the liner was first struck the torpedo boat destroyers which accompanied her raced to attack the enemy and dropped many depth charges, while patrol boats stood by the ship and a tug took her in tow.

The second and third torpedoes were fired about 5 o'clock in the afternoon. 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 it.

All was quiet until 8 o'clock in the 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 submarine fired the eighth and ninth torpedoes, and one of them struck forward and the other aft.

**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 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 Fong, sixty-one years old, of Salem, N. J., was admitted to the Cooper Hospital today, suffering from lockjaw. He stepped on a rusty nail a few weeks ago.

**ROOFING**

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**Pearls Restring 25c**  
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**WARNER TRAILERS**  
Two and Four Wheel Types  
1/2 Ton to 7 Tons Capacity  
IMMEDIATE DELIVERY  
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**FOUNTAIN PENS**  
FITTED TO YOUR HAND  
ALL MAKES REPAIRED  
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**One Hand Control**  
This feature of the INTERNATIONAL ADDING MACHINE is not possessed by other makes. Requires only right hand to operate.

**International**

**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*

Washington, July 25. Stung by the smashing defeat of their plans in France, the Germans are believed about to strike back in Italy.

Among those foreseeing the possibility of such a retort is the Italian generalissimo, Benito Mussolini. He believes that the Italian military attack here, a day before the Austrian Piave drive he predicted it.

The general holds it entirely possible that Ludendorff 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.

The general believes the hope which this means of stopping Italians from going to the west front and also will try thus to set up at home the fiasco of the Rheims smash.

General Guglielmotti asserts that the blow 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 operations.

Simultaneous offensives in the Trentino, on the Asiago plateau and also against the Montello heights are declared to be possibilities.

**DROWNING MYSTERY AT SHORE; GIRL DEAD**

**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, floating in the ocean just below the surface off the end of the Steeplechase Pier, and but a few yards from bathing crowds, has given the police a mystery upon which no light has been shed so far by investigators.

The body, fully clothed, was first sighted by an attaché of the pier. 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 plain gold wedding ring, "Nemo." Another clew was a slight disfigurement of the calf of the right leg, which was shriveled and had been padded.

The dead girl weighed about 110 pounds, had dark hair 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 pinned at a V-shaped collar.

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ON THE RIVER DRIVE  
Offers the finest food, the best service, live music, and dancing.  
Easy access and fine music.

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The Best Land in Georgia at prices that will surprise you. Live stock wanted. Good commissions paid and the fullest co-operation extended.

Also 50,000 Acres Heavy Timber, mostly white oak, in Louisiana on large river, near railroad; \$20 per acre.

2,500 acres with 245 million feet of timber on it, mostly redwood, some pine, in California. \$45 one dollar and sixty-five cents per 100 ft. stump.

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C 321, Ledger Office.

**\$5 and \$6 Georgette Crepe Waists \$3**

Here for Three Special Days at

One of the many new models we are showing for the next three days at this very low price is a fine quality Georgette Crepe Blouse with fine lace medallions in front and fine lace trimmings around the new style collar. In white and flesh. Sizes 36 to 44. A \$5-value.

At Peggy's \$3 Price

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

**Peggy's**  
Blouse Shop  
1208 CHESTNUT STREET

Mail Orders Filled.

**International**



**MISSING IN ACTION**  
Elmer Reichert, of 2851 North Twenty-fifth street, whose name is in the marine corps casualty list

**CAMP "BOSS" IS HUMBLD**

**Philadelphia Rookie Ends Bullying by Thrashing Tormentor**

It does not pay to "get fresh" with a Philadelphia "rookie."

This lesson was learned a few days ago at Camp Wadsworth, Spartanburg, S. C., by a giant Southerner, who set out to be the "boss" of Company G, of the Fifty-seventh Pioneer Infantry Regiment, and the Philadelphia 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 July 19 with a contingent of draftees.

Fiber was selected as the butt of the Southerner's remarks. He stood the "kidding" until the Southerner threw a lit 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.

**GREAT CREDIT IS DUE HOG ISLAND PIONEERS**

**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 transportation department, or "F. Hartenstein's own," as they prefer to be called, were first on the world's biggest industrial job.

In the early days of this great construction job Hog Island was a trackless waste. The nearest railroad and trolley lines were then at Ninety-fourth street and it was some hike 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 Easington 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 absolutely necessary for the army of workers at the yard. The line from Ninety-fourth street was completed and the first train run into the yard on November 2.

The shuttle train became one of the most famous of Hog Island's many wonders and the jovial crews soon became a large part of the life at Hog Island.

A trip to the roundhouse, as the railroaders call it, or the engine house, as it is known to Hog Islanders, located just beyond the west platform, will convince one the railroaders are proud of their engines and take the greatest 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.

rence Allen, foreman, now doing his bit with Uncle Sam's fighting forces; Robert Lambert, brakeman, now conductor on the ways, and Robert Irwin, brakeman, who is also conducting on the ways. This crew was quickly followed by No. 298, with H. L. Barris, engineer; A. Weber, foreman, now on the ways, and H. H. Willoughby, conductor, now yardmaster. The pioneer crews were then joined by E. E. Jordan and F. H. Osborne, yardmasters, and J. B. Constidine, train dispatcher.

The pioneer crew that ran No. 234 on its first trip into the island consisted of Robert Brayson, conductor, now crew dispatcher; "Buckey" McGraw, engineer, now foreman of engines; Lawrence

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

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Silversmiths

Flower Vases  
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Complete Dessert Services or Separate Pieces as desired

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"As good as Whitman's Candies," said one of our patrons, describing our delicious vanilla and giving it the highest praise.

Ice Cream  
Open to the evening till eleven—thirty for soda, ice cream and candies.

**50c YOU CAN'T BREAK IT UNBREAKABLE CRYSTALS**  
Put in Your Watch While You Wait for Me. All sizes.  
**LEFKOE'S JEWEL SHOP** 3301 Market

**The Motor Truck Is Essential**

**T**HE 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 repair work.

**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

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**"Breezweve" Suits**  
\$10 and \$12  
A tropical fabric of great comfort and neatness of appearance.

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Plenty of Big Sizes

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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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