

BUSINESS BOOM PUT UP TO GOVERNMENT

Edge Says Uncle Sam Should Take Initiative in Re-establishing Confidence

TALKS TO COMMERCE BODY

St. Louis, April 29.—The federal government should set the example of post-war industry by building roads and digging canals, said Walter E. Edge, senator-elect and governor of New Jersey, addressing the American Manufacturers' Export Association meeting here with the United States Chamber of Commerce.

He asserted that the new type of hookworm victim known as the Bolshevist, cannot exist where the shelves of the world are full and the square deal policy obtains in business.

The speaker declared that the government should be a partner rather than a competitor in business. In his speech Governor Edge said:

"What's the matter with a nation that has met all tests, surmounted all obstacles, accomplished the seemingly impossible in war, yet stands hesitating, inert and feeble before social and industrial problems that do not compare in difficulty with the task of feeding a fighting world, shipping 2,000,000 Americans overseas and eliminating the mad dog of Berlin? Why are we making time when we should be quick stepping to certain prosperity?"

"The reason is plain: Our government is stopping, looking and listening, watching and waiting, when it ought to be leading. It needs the infusion of new blood to measure up to the demand for a national leadership of business."

Urge Study of Trade

Foreign trade and transportation will be important factors in America's future prosperity and should have the closest study by the public, other speakers declared.

George Edward Smith, president of the American Manufacturers' Export Association, said: "Foreign trade represents more than opportunity, it represents a responsibility that we cannot shirk. I believe I speak for the enlightened business men of America when I say that American business does not desire to take unfair advantage of other nations. America's gigantic strength shall not be used to crush out the industries of other nations or destroy their opportunities."

He sounded a warning to those who talk of holding back this country's foreign trade. "American machinery and inventive genius belong to the world more than ever at this time," he said.

The railroad committee today submitted a report warning government control and operation of railroads and urging that the roads be returned to their owners "as soon as remedial legislation can be enacted." It recommended further that, in the public interest, roads be permitted to consolidate into strong competing systems.

The public utilities committee also submitted a report declaring that the street railway industry throughout the country had reached a critical situation through increased cost of operation. "In March, 10 per cent of the mileage of the street railways of the country was in the hands of receivers," the report said. "By the middle of April the proportion was 12 1/2 per cent."

Girl Scouts to Welcome Soldiers

Three thousand Girl Scouts of Philadelphia have been asked by the welcome home committee to participate in the returning Twenty-eighth (Iron) Division. This announcement was made today by Mrs. Victor Lovell, director of the Girl Scouts.

BUTCHER, SPARE YON SHEEP! IS CONSERVATIONISTS' PLEA

Speakers at Conference Here Urge Muttonless Days—Say Department of Agriculture Neglects Wool Industry for Politics

"Muttonless days" were advocated by Charles A. Jenkins in an address before the second National Sheep Conference at the Chamber of Commerce today as a means of saving sheep. Mr. Jenkins is agricultural representative of the Chamber of Commerce.

"During the Revolution we had muttonless days," he said, "and we should have them now."

He reviewed the progress of the sheep industry in this country in the last three years.

The state Department of Agriculture has been more interested in politics than in agriculture, according to Arthur C. Bigelow, president of the "More Sheep, More Wool Association," under whose auspices the second national sheep conference is being held today in the Chamber of Commerce.

Mr. Bigelow deplored the lack of sufficient education along farming lines in the rural communities and the failure of both the state and nation to educate the sheep farmer to conduct his sheep raising on a business basis.

Farmers Unbusinesslike

"There has been a decided increase in the stock," he said, "since the war began, but before that time the sheep industry was virtually dead for twenty years. The farmers, however, are not handling their sheep on a business basis and the wool is inferior."

"The state Department of Agriculture has been more interested in politics than in agriculture; the national Department of Agriculture has not been fulfilling its functions with respect to the production of sheep and wool and the agricultural colleges and railroads have paid very little attention to it."

"A campaign of education among the farmers is the only thing that will save the situation. They have only been increasing their production the last few years because of the increasing obligations brought about by the war."

Rural Schools Lax

"The rural schools are also at fault. Instead of teaching the children to stay on the farms and produce by business methods, they do nothing but teach them reading, writing and arithmetic. There should be a wider scope than 'the three R's'."

F. K. Marshall, of the bureau of animal industry of the Department of Agriculture, another speaker at the morning session, went to great length to show that the sheep and wool production had increased a little more than 5 per cent in two years. He attempted to show that the government is carrying out an extensive educational campaign in connection with its experiment stations throughout the United States along the lines of sheep raising.

Canada's sheep industry is also suffering from lack of interest and business methods, according to Newton Stansfield, of the Canadian Department of Agriculture. Mr. Stansfield declared it has been falling off for years and gained only a slight percentage due to war necessities.

George E. Bates, of the real estate and industrial department of the Delaware and Hudson Railroad, told the conference of the railroad's interest in sheep raising and agriculture.

HOMES THREATENED IN \$25,000 FIRE AT OPAL AND REED STS.

Several Families Driven to Street When Flames Sweep Catering Establishment

Several families were driven into the street early today when fire swept the catering establishment of D. F. McAllister, at Opal and Reed streets.

The fire was discovered about 4:30 o'clock. A chemical engine, which been called, was unable to combat the situation and turned in an alarm. The flames in the meantime spread rapidly to the roof of the building and shot twenty-five or thirty feet in the air.

Families in Opal street and on Reed street, adjoining the building, alarmed at the blaze, hurriedly gathered what few belongings they could obtain and hurried into the street. The blaze was

subdued only after a stubborn fight of more than two hours.

According to Mr. McAllister, the damage will probably reach \$25,000. He is unable to assign a reason for it. Patrolmen Harry, Quinn and Kennedy, of the Twentieth and Federal streets station, discovered smoke issuing from the second story windows on Reed street about the same time and called the chemical engine.

The rear portion of the building, although gutted with water was saved from the flames. A portion of the roof on the front of the building fell in shortly after the engines arrived. None of the firemen, however, was injured, although several escaped by the narrowest margin.

Alliance Française Hears Frenchman

At the annual public conference of the Philadelphia group of the Alliance Française last night in the New Century Drawing Rooms, M. Marcel Knecht, member of the high commission of France to the United States, spoke on "The Return of Alsace-Lorraine to France in November-December, 1918."

AMATEUR WIRELESS STATIONS RELEASED

Operators Again May "Listen In," but May Not Send Radios

Amateur wireless operators are again permitted to resume eavesdropping on the air line, through an order of the Navy Department.

All sorts of scandal scooting along the wave currents of the outside ether can now be listened in on if the radius of the receiving station is big enough. However, the ban still remains on commercial radio stations, which, with the amateur receiving stations has been since this country entered the war.

In a letter signed by Lieutenant Commander B. B. Coffman, the Navy Department announces the embargo on amateur receiving stations had been lifted. The communication reads: "You are hereby informed that on April 15, 1919, all restrictions were removed on the operation of amateur receiving stations. However, the wartime restrictions are still effective in regard to all radio stations used for commercial stations and stations of this type are not permitted to erect an antenna."

"In view of the above you are authorized to permit the breaking of navy seals on amateur receiving apparatus in your district. Seals on transmitting apparatus are not to be broken."

When the government shut down on commercial and amateur wireless plants, it was discovered that several powerful stations were communicating with Germany. It was also reported that U-boats in the Atlantic waters were kept apprised of the movements of merchant vessels leaving these ports and the presence of enemy warships.

CABLE SERVICE DISLOCATED

English Channel Lines Traffic Interrupted—Pacific Messages Delayed New York, April 29.—The British administration reported to the Commercial Cable Company yesterday that all wires between England and the continent were interrupted. Traffic was circulating by post.

The Western Union Telegraph Company announced that its cable service to Great Britain and the Scandinavian countries is without delay, but that owing to interruption of the Channel cables, messages for France, Italy, Switzerland and Spain are being forwarded from London part way by post. The company said messages for the far East, via the Pacific, are subject to about six days' delay, and via Atlantic to seven and eight days' delay.

City Market Report

Abundant—Potatoes, scallions, lettuce, beets, lemons, spinach. Normal—Parsnips, radishes, oranges, turnips, rhubarb. Scarce—Cabbage, celery, carrots, sweet potatoes, apples, strawberries, grapefruit, onions, asparagus.

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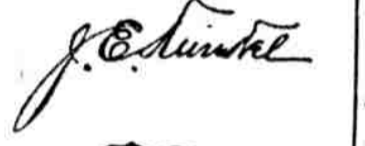
8000 Shares of the Capital Stock of MERCK & CO. A New York Corporation (Manufacturers of Drugs and Chemicals)

NOTICE IS HEREBY GIVEN that the undersigned, Francis P. Garvan, Alien Property Custodian, will offer for sale, at public sale, to the highest bidder, at the principal office of Merck & Co., No. 45 Park Place, Borough of Manhattan, City of New York, at eleven o'clock A. M., on the 9th day of May, 1919, 8,000 shares of the capital stock, par value \$100 each, out of a total authorized and outstanding issue of 10,000 shares of Merck & Co., a corporation created and existing under and by virtue of the laws of the State of New York.

Full description of and information concerning the property to be sold, terms and conditions of inspection and sale, and the order thereof, may be obtained by application to JOSEPH F. GUFFEY, Director, Bureau of Sales, 110 West 42d Street, New York City.

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The maker of a patent article or the possessor of secret processes travels a road forbidden to competitors. This autocrat can choose his own gait—crawl, walk or run, or sit down and rest.

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The very astute owner of a patent travels his own road at a smart gait, anticipating the time when the course may be uncomfortably crowded.

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NOTHING IS GAINED BY WAITING. By ordering NOW, you actually save money. Phone your dealer today. Tell him how much anthracite coal you will need to see you through the winter. Talk it over with him and arrange for delivery, etc.

If you neglect your coal needs till fall you may find yourself without coal, because your dealer will not be able to supply you—much as he would like to.

The price of coal goes up May first. There is no help for it, and all of us must face the facts. Governor Sproul's investigation shows conclusively the necessity for the advance in price, which none of us can escape.

No one could foresee the suffering and hardships of the terribly severe winter of 1917-18. No one can say now that next winter will not be equally severe. Every householder, however, can aid in preventing a repetition of the difficulties of keeping warm and averting sickness by getting next winter's coal in now.

Francis A. Lewis, former Fuel Administrator, says that Philadelphia householders will face a serious situation next fall if they fail to lay in their winter's supply of coal now.

Unescapable handicaps and conditions at the mines cannot be remedied in the coal yards of the city. Dealers have not the yard capacity nor the large financial resources required to stock at one time sufficient coal to take care of the city's needs on a rush-order basis. Those who delay ordering till fall will doubtless be disappointed, not only in delivery, but in the premium prices resulting from conditions absolutely beyond control.

Prudence, foresight and commonsense suggest that the only solution is for the householder to get the coal in his cellar now, while weather, transportation, prices and other conditions are most favorable.

Knowing the conditions and fully realizing the future possibilities, we present the facts squarely and urge you to

Get in Touch With Your Dealer Immediately and Arrange for Your Next Winter's Supply of Anthracite Coal

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