

MARINE STRIKE CAUSE OF SUGAR SHORTAGE

Plenty of Product in Cuba, but Boats Cannot Be Obtained to Bring It to U. S.

EXPORTING IS CONTINUED

There is plenty of raw sugar in Cuba to meet all demands, but the marine workers' strike has tied up the transportation of it to such an extent that the refineries in this country are confronted with a serious shortage.

Officials of W. J. McCahan Sugar Refining Company, Front and Chestnut streets, say that this shortage is due to the fact that the refineries in this country are not supplied with the sugar which will hit the refineries some time in the month of August.

At present the refineries are all overhauled. The brokers have all been buying at once, and while they were urged, according to the Pennsylvania Sugar Company, to make their purchases last April and May, they delayed.

As a means of helping the situation, all available ships at sea have been reached by wireless, and ordered to proceed to Cuba and take on a cargo of sugar before making an American port.

Cuba's sugar crop this year of 4,000,000 tons is the largest in history. In 1918 41 per cent of the total supply for the United States came from Cuba.

J. H. Houston Company, Inc., sugar brokers in the local Stock Exchange building, declare that exporting of refined sugar is heavy, despite the government's recent injunction on foreign shipments. This injunction only applies to the acceptance of new orders, the contracts now standing not having been canceled.

The war supply of 37,000,000 pounds of sugar, which the government released a short time ago, is inconsiderable toward meeting the demand when the average daily consumption in this country is equal to half of that amount. And during the first six months of this year the average consumption per capita increased almost 10 per cent. For the first six months in 1919 it was forty-six pounds against forty-two for the same period in 1918.

The Sprackles Sugar Refining Company takes care of the demand for Philadelphia and vicinity, while the American Sugar Refining Company's plant melts the sugar for export. It was said today that this latter plant had closed down for the present, but the officials of the Franklin Sugar Refining Company, which controls both of these plants, did not wish to discuss the situation.

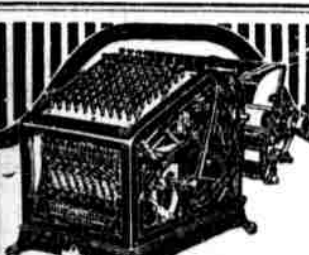
The wholesale grocers here report that they are able to fill only two-thirds of their orders. They say that there is a prevalent fear of a sugar shortage, causing a hoarding on the part of the consumer. This buying of sugar by the consumer in larger quantities than usual may be explained by the arrival of the canning and preserving season. Most people lay in a sufficient supply ahead of time so as to be prepared, not knowing at exactly what time the fruit may be ready. Some retail grocers will not sell more than two pounds to a consumer at a time. The increase in the use of sugar for the manufacture of soft drinks has not as yet been felt to any great extent. There may be a slight increase in the retail price of sugar, or in what is called selling it second hand, but there can be no marked increase in spite of the shortage, because the government still regulates the refiners' and brokers' prices.

POLES CAPTURE 6500

Ukrainians Had No Time to Escape Sweep Over Galicia

Copenhagen, July 29.—The Polish advance into Galicia, which the Polish Press Bureau announced yesterday had resulted in the occupation of all Galicia up to the river Zbruz, was made, according to further advices, so rapidly that the Ukrainians had no time to destroy the railways or bridges as they retired.

The Poles, according to this announcement, took 6500 prisoners and forty-one guns, as well as vast quantities of munitions and railway equipment between July 11 and July 17.



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Philadelphia & Reading Railroad



LIEUT. COM. J. B. HILL

NAVAL COMMANDER DIES OF INDIGESTION

James B. Hill Succumbs as His Ship Was Leaving Brest for New York

Lieutenant Commander James B. Hill, 2405 North College avenue, died last Friday as his ship, the Finland, was leaving Brest for New York with troops, according to a dispatch received today.

Commander Hill was fifty years old, and had followed the sea from boyhood, when he left his home in New Scotland to follow his chosen profession.

He is survived by a widow, two daughters, Miss Esther and Miss Mildred Hill, and a son, Herbert C. Hill. The body has been embalmed and will be brought here for burial. The Finland is due to dock at New York with the body on August 4.

Death was due to acute indigestion. When the war began and for years before, Commander Hill was in command of the Finland, a merchant vessel of the International Mercantile Marine Line, which had been in the Panama-Pacific and transatlantic trade.

While running as a neutral vessel before America entered the war in April, 1915, the Finland rescued the crew of the torpedoed British ship Industry and brought the men into New York. The rescue was made in a heavy sea, 300 miles off the coast of Ireland. For this act of heroism the British government presented to the then Captain Hill a large silver loving cup.

The Finland was the first merchant ship taken over by the United States for the naval reserve and carried the first troops of the American expeditionary force to Liverpool.

ELEVATED TRACK PLANNED

Transit Department Takes Another Step on Frankford Line

Another important step toward completing the Frankford elevated line has been taken by the Department of City Transit in drafting plans and specifications for furnishing and laying eleven miles of track on the elevated structure, between Callowhill and Harrison streets, Frankford. The distance between the two points is five and a half miles, and the specifications call for a double track. Proposals for this operation will be opened by Director Twining August 19.

Rapid progress is being made in the construction of the surface line, under contract to the American Railway Construction Company, of Chicago, for \$370,000, which is to extend from Oxford road, Frankford, to Bustleton avenue, Bustleton, a distance of six miles. This line will eventually be extended to Byberry, Thirty-fifth ward.

GOVERNMENT TO SELL OUT STORE AT MAYS LANDING

Anything From Shoestring to Suit of Clothes May Be Obtained at Cost Price—Bids Are Asked

THE government is selling out its drygoods business at Mays Landing, N. J., and is receiving bids for the whole equipment or for special items. Anything from a shoestring to a suit of clothes and household furnishings is for sale at the cost price to the government and the store offers complete outfittings for mother, father and child.

The store was put up at Mays Landing by the Ordnance Department so that the workers at the Bethlehem Loading Company could get their supplies without making the trip to Atlantic City or to Philadelphia. The store continued in operation after the signing of the armistice, but bought no additional stock. Although the stock is rather depleted, it still offers a wide variety.

Silk shirts will be sold at from \$1.65 to \$4.00, and silk socks and stockings also indicate that the community was well dressed on the wages paid to the munition makers. Actual bargains in suits for men vary in price from \$13.50 to \$22.50. There is nothing to indicate from what the suits are made, the inventory simply listing them as "good material." The fact that less than a hundred suits for both men and women were in stock when the doors of the store were closed should indicate that they had a ready sale.

In the times when the high cost of shoes has made a man ponder at least three times before throwing a worn out pair away, there should be a heavy demand for the various makes of shoes which sell for \$2.50 to \$6.35 a pair.

Jewelry and notions, sweaters and overalls, pins and baby equipment in full lines are offered.

This is the first of the government stores to be sold for the Salvage Division of the United States Ordnance Department, 1710 Market street. The prices inventoried are those which the government paid but the stock will be sold on approved bids.

OSCAR HAMMERSTEIN THOUGHT TO BE DYING

Grand Opera Producer Gravely Ill in New York Hospital

New York, July 29.—Oscar Hammerstein, theatre builder and grand opera producer and one of the most famous figures in the theatrical and musical life of New York, is said to be dying in the Lenox Hill Hospital. He was taken from his home on last Saturday suffering from diabetes and a complication of other diseases. Hospital officials last night admitted that his condition was "very serious."

When Arthur Hammerstein left his office late yesterday and hurried to his father's bedside the first announcement of the illness of the latter was made. Young Mr. Hammerstein said he feared his father's end was near.

Mr. Hammerstein suffered a similar attack about eighteen months ago, and was confined to the hospital and to his home for several weeks, but he rallied and returned to his office, where for several months he has been engaged on arrangements for returning to the field of operatic production.

There he went about his plans with

much of his oldtime enthusiasm. His contract to refrain from grand opera production, which he signed with the Metropolitan Opera Company almost ten years ago, is about to expire. This was the reason for his renewed activity. It has been supposed that he would make the Manhattan Opera House, the scene of his former triumphs, the stage on which he would offer his new operatic productions.

REPAIRS AT 10,000 FEET

Mechanic Climbs Out on Wing of Round-the-Rim Plane

Cleveland, O., July 29.—Lieutenant Colonel R. F. Hartz, commander of the bombing plane making the round-the-rim flight, which was forced to land near Lake Placid, N. Y., last week, because of storms, arrived here last night to procure parts to replace those broken in making the landing.

Colonel Hartz described what he termed a most remarkable "stunt" performed by Sergeant Jerry Tobias, of the airplane's crew, in climbing out and repairing the right motor, while the machine tumbled and pitched in the storm, at an altitude of 10,000 feet.



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- Georgette combined with Satin and Taffetas—light and dark colors. Values to 10.00 3.50
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- New York Model Hat close-out—Bruck Weiss, Cupid, Bluebird, Vogue, Frele Heller. Values to 35.00 8.50

Purchasing Agents' Orders Accepted

CRITICIZE UNSANITARY CONDITIONS AT CAMP

Sea Girt Inspectors Rebuke Jersey Militiamen—Parade This Afternoon

Camp Runyon, Sea Girt, July 29.—Troops of the Fifth and Sixth Battalions of the Jersey militia, who are here for week's course of training, took another big stride toward the completion of their training schedule today. Over the big parade ground all day there resounded the "Hee, hee, hee," of the drill sergeants, while from the rifle ranges came the snap and crack of rifles.

The units in camp were called sharply to time because a few unsanitary conditions were found yesterday when the camp was inspected by Major Edward Markens, of the medical corps, and Major Arthur F. Foran, camp inspector. The troops paraded this afternoon under command of Major John Nolan, of the Paterson Battalion.

Yesterday Major Edward Phillips commanded in the afternoon parade, preceded by training exhibition flights by Lieutenant Paul M. Hill, an aviator student, the daughter of Mr. and Mrs. Samuel Haverstick, of Trenton, braved the elements yesterday to take a long flight with the lieutenant. They ascended while the sky was charged with lightning and the thunder was rolling out storm warnings, but Miss Haverstick was not at all frightened.

During the day Lieutenant Louis Hoffman, one of Lieutenant Mirell's partners, thrilled the big crowd by walking about the surface of the wings at an altitude of several thousand feet. None of the troops who have been to camp this year have been able to get out on a hike, but the men who are here this week are determined to complete their other work in time to take the jaunt on Friday.

WILSON AIDS SEA FUND

Approves Plan to Assist Disabled British Sailors

New York, July 29.—A letter from President Wilson endorsing the movement to raise a large fund in the United States to aid 30,000 British civilian seamen maimed and disabled during the war, was made public yesterday at the national headquarters of America's Tribute to British Merchant Seamen, of which Rear Admiral Sims is honorary chairman.

NEW N. G. P. PLANNED ALONG LINES OF OLD

Beary and Price Say Organization Will Meet Changed Requirements, However

The new National Guard of Pennsylvania will be molded along substantially the same lines as the old guard, conforming, however, with any changes in the units made during the war and later ratified as permanent. Adjutant General Beary and Major General Price, head of the new guard, after a conference here at the proposed reorganization, issued the following statement: "Those connected with the military establishment in Pennsylvania feel that there is as great a necessity for a complete division in Pennsylvania now as existed after the return of the Pennsylvania division from the Mexican border in 1916, and have concluded to proceed at once to the reorganization of a complete tactical division, which will include all the organizations that were broken up, merged or otherwise disposed of at Camp Hancock, Augusta, Ga., in 1917.

"The question as to whether all the infantry regiments will be included in the division or only four of the infantry regiments, corresponding with the table of organization under which the divisions were organized at the time of the campaign in France and until the muster out, will be determined by the War Department. It is quite probable, however, that each division will contain two brigades of infantry, consisting of its two regiments each, and in this case the extra regiments of infantry will probably be made corps or army troops."

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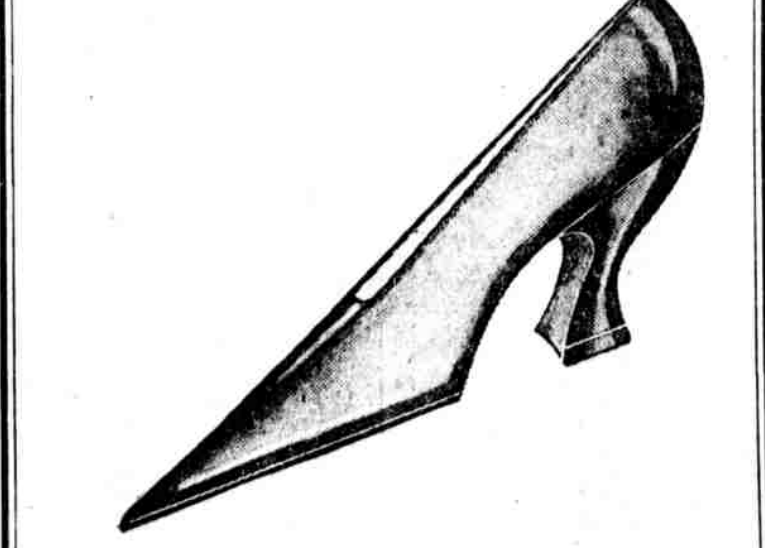


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