## Towing S-5 Ashore Proves Ordeal

preliminaries are being discussed of the investigation to determine the cause of the sinking. Secretary of the Navy Daniels is expected to convene a court of inquiry, at which officers and men will testify, as soon as they have recovered.

Naval officers at Washington said it was likely the court would be held at the Philadelphia navy yard, and all the officers and men of the S-5 summoned before it to give testimony.

Failure of an air intake valve of large diameter to close automatically when the S-5 attempted a "crash dive" sent the submarine to the bottom.

The cause of the disaster was revealed when Captain Thomas Hart. one of the first of the flotilla of government rescue ships to arrive. patched in official report to the navy authorities at Washington.

The official report shows that the disaster came at 2 o'clock Wednesday afternoon, fifty-five miles off the Del-aware capes. The dive was made in ordinary battle practice, Lieutenant Commander Charles M. Cooke, Jr., master of the S-5, gave the signal for the dive, the men took their battle stations and the water intake valves were At the same time the "fins" f the submarine were manipulated to shoot her sharply downward.

#### Tanks Failed to Work

Had all gone well the great tanks would have filled swiftly and the sub-marine would have disappeared under the surface on only slightly less than an even keel. The S-5 had been traveling awash when the order to sub-

and possibly never to be known, one of these large valves failed to close at the moment when the submarine, her tanks had followed the men through, or per-almost full with the water taken on to haps seeped through the bulkhead doors. vercome her buoyancy, dipped beneath the surface.

To the horror of the crew water space. gushed in with a roar through the open The men were imprisoned their craft, the conning tower hatch screwed down and doubly sealed by the weight of water overhead, with water rushing in so fast that it rose in a few moments over the gratings on the

### Navy Discipline Told

Then discipline told. Without it the men on the S-5 never would have fresh air. auxiliary wheel controlling the valve. terrific pressure of the water.

though every man knew that unless the breath that only for a few minutes at water could be expelled speedily and the submarine brought to the surface their plight was no better than before, worse, if anything, for, instead of merciful, wift drowning they would be choked by the fumes of chlorine or poisoned by the life-giving fresh air, never so welcome, stiffing dead nir.

The next move attempted was to free streamed in to them. the submarine of water. The S-5, like

the submarine of water. The S-5, like

other submersibles, was equipped with
huge compressed air tanks, filled with was too small for air in revivifying

The air was turned on, and speedily the water was blown out of the after ballast compartments, the expanding air from the tanks taking its place. At the same time the pumps were set going to expel the water that had come into the submarine from the open air valve. As the water from the after tanks was blown out, the submarine began to lift by the stern. Had the water in the forward tanks been expelled at the same time, the S-5 would have risen on an even keel, the fumes of the chriprine out of the hole a long, silin pole, on the same flag.

Then they waited, with what fortitude they could, for the chance answer to their distress signal. The Alanthus saw it, after many hours that seemed, eternities to the imprisoned men.

In these age-long hours of waiting, the men held fast to their courforward tanks been expelled at the same time, the S-5 would have risen on an even keel, the fumes of the chriprine and blackened, their lips swelled and cracked, their faces took on the even keel, the funes of the chrlorine and cracked, their faces took on the could have been dispelled, and with lifegiving fresh air streaming in again near death, but still full of fight and through the conving tower hatch and intake valves, the submarine could have proceeded to port under the power of ber great Diesel engines.

Instead, however, the forward tanks refused to clear. As the stern rose the water that had leaked in rushed to No. 1 compariment, adding to the weight there, and anchoring the bow of the submarine on the bottom. The sterclamber into the machinery compart-ments aft and stand on the buildheads as the submarine "steed on its head." The position would have been suf-ficiently perilous under any eigenm-stances. It was made more so by the action of the seawater on the huge

## SPRING GARDEN INSTITUTE INCORPORATED 1851 Broad and Spring Garden Sts., Phila

ART, ELECTRICITY AND AUTOMOBILE A thorough course in free-hand draw-ing, book blustrations ste.

A nine month's course in electricity,
both theoretic and practical.

A two months' course in auto me-chanics, repair shop experience.

Night Classes Machine Shop Machine Shop
Practice
Machine Shop
Mathematics
Pattern Shop
Practice
Automobile, Elec.
and Mechanical

Electricitz, Applied
Mechanical, Architectural and Freehand Drawing
Book Illustration
Arithmetic.
Mathematics

Fit yourself to take advantage of the opportunities open to technically trained men and women. Exceptional Facilities and Low Rates All Classes Open September 20 Thustrated Booklet. Epro-1 Now

## RELIGIOUS NOTICES

LABOR SUNDAY

at THE BAPTIST TEMPLE Broad and Berks at a. 1900 North RUSSELL H. CONWELL PASTOR WITH THE WITH PASTOR WITH PRESENT ASSOCIATE PASTOR WITH PRESENT ASSOCIATE PASTOR WITH PRESENT ASSOCIATE PASTOR WITH PRESENT ASSOCIATED BY WITH PASTOR WIT out."
Night service, 7-45, illustrated with motion pictures of "The Real Rocent-it Wilmer P. Boddy, Bartinde, Sonist, sings at morning service.

S. Nevin Wiest, Cornet Soloist, for evening service.

RUSSELL, H. CONWELL preaches Sunday, Sentember 12.

WORSHIP AT THE OLD FRIENDS MEET-THE MEDICAL MOREOMETY pler. Meriun-ING HOUSE, Montgomery pler. Meriun-Every First-day (Sunday) morning 11 o'clock: established 1882, one of the oldest historic spois in America, where William Penn worshiped, Visitors condulty invited. Presbyterlan

BCH STREET CHURCH, 18th and Arch. Doctor Macartney has returned to the city

Doctor Macarthey has returned to the city and will breach at both services. 10:45—"The Work Thou Givest Me." A message for all those who at the end of the summer and facing a familiar task and perhaps asking themselves. "Is this worth while?"

perhans asking themselves. "Is this worth while?"
8:30—"Sin Lieth At the Deor." A sermon preached before the first altar. The seducing, intimidating and captivating and captivating and captivating and the only way of escape from its thrailden and its shame.

HE BETHLEHEM PRESBYTERIAN CHURCH, Broad and Diamond sta.

Rev WILLIAM L. McCORMICK, Pastor.
10:30 a. m.—Morning Worship. Subject, "LABOR DAY.
2:30 p. m.—Sabbath School. Address by the Pastor.

2.30 p. m. —Sabbath School.
he Pastor.
6:45 p. m. —Toung People's Soc. of C. E.
7:45 Evening Service. Subject of Sermon. "A GREAT QUESTION."
he Pastor will preach at both services.
Organ Recital, Quartet Choir.
hvERYBODY WELCOME.

### Old Spirit of Navy Is Alive, Says Daniels

Pride in the navy of today as com pared to the glories achieved by it in the past is the dominant note in a statement on the wreck of the S-5 from Secretary of the Navy Daniels. He said:

"I was very worried, but now am very happy. It just goes to show that the men of the navy today are as resourceful and as capable as they were in the days of John Paul Jones, Farragut and Admiral Dewey.'

storage batteries used to navigate the Chlorine gas is the ever present fear and menace of the men who sail in sub-marines. So that its first taint in the air may be detected, many "subs" carry canaries, which are peculiarly susceptible to it, and by their fluttering and chirping give notice that a lurking death is creeping through the ship.

Water Hit Acid, Forming Chlorine Chlorine gas is formed when sen water comes in contact with the sul-phuric acid which is used in the batteries. The water washed in through the open air valve was soon at work in the great battery boxes, eating in and mingling with the acid, the deadly fumes pouring out and slowly finding their way up to where the men had sought refuge.

Until the chlorine fumes became acute, the men had not given up hope of getting the submarine out of its perilous position. They had clambered down into the control room, and were doing what they could to start the ma-chinery working again. As the deadly gas mounted, however, their burning eyes and choking throats gave notice to carry for more than a twenty-nile that it was death to stay, and they were radius. But the Alanthus stood by, slowly driven aft, climbing higher and higher, sealing each of the compart- of the submarine, so that it might not merge was given. Fresh air for the crew was pouring in from air intake valves in the superstructure. These are arranged to close automatically when the water intake valves are opened.

For some reason, not yet explained.

For some reason, not yet explained, was sticking almost straight up, juttained possibly never to be known, one of the submarine, so that it might not ments into which a submarine is disposed by some evil chance suddenly slip beneath the sea and be lost forever. And while they waited for help the crew of the Alanthus took turns pumping fresh air, and occasionally fresh water, through the small hole in the stern.

The destroyer Biddle left the local was sticking almost straight up, jut-ting clear of the water. The air was foul with the accumulations of gas that yard last night for the wreck. On board had followed the men through or perhaps seeped through the bulkhead doors.

It was vitiated with the breathing and rebreathing of many men in a cramped space.

yard last night for the wreck. On board was Lieutenant Commander Holbrook Gibson, commander of the submarine repair base here. He took with him plans of the wrecked S-5, hastily observed.

#### Men Strip to Waist

Stripped to the waist to withstand ments where they had wedged themselves, panting as they breathed the polsonous air, the men yet fought for their lives.

Commander Cooke conceived the idea of drilling a hole through the wall of the submarine, so that they might get fresh air. They could reach only a small hand drill, but with this they set heard of again, or at best their small hand drill, but with this they set would have been their coffin to work. They did not know to a cerforty-one hours in what to them had when it was found. In the face of the tainty that the stern was out of water, seemed a certain tomb, were hoisted out rushing water, fighting for life when seconds counted, they manipulated the they pounded on it led them to hope a hole cut in the submarine stern, to a hole cut in the submarine stern, to that this was so. If they were wrong, breathe once more the air of freedom.
Such is the story of the rescue off
Cape Henlopen as told by C. W. Bowand managed to get it closed against the they faced once more the menace of spurting water.

a time could the most powerful of them work the little hand drill. Finally, however they bit a hole through the three-quarter inch steel plate of the outer shell of the submarine, and the

air under pressure when the boat was quantities to come through. They set running on the surface, to be used to blow the water out of the ballast tanks.

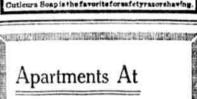
Danger from Chlorine Fumes

The big was a line of the ballast tanks.

The big was a line of the ballast tanks out of the hole a long, slim pole, on

Sailors Prove Heroism With the Goethals came action. It

## Shave, Bathe and Shampoo with one Soap. — Cuticura Cuticura Soap is the favorite for safety ratorshaving





Unusually attractive apartments in the very center of Philadelphia social and business life, and where you are throw from every place, are now open for in

Apartments now available

One Apartment: 6 rooms and 5 baths

One Apartment: 5 rooms and 4 baths

Several Apartments: 2 rooms and 1 bath

Several Apartments: 1 room and 1 bath

The St. James Hotel Walnut at 13th Street

J. Howard Slocum, Manager

was not equipped with either powerful steel cutting tools or acetylene burners. But abroad were two men whose ingenuity, strength and devotion proved as good as any cutting devices ever carried by a wrecking tug.

These men were Chief Engineer Grace and Assistant Engineer McWill.

They had a small ratchet grace are assistant Engineer McWilliams. They had a small ratchet grace and Assistant Engineer McWilliams.

cut another alongede the first. Fifty six holes were cut, describing a circle

large enough to admit the passage of a

most of the circumference of the circle.

Men Show Strain

under the gashed plate of steel they

had cut out, and heaving lifted the steel

super heated air rushed out. A mo-

ment later a sailor appeared, his eyes bloodshot, his face livid. Grace and McWilliams helped him out, Then

men of the S-5 had been saved.

tained from the navy department to be used in the salvage and repair work.

OVERTON RADIO MAN

TELLS ABOUT RESCUE

By a Staff Correspondent

Washington, Sept. 4 .- In the blind-

ing glare of a dozen powerful search-

lights, thirty-seven men imprisoned for

man, of the Philadelphia Navy Yard, who was aboard the destroyer Overton

when it dashed to the aid of the S-5, breaking all known speed records for

naval vessels, and who assisted in the

work of rescue upon arrival.

Bowman described the night's ex-

periences at his home here, where he

s spending a short leave granted after

"It was like the darkened pit of a

acetylene torches and drilling appara-

"Hd"

clear.

These men were Chief Engineer Grace and Assistant Engineer McWilliams. They had a small ratchet drill. Though it was small, it was a good tool, and their supply of steel drills was sufficient. The men them selves were what counted most. For the whole thirty-seven men selves were what counted most. For the whole thirty-seven men were alive—weak, but still going. Their faces were blanched, their eyes sunken and their hands cramped and knotted by the dead air. They had tried everything. They had tapped their torpedoes for the are that keeps them affoat. Another hour and their rescuers would have found them dead. The batteries were leaking and the bilge was mixing with the acid, forming chlorine gas:

"They'll all come through. They responded to the hot coffee and toast. The air seems pretty good to them and they're all feeling better, but they'll never forget."

never forget. Bowman, of the radio section, Phila-delphia Navy Yard, was one of the volunteers to board the Overton for the special rescue trip. The destroyer left League Island twenty-five minutes man's body. Then, after eight hours' work, their hands blistered and their muscles stiff and sore from whirling the ratchet, the circle was complete. With a big cold chisel and a sledge the after it received word of the S-5's plight Thursday night. Most of the crew were ashore, and volunteers were called from the reserves in the yard. two engineers then cut from hole to hole, making a jagged opening around

Down the bay the Overton steamed a thirty-five knots, finally reaching the open sea. With battened hatches and A crowbar did the rest. They wedged open sea. With battened hatches and forced draft the destroyer tore through the night, leaving a trail of sparks from her scorched stacks. Choking fumes and

"All In" From Strain At 12:30, the Goethals was sighted, and but a few minutes later the men from the Overton were aiding in the

followed the others, one by one. The rescue. Bowman, who sacrified an earlier And yet, with help near, rescue still was afar off. For the Alanthus had no leave to join the rescue party, was weary from the harrowing experience he had witnessed and the long hours of tenseness during the Overton's trip tools abourd powerful enough to pierce the steel prison which held the crew. Nor was its radio of sufficient strength to the scene of the almost-tragedy. He to the scene of the almost-tragedy. He sat munching a sandwich in a restaurant here last night, after his trip from Philadelphia. He was filled with the tale of the drama he had seen, but he was physically "all in" from the strain

"I like excitement, all right," he "but I never want to see men

## ALL IN A DAY'S WORK.

port General Goethals. He worked for five hours, virtually without rest, bor-ing holes through the iron plates of the submarine to get fresh air to the imrisoned seamen. Then, too weak to swing the heavy sledge continuously, he directed the ef-

forts of other men in knocking a hole through the circle made by the holes, further weakened by chiseling, and the rescue of the seamen through the hole. The fact that he had clung pre-cariously to the steep fron side of the S-5 and stuck to his task despite the onrush of foul air and heat through the first holes made until his task was

done meant nothing to him.
"All in a day's work," he repeated laconically. "We did only what others would have done. Anyhow, the credit goes to the lookout of the steamer Alanthus. He first sighted the Alanthus. He first sighted the sub-marine and was the direct cause of the arrival of the General Goethals."

The General Goethals arrived and docked at Hoboken during the night. Grace and R. A. MacWilliams, his as-

theatre, with only a spotlight on the stage." he said. sistant, who stuck to the S-5 along with Grace during the long grind and stage." he said.
"When the Overton arrived with relieved him for short spells, were given all credit by the crew.

Like Grace, MacWilliams is modest. rus, the sub's stern was about fifteen feet out of water. The sub is a 200-footer and the depth where it lay was footer and the depth where it lay was But he gives Grace full credit for the 185. The Alanthus had a cable about rescue. A rescue, he said, which would

General Goethals, the man who dis-patched MacWilliams and Grace to the scene while he superintended the work I'm feeling a little shaky and mighty of fastening chains to the submarine's stern sticking out of the water, gives full credit to the two.

Here is Chief Engineer Grace's story is he told it:

"It was shortly after 5 o'clock Wednesday when I was called to deck by the captain, who pointed out a protrusion from the water a short distance HAS GOOD RECO. from the water a short distance from the steamer Alanthus, which Captain E. O. Swinson told me he had sighted but a few minutes before, flying her distress signals. We lowered a boart, and, with my assistant, R. A. MacWilliams, we jumped aboard and were rowed by our men to the protrusion.

HAS GOOD RECORD

The records of the navy department show that Lieutenaut Commander Charles M. Cooke, Jr., of the 8-5, was born in Arkansas December 19, 1886.

He was appointed to the Naval Academy from Arkansas December 19, 1886.

below were getting fresh oxygen from the inch holes that our ratchet bored through, and their request for speed, lest the submarine, waterlogged in her bow, and resting on the ocean bed, would settle.

September 18, 1913;
U. S. S. Maine, September 18, 1913, to November 5, 1913;
U. S. S. Tonopah, November 17, 1913, to August 26, 1914;
Submarine instruction, U. S. S.

"I remember some one talking about the men being nearly out of air, and the aching muscles of my arms and hands seemed to hurt less as I tackled the job again. MacWilliams, who is one of the best men in the service, insisted on relieving me and we took turns at working the inadequate little ratchet. "Why, if it had been an acetylene torch we could have cut the hole in a few minutes; instead hours clapsed before we had punched fifty-six holes in a circle large enough for a man's body to pass through."

Tonopah, August 26, 1914, to March 2, 1915;
Submarine instruction, U. S. S. Prairie, March 2, 1915, to March 19, 1915;
U. S. S. K-2, March 19, 1915, to March 13, 1916;
U. S. S. Salem, engineer officer, March 14, 1916, to March 28, 1916;
Assistant inspector machinery Fore River Shipbuilding Company, March 28 to May 31, 1916;

They sent us a sledge hammer from the Alanthus, and we battered through the weakened hull, and at 1.25 o'clock esterday morning, according to the ship's time, we had the first man out. "I sat down in our boat and watched a day's work" was the manner in which W. G. Grace, the man who succeeded in rescuing the crew of the sunken S-5, Grace is chief engineer of the transport General Goethals. He worked for the country of the sunker had not the country of the sunker between the country of the sunker sunker sunker hole. Their eyes were bloods shot and their lips swollen, but they were a manip bunch, and passed a cheery word as they came out. And there was many a word of thanks to the fate which had not the fate which had not the submarine E-2 in 1918, while the submarine E-2 i "You see, it was the sighting of the

Alanthus with her distress signals that turned the trick, not the mere work of punching the holes. Give the watch eredit, for he deserves it.
"We sent back to our ship and hung round awhile and, seeing that the Inited States destroyers which came

from Philadelphia were taking care of the men, we left for port. "It's all in a day's work. I've bee

## WIRE YOUR HOME on 12 MONTHLY **PAYMENTS FIXTURES INCLUDED**

WHALEN - CROSBY 140 North 11th St. Race 20 & "1. Wal, 2962 & 2963

And five minutes later sounds of

## HAS GOOD RECORD

rowed by our men to the protrusion.

"We found it was the stern of a submarine, protruding about thirty feet above the water.

"The boys made our boat fast, and I didn't waste a minute before beginning to punch airholes with the little hand ratchet I had brought along.

"It seemed hours before we were able to cut the first hole through the heavy steel hull of the submarine, and it was equally as long before we made the next puncture. After that, I just worked methodically, but was cheered to speedier work, if that was possible, by the shouts from the Alanthus that the men below were getting fresh oxygen from the S. 1913:

He was appointed to the Naval Academy from Arkansas August 1, 1908. promoted to ensign March 7, 1912; lieutenant (permanent rank) March S, 1918; lieutenant (permanent rank) March S, 1918; lieutenant commander (temporary) July 1, 1918.

He was appointed to the Naval Academy from Arkansas August 1, 1908. promoted to ensign March 7, 1915; lieutenant (permanent rank) March S, 1918; lieutenant commander (temporary) July 1, 1918.

He was appointed to the Naval Academy from Arkansas August 1, 1908.

Pormoted to ensign March 7, 1915; lieutenant (permanent rank) March S, 1918; lieutenant commander (temporary) July 1, 1918.

He was appointed to the Naval Academy from Arkansas August 1, 1906.

Pormoted to ensign March 7, 1915; lieutenant (permanent rank) March S, 1918; lieutenant commander (temporary) July 1, 1918.

He was appointed to the Naval Academy from Arkansas August 1, 1908.

Pormoted to ensign March 7, 1915; lieutenant (permanent rank) March S, 1918; lieutenant (permanent r

ould settle.

Submarine instruction, U. S. S.
Tonopah, August 26, 1914, to March

to May 31, 1916; Fitting out and command R-2, May 31, 1916, to October 7, 1919;

Fitting out and command S-5, October 8, 1919, to date.

During his command of the submarine connected in any way with this disas-

### CAUTION NOTICES

TO WHOM IT MAY CONCERN: All person are hereby cautioned against supplying labor, material or stores to the Brazilian S. S. "ELIZABETH BROCK." now lying in the Port of Philadelphia, unless authorized by the undersigned, as no bills contracted without our authority will be paid.

FURNESS, WITHY & CO., Inc. Bourse Bidg., Philadelphia, Pa.



Pat. June 18, 1912. No spinsh or drip, Ne shak complete without them. Positive fautoff saves water. Ask your plumber for Savill's Swanneck faucots. THOS. SAVILL'S SONS

PHOTOPLAY PRESENTATIONS FOR WEEK OF SEPT. 6 TO SEPT. 11 SEE ANNOUNCEMENT DAILY IN THE PUBLIC LEDGER AND EVENING PUBLIC LEDGER

Subject to Change	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
CADEMY OF MUSIC (a)	Humoresque, from Fannie Hurst's story	Humoresque, from Fannie Hurst's story	Humoresque, from Fannie Hurst's story	Humoresque, from Fannie Hurst's story	Humoresque, from Fannie Hurst's story	Humoresque. from Fannie Hurst's story	
LHAMBRA 12th Murris & Passyunk	Noah Beery in The Sea Wolf	Noah Beery in The Sea Wolf	Noah Beery in The Sea Wolf	Edmund Breese in A Common Level	Edmund Breese in A Common Level	Edmund Breeze in A Common Level	ı
LLEGHENY Frankford and Allegheny (8)	Constance Taimadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	
POLLO (s) 52d and Thompson Sts.	Katherine MacDonald The Turning Point	Ketherine MacDonald The Turning Point	Anita Stewart in Message of the Mouse	Constance Talmadge in Search of a Sinner	Constance Talmadge in Search of a Sinner	Roy Stewart in Riders of the Dawn	-
RCADIA (a) Cheatnut below 16th St.	Ethel Clayton in Crooked Streets	Ethel Clayton in Crooked Streets	Ethel Clayton in Crooked Streets	Ethel Clayton in Crooked Streets	Ethel Clayton in Crooked Streets	Ethel Clayton in Crooked Streets	
SALTIMORE (s)	Thomas Meishan The Prince Chap	Thomas Meighan The Princt Chap	Mae Murray On With the Dance	On With the Dance	Charles Ray Homer Comes Home	Charles Ray Homer Comes Home	1
ELMONT (a)	Bryant Washburn in The Sins of St. Anthony	Bryant Washburn in The Sins of St. Anthony	Bryant Washburn in The Sins of St. Anthony	Louis Stone in The River's End	Louis Stone in The River's End	Louis Stone in The River's End	N
52d above Market St.	MacLean & May Let's He Fashionable	Mary Pickford Rebecca of Sunnybrook Farm	Cecil B. de Mille's Old Wives for New	Thomas Meighan in The Prince Chap	Thomas Meighan in The Prince Chap	Ethel Clayton in The Ladder of Lies	K
Broad & Susquehanna Ave.	Thomas Meighan The Prince Chap	Thomas Meighan The Prince Chap	Thomas Meighan The Prince Chap	Charles Ray in Homer Comes Home	Charles Ray in Homer Comes Home	Charles Ray in Homer Comes Home	R
Bread St. and Snyder Ave.	Janice Wilson in The White Circle	Janice Wilson in The White Circle	Janice Wilson in The White Circle	Janica Wilson in The White Circle	Janice Wilson in The White Circle	Janice Wilson in The White Circle	A
722 Market St.	Shirley Mason in Treasure Island	Shirley Mason in Treasure Island	MacLean & May in Let's Be Fashionable	Meclean & May in Let's Be Fashionable	Hobart Bosworth in Below the Surface	Hobart Bosworth in Below the Surface	c
OLINEUM (a)	Charles Ray in Homer Comes Home	Charles Ray in Homer Comes Home	Thomas Meighan in The Prince Chap	Thomas Melghan in The Prince Chap	Thomas Meighan in The Prince Chap	Leah Paird in Cynthia of the Minute	
Market Bet, 89th and 60th. OT.ONIAL Gmtn. & Maplewood Aves. (a)	Katherine MacDonald in The Turning Point	Katherine MacDonald in The Turning Point	Katherine MacDonald in The Turning Point	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	Constance Talmadge in In Search of a Sinner	1=
MPRESS (a)	D. W. Griffith Prod.	D. W. Griffith Prod. Idol Dancer	D. W. Griffith Prod.	Hehart Bosworth in Below the Surface	Hobart Bosworth in Below the Surface	Hobart Bosworth in Below the Surface	
AMILY (a)	Comedy Day, Custer's Last Stand Pathe News	Corrine Griffith in Whisper Market	Eileen Percy in Her Honor the Mayor	Wm. Duncan in God's Country & the Woman	Beatriz Joy in Invisible Divorce	Gien White in Cir- cumstantial Evidence	١
AIRMOUNT (a)	Billie Burke in Away Goes Prudence	Robert Warwick in The Fourteenth Man	Hobart Bosworth in Below the Surface	Holart Bosworth in Below the Surface	Noah Beery in The Sea Wolf	Shirley Mason in Treasure Island	
20th St. and Girard Ave.  RANKFORD (a)	Robert Warwick in The Fourteenth Man	Robert Warwick in The Fourteenth Man	Robert Warwick in The Fourteenth Man	Hobert Bosworth in Below the Surface	Hobart Bosworth in Below the Surface	Hobart Beswerth in Below the Surface	1
6TH ST. THEATRE (e)	Clara Kimball Young in For the Soul of Rafael	Clara Kimball Young in For the Soul of Rafael	Star Cast in Human Clay	Mack Sennet's Down on the Farm	Bessie Barriscale in Life's Twist	Bessie Barriscale in Life's Twist	1
REAT NORTHERN Broad St. at Erie Ave.	Mabel Normand in The Slim Princess	Mabel Normand in The Slim Princess	Mabel Normand in The Silm Princess	Jack Pickford in The Double Dyed Deceiver	Jack Pickford in The Double Dyed Deceiver	Jack Pickford in The Double Dyed Deceiver	
MPERIAL (a)	Richard Barthlemens in The Idol Dancer	Richard Barthiemees in The Idol Dancer	Richard Barthlemens in The Idol Dancer	Richard Barthlemess in The Idol Dancer	Richard Barthlemess in The Idel Dancer	Itichard Harthlemess in The Idol Dancer	
60th and Walnut Sts.	John Barrymere in Dr. Jekyli and Mr. Hyde	John Barrymore in Dr. Jekyll and Mr. Hyde	John Barrymore in Dr. Jekyll and Mr. Hyde	W. S. Hart in The Toll Gate	W. S. Hart in The Toll Gate	W. S. Hart in The Toll Gate	
Front St. and Girard Ave.  EADER 41st St. and Lancaster Ave.	Thomas Melghan in The Prince Chap	Themas Meighan in The Prince Chap	Thomas Meighan in The Prince Chap	Alma Rubens in The World and His Wife	Alma Rubens in The World and His Wife	Alma Rubens in The World and His Wife	L
JRERTY Broad St. and Columbia Ave.	Marion Davies in Getting Mary Married	W. S. Hart in The Toll Gate	Katherine MacDonald in The Turning Point	May Allison in The Cheater	W. Faversham in The Man Who Lost Himself	Mary Miles Minter in Pegsy Rebels	•
OCUST (a)	Alma Rubers in The World and His Wife	Aima Rubers in The World and His Wife	Alma Rubens in The World and His Wife	Aims Rubers in The World and His Wife	Alma Rubens in The World and His Wife	Alma Rubens in The World and His Wife	ļ
MARKET ST. THEATRE (e)	Alice Brady in Sinners	Alice Brady in Sinners	Alice Brady in Sinners	Tom Mix in Desert Love	Tom Mix in Desert Lose	Tom Mix in Desert Love	U
MODEL (s)	All-Star Cast in The Country God Forgot	All-Star Cost in The Country God Forgot	Gladys Brockwell in A Sister to Saloms	Wm. Russell in Twins of Suffering Creek	William Farnum in The Orphan	William Farnum in The Orphan	
NIXON (a)	Shirley Mason in The Little Wanderer	Shirley Mason in The Little Wanderer	Shirley Mason in The Little Wanderer	Ten Knights Without a	Ten Knights Without a Barroom	Ten Knights Without a Barroom	
OVERBROOK (a)	Old Wives for New	Jack London's The Sea Wolf	Jack London's The Sea Wolt	Marion Davies in April Folly	Mary Pickford in Rebecca of Sunnybrook	Robert Warwick in The City of Masks	S
PALACE 1214 Market St. (a)	Hex Bearl's Gaing Some	Rex Beach's Going Some	Rex Beach's Going Some	Rex Beach's Going Some	Rex Beach's Going Some	Rex Beach's Going Some	S
PRINCESS 1018 Market St. (a)	Wm, Russell in A Live Wire Hick	Thomas Melshan in Prince Chap	Kathiya Williams in Just a Wife	Gladys Brockwell in Rose of Nome	Corinne Griffith in Whisper Market	Wm. Russell in Twins of Suffering Creek	10
REGENT Market St. below 17th.	B. Washburn in What Happened to Jones	B. Washburn in What Happened to Jones	B. Washburn in What Happened to Jones	B. Washburn in What Happened to Jones	B. Washburn in What Happened to Jones	B. Washburn in What Happened to Jones	1
RIALTO Gtn. Ave. at Tulpehocken St.	D. W. Griffith Prod.	D. W. Griffith Prod. Idol Dancer	Treasure Island	Special Treasure Island	Dorothy Gish in Remodeling a Husband	Wm. Farnum in The Adventurer	
RIVOLI (a) 52d and Sansom Sts.	Billie Burke in Away Goes Prudence	Billie Burke in Away Goes Prudence	Billie Burke in Away Goes Prudence	Enid Bennett in Hairpins	Enid Bennett in Hairpins	Enid Bennett in Hairpins	
RUBY (a)	C. Whitney-E. Breeze Common Level	Camon Level	C. Whitney-E. Breebe Common Level		Mabel Normand Ellin Princess	Mabel Normand Slim Princess	-
SAYOY 1211 Market St., (a)	Hobart Hoswerth Below the Surface	Hobart Bosworth Below the Burface	Hobart Bosworth Below the Surface	Thomas Meishan Prince Chan	Thomas Meishan Prince Chap	Thomas Meighan Prince Chap	
SHERWOOD (s. 54TH & BALTIMORE	Thomas Melshan in The Prince Chap	Thomas Meighan in The Prince Chap	On With the Dance	Powell and Murray On With the Dance	Robert Warwick The 14th Man	Robert Warwick The 14th Man	
Market above 16th St.	Whilaca Reld in What's Your Hurry?	Wallace Reid in What's Your Hurry?	Wallace Reld in What's Your Hurry?	Wallace Reld in What's Your Hurry?	Wallace Reid in What's Your Hurry?	Wallaco Reid in What's Your Hurry?	
STRAND Germantown Ave. at Venango	Hobart Roswerth in Below the Eurface	Hobart Bosworth in Below the Surface	Hobart Bosworth in Below the Surface	Bryant Washburn in Sins of St. Anthony	Bryant Washburn in Sins of St. Anthony	Bryant Washburn ta Sins of St. Anthony	1
Market St. above Ninth	Conrad Nagel in The Fighting Chance	Conrad Nagel in The Fighting Chance	Conrad Nagel in The Fighting Chance	Conrad Nagel in The Fighting Chance	Conrad Nagel in The Fighting Chance	Conrad Nagel in The Fighting Chance	N
WEST ALLEGHENY (a) 25th St. and Allegheny Ave.	Treasure laland	Shirley Mason in Treasure Island	MacLean and May in Let's Be Fashionable		The second secon	Noah Beery in The Sea Wolf	R
The theatree marked (a) reviewed before production.	obtain pictures through	the STANLEY COMPAN	Y OF AMERICA, which	is a guarantee of carl	y showing of the finest p	productions. All pictures	R

Barnegat City, N. J., Sept. 4. United States Senator Frelinghuysen is now making a weekly visit to this place.

ter, except that he was in command at the time. His record is clear of sensure and he is considered one of the best submarine commanders in the navy.

SAVING BARNEGAT LIGHT

Frelinghuysen Makes Weekly Visits,
Planning Appeal to Congress

suppeal at the next session of Conformation for an appropriation to reimbur Lighthouse Bureau funds for the Ligh made.

RAID MANKER'S SALOOK

Three prohibition agents a Manker's saloon, at Twelfth and streets at 3 o'clock yesterday after and seized nineteen barrels of when the service of the servi to see the progress being made to save Barnegat Lighthouse from encroachments of the ocean. He says one of the objects of these visits is that he may speak first-handed when he makes an liquor was being sold over the bar.

# Ready for Monda

Several hundred suits in Fall weights added to our great sale of suits ready for next week's purchasers at—

\$29.50

The suits in this group are regularly \$40, \$45, \$47.50 and \$50 qualities.

## William H. Wanamaker 1217-19 Chestnut St.

STEAMSHIP NOTICES

STEAMSHIP NOTICES

## LUCKENBACH LINE

Philadelphia to Rotterdam—Amsterdam 

Rotterdam-Philadelphia S. S. WEST POOL (U. S. S. Board)......Sailed

Philadelphia—San Diego—Los Angeles—San Francisco S. SHORTSVILLE (U. S. S. Board) ...... Sept. 4 

San Francisco—Philadelphia—via Los Angeles and San Diego S. S. EASTERN SOLDIER Sept. 10
S. S. FRED'K LUCKENBACH Sept. 17
S. S. ARCHER (U. S. S. Board) Oct. 3 S. S. HANNAWA (U. S. S. Board) ......Oct. 17

LUCKENBACH STEAMSHIP COMPANY, INC. 328 Chestnut St., Philadelphia, P. Phone-Lombard 5340

## U.S.MAIL STEAMSHIP COMPANY.

S. S. "PANHANDLE STATE"

NEW YORK TO QUEENSTOWN, BOULOGNE, LONDON First Class Only Outside rooms only, bedsteads in all; baths with most rooms; luxurious accommodations, excellent cuisine; spacious inclosed promenade. Every modern appliance for protection.

odations, excellent cuismondern appliance for protection.

S. S. "SUSQUEHANNA"

Sailing September 22, Cabin and Third Class Only
FROM NEW YORK FOR BREMEN AND DANZIG STREET

Passenger Department

45 Broadway, New York City
Telephone 1200 Whitehall
Bourse Building Telephone 1462 Lombard

## CUNARD-ANCHOR

Passenger and Freight Services
MPERATOR NEW YORK to CHERBOURG AND SOUTHAMPTONSEP
orman Monarch Philadelphia " Liverpool Se
olumbia New York " Londonderry and Glasgow
. A. Victoria New York " Liverpool Se
auban
iver Araxes Philadelphia " Piraeus, Salonica, Constantinople & Smyrna . Se
aronia New York " Plymouth and Cherbourg
quitania New York " Cherbourg and Southampton Se
alia
armania
Accommodations now available for all steamers and sailings.  For later sailings apply to
Passenger Office, 1300 Walnut St., Phila.

## Freight Office, Bourse Bldg., Phila. **NAWSCO LINES**

Freight Service

Between PHILADELPHIA and LOS ANGELES HARBOI SAN FRANCISCO, SEATTLE West Bound Steamer East Bound West Bound Steamer East Bound

Sailed... "Springfield" ... Sept. 15 Sept. 17.... "Lehigh" ... Oct. 1 Sailed... "Artigas" ... Oct. 1 Sept. 25... "West Togus" ... Nov. "Sailed... "Stanley Dollar" ..... \*Does not make Scattle. For Rates, etc., Apply to NORTH ATLANTIC & WESTERN S. S. CO

Agents U. S. Shipping Board 136 S. Fourth St., Phila. Phones-Lombard 5564-5; Main 830

## U. S. Shipping Board Steel Steamers General Cargo

Regular Service Philadelphia\_Manchester S/S "Des Moines Bridge"...Sailed S/S "Lake Foxboro" ....Sept. 11

Philadelphia—Havana A Steamer ......Sept. For rates and particulars apply to

## Earn-Line Steamship Co. 139 South Fourth St. PHILADELPHIA, PA.

HOLLAND-AMERICA

LINE NEW YORK to ROTTERDAM

Via Plymouth and Boulogue-sur-Mer Noordam ......Sept. 8 Oct. 13 New Amsterdam ........ Sept. 14 Oct. 19 Rotterdam . ..... Oct. 2 Nov. 6 Passenger Office, 1881 Walnut St., Ph

Atlantic-Gulf and Pacific Lines PHILADELPHIA TO LOS ANGELES (Harbor) SAN FRANCISCO

PHILADELPHIA

Scandinavian Ports

Gothenburg,

Regular Service

U. S. Shipping Board Steel Steamer

S. S. "LAKE ELLSBURY".....Sept. (From Pier 78, South Wharve

The Charles T. Megee Co

Agents for U. S. Shipping Boar

Drexel Building

PHILADELPHIA Bell-Lombard 5100

Copenhage

Christiania,

S. WEST APAUM ... about SEPT.