Crew Underwent Great

Agony to Bore Holes

Members of the crew of the S-

had to endure the agony of electric current twisting and knotting their muscles while they tried to drive a

hole through the side of the subma-

rine, as their wet clothes short-cir-

It was necessary for other men

to hold the sailor operating the forty-

pound drill during his minute shift,

as the current made him almost

of the Goethals, brought over cold chis-els, drills and hammers. This was

Tells of Grace's Heroic Work

"Mr. Grace worked himself at breast

drills and chisels continuously for eight hours through Thursday evening and

Friday morning, when a hole large enough to pass us through was finally

confined to a comparatively small space.

It was believed that at the time we left

the S-5 the first two compartments were flooded."

eave the ship, Commander Cooke ad-

"Next to my inexpressible admiration and praise for every officer and man in my crew." he went on, "and my pride

in their courage and fortitude, my deep-

Saturday, has returned to Hampton

Commander Cooke to Washington.

terrible ordeal. Three of the men are

in the naval hospital, at the navy yard,

Asked who was the 'last man' to

taken aboard the Alanthus.

mitted that he was.

cuited the current.

belpless.

Thursday evening.

of Brooklyn Strike

Two men were killed and seven other injured yesterday in an automobile accident, as the indirect result of the B R. T. strike. The accident occurrence when a strike-emergency bus carryin passengers up Broadway in Brookly skidded in avoiding another car and ratover the sidewalk, crashing into a star front.

Mahanoy City Pedagogues With draw From National Union Mahanoy City, Pa., Sept. 6—Announcing it thought it for the best interest of the public schools of Mahanoy City, the teachers' union, by majority vote, withdrew from the Federation of Teachers connected with the American Federation of Labor, in compliance with the decision of State Sections pliance with the decision of State Su perintendent Finegan. All the of teachers have been re-employed by the Board of Education, and the schools will open Tuesday.

last year. New York shows a rise of 26.4 per cent. Forty-two cities reper larger totals than last year, while eight exhibit losses. Chicago displays as of 17.6 per cent. Philadelphia 27.4 be cent, Boston 19.5 per cent, St. Loui 10.5 per cent, St. Loui 10.5 per cent, San Francisco 12.9 be cent, Pittsburgh 56.3 per cent, Cleroland 43.6 per cent, Baltimore 123.9 be cent, Atlanta 11.9 per cent, New Orchest 12.2 per cent, Chicago 12.2 per cent and Cincinnati 21 per cent. Kansas City reflects a las of 12.1 per cent.

TEACHERS QUIT FEDERATION

CAR SERVICE NEAP NORMAL Men Killed as Indirect Result

New York, Sept. 6.—With the strike on the Brooklyn Rapid Transit system entering its second week, street car, subway and elevated service reached a stage only a little short of normal according to reports of inspectors of the Public Service Commission.

Two men were killed and seven other injured yesterday in an automobile ac-MAN HELD IN SILK THEFT

secretary of the navy or even higher authority. Commander Cooke replied:

"I do not believe any particular member of my crew or any of the crews of the vessels that attended to our rescue are deserving of a letter of condemnation from the secretary of the navy, owing to their exceptional behavior during our confinement. On at National Park National Park, N. J., Sept. 6.—Yesterday's ball game was placed without any interference on the part of the Citizens' Protective League. It is now believed that league members will make no further attempt to stop Sunday games because the season is drawing to a close, but will put forth their efforts to close two members of Council at the time, but the cold, damp winds at North Shore did not affect his game so you could notice it. He went at a par clip till he hit the fourth. Here he was hole high in two on in a chop and took four putts on the terraced green. He then proceeded to cut down like a scared rabbit, and should have had six to elect two members of Council at the coming election so that they can have passed an ordinance prohibiting Sunday

baseball games. threes in a row. After dropping a three at the fifth he missed a yard putt at the sixth, sank two birds in a row. The failure to find a constable or deputy sheriff to serve the forty warrants issued by Justice Chism was a and took three putts on the ninth, out in 38. He came home for three holes in par, but missed a putt ou the thirteenth and took three on the eightdisappointment to the league members. Had they secured an official to act, then arrests would be made each Sun-

day.
Today's game between National Park
A. A. and the Castle Kid team, of Cameenth for a 39-77. eenth for a 39-77.

Platt had the low score of either course shortly before noon. The drizzle should aid him at the Engineers' this afternoon. Jesse Guilford, the Boston "siege gun," had a hard battle with the course going out, being six over par, but he was home in even pars just before noon to a tie with Hickey. Guilford played with W. H. (Ham) Gardner, who starred in the Lynnewood Hall tourney at Philadelphia, where he won the medal with the aid of a 69. Gardner played safely today at the Engardner played safely the Engardner played safely the Engardner played safely the Engardner played safel den, was witnessed by a large crowd. Mayor Waters was on hand with ten special officers, who serve each Sunday free of charge. It is their duty to see that there is no disorder of any kind nor any loud cheering. New seats have been erected and the diamond roped off so that the spectators cannot inter-fere with the players.

Gardner played safely today at the Engineers' and tied George Hoffner with an SO for second score of the early "The last man to leave the S-5 made highest praise for Commander Cooke," sure that the door between the tiller he said. "Words fall me in any atstarters. tempt to do justice to him or the men in Of the first fifty at the Engineers their performance of duty."

Of the thirty-seven enlisted men on board the S-5, eighteen were qualified submarine men.

there were about a dozen withdrawals, one being Edmond H. Driggs, the Quaker City newcomer, who took ten strokes on the "two or twenty" fourteenth from trap to trap.

"That's aplenty," said the ex-Cameron Buxton, ex-Philadelphia champion, was on the ragged edge with an 87 on the Engineers' course.

Summary:

at a sot pace going out, but coming home his irons played him false and he took fifty strokes for a 90.

Maurica Risley, of Atlantic City, scored under 80 at North Shore, without making any exceptional shots. He was out and in for 30s and a 78. His card:

Out 54643535-35-30
In 5645455544-38-78

He played with Meredith Jack, Merion, who had an 84. Fred Knight, Whitemarsh, turned North Shore in an 86. Scoring began to look as though a pair of 84's would have difficulty to get in and as though there would be made. Styles, North Hills.
rd Hope, England.
Additional Engineer cards:
H. Turpin, Canada.
J. Wright, Albemarie.
ohn M. Ward Garden City.
M. Wells, Wheeling.
Valter Ufell, Huntingdon Valley
Frank Thompson, Missicanga. A Steiner, Hollywood...
T. Adams, Cherry Valler,
Bingham, Piping Rock...
Fucks, Nassau...
Spindler, Fox Hills.
Guiford, Woodland...
d Hickey, Atlanta...
Gardner, Buffalo...
e Hoffner, Bala...
d Webber, Toledo... G. A. Ormiston, Cakinoni
E. M. Barnes, Pliping Rock.
C. E. Van Vieck, Jr., Greenwir
Max H. Behr, Garden City.
H. J. Topping, Greenwich.
W. McTuckie, Canada.
F. S. Douzias, Nashua
E. M. Byers, Allegheny.

ASSAULT DELAYS B. AND O.

got a close chip and dropped a four-footer for a 4. A perfect iron to the fourth gave him another 4 and a beautiful jigger five feet from the fifth

Trains When Motorists Attack Him Wilmington, Del., Sept. 6.—All traf fic on the Baltimore and Ohio Railroad, including several express trains, was including several express trains, was held up for more than half an hour early yesterday as two motorists were engaged the failure to close a main induction going over on the line and tound the vent that opened through the top of the submarine and connected with the air ventilation system in the vessel.

The valve was in the torpedo compartment, forward, and at the time of the vary was in charge of Chief than our rag signal. As the Alanthus than our rag signal. As the Alanthus than our rag signal. As the Alanthus than our rag signal another frantic search was

Platt and Evans Tie for Golf Lead

enough to pass us through was finally finished at 3 Friday morning. The most exhausted men were passed through first to the floating staging, and from there to the floating staging, and from there

compartment and the motor room was tempt to do justice to him tight and secure, so that any water their performance of duty, that entered through the hole would be Of the thirty-seven enti-

at a bot pace going out, but coming ficers and crews of the Alanthus and the General Goethals, who so heroically and tirelessly labored until our rescue was scored under 80 at North Shore an accomplished fact. The rest of the making any exceptional shots. story, I believe, has been told."

Commander Cooke is still aboard the In

havior during our confinement. On the other hand, I think all the officers

and men of my crew are most amply deserving of a letter of commendation for their magnificent morale, their cour-

age and their uncomplaining persever-ance and attention to duty in those

trying hours. "It would be most difficult to make

gradations of exceptional merit in the general high sense of duty shown by the men at this time. The captain of the Alanthus carried out to the letter the best traditions of the sea in his discovery and investigation of our distress

signals and his efforts at rescue. Chief Engineer Grace, of the Goethals, worked untiringly for eight hours with ratchet and breast drill to cut through

the side of the S-5 and effect our

court if they had any complaint to make of the behavior of any of their officers or men, they chorused a vehement "No!"

Otto's voice prose tioned regarding the behavior of the tioned regarding the behavior of the tioned men. "I have only the

Beaver, which is one of the vessels standing by the S-5.

Naval officers expressed the opinion

Naval officers expressed the opinion

Naval officers expressed the opinion who had an S4. Fred Knight, Whitemarsh, turned North Shore in an ready ordered to the scene.

The boat is at the bottom at a depth than a few "dark horses" in the of 150 feet, with only a floating buoy play running tomorrow.

to indicate the spot.

The Ohio, from which the submarine HieleyOut
In 4 5 5 3 4 6 4 4 39 78 Hickey and Hoffner were both play-

ing their shots safe this morning, start-ing shortly after 6 o'clock. Philadelphia The usually tricky greens were them rather slow. A drizzle com-menced to fall about the time Bobby After their thirty-seven-hour impris-Jones and Francis Ouimet, two strong favorites, but in different pairings, were

> Hoffner Plays Well Hoffner, Bala, who went to the third

round last year, was the first Philadel-phia starter at the Engineers'. He bi the plateau system of a green at the first, getting a six. After a fine drive to the second he was short with an iron, a chip and putt taking 5. But after a drive to the base of a mound trap and TO INOUIRY BOARD a heavy approach to the third Hoffner

was good for a bird 3, Hoffner's drive to the sixth had a fade around a tree stump instead of going over on the line and tound the

as follows:

"Who was the last man to leave the ship?"

"I was."

"What in your opinion caused the S-5 to sink?"

Commander Cooke gave as the probable cause of the accident the failure to close the induction valve, "Why was the main induction valve not closed?"

"I was the main induction valve of the serious properties of the failure to close the induction valve of the serious of the accident the failure to close the induction valve of the serious of the served as an army nurse. Left vesterday for Mount St. Mary's Convent, Newmendous drive to the sixteenth was six feet off the fairway in a trap, and his out rolled across the fairway sloping away into the rough. His third hit is School.

Arrest Follows Three Others After \$5000 Robbery

Reading, Pa., Sept. 6.—After a wait of nearly two weeks, Police Detective Britton last night arrested Charles E. Snyder at his home here on a charge of stealing part of a \$5000 lot of dress goods stilk from an express office in Easton on August 24. Two other men were arrested at the time of the poblery. Snyder is alloged to have robbery. Snyder is alleged to have confessed and part of the goods were recovered at the homes of girls whose names he furnished the police.

John Steckel, said to belong to the

same gang, was shot through the arm and was arrested after Snyder's escape. Snyder was turned over to the Easton

American Liner Leaves Bremen Berlin, Sept 6. — The American steamship Susquehanna, the first passenger liner to leave Bremen since the war, sailed Saturday, carrying 2000 passengers. The Susquehanna had passengers. The Susquenama maded

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bination. It is virtually a monopoly. It is impossible to judge its profits in ferms of departmental bookkeeping. One of the favorite exhibits of the Small Hole Brought Air One of the favorite exhibits of the operators is to point to their profits on coal at the mines as sixty cents or so per ton. But the point isn't what the operating company sells its coal to its sales corporation for. It is what the sales corporation, a part and parcel of the same company, sells the coal for to the wholesaler and retailer. Small Hole Brought Air "Knowing the depth of the water, it was assumed there might be a reasonable chance of the ship's stern protruding above the surface and, with that in view, the outside skin of the vessel waves lapping the side a few feet from the stern and to prove our conclusion **WORK TOMORROW**

to disgorge

Insurgent Ranks Breaking Despite Appeals of Their Leaders

PEAK OF TROUBLE PASSED

I Dispatch to Evening Public Ledger Wilkes-Barre, Pa., Sept. 6 .- Quiet and order prevails throughout the anthracite fields on the great holiday of labor. Not a wheel in the hard-coal industry is turning and from Carbondale to the Schuylkill regions the army of 175,000 mine workers is sanely celebrating. This was just as expected by operators and union leaders, who look

see the "vacation" of insurgents rought to a sudden end tomorrow.

Mass-meetings were held at various ions throughout the field today, on lenders conducted many of them and the insurgents a few. Thousands attended the meetings and plans were set in motion among the union fol-lowers to break the backbone of the

insurgent strike. A break is certain, in fact it has al-ready set in. One thousand men of the Mineral Spring colliery have voted to go to work. The Warrior Run colhery will work tomorrow and in the Wyoming Valley alone a dozen of the

biggest operations will be working. Insurgent lenders are striving to mit that their line has weakened and that the peak of the strike has been So dangerous is the outlook Hams, strike leader, has called a meetgiving insurgents an opportunity of bringing their "vacation" to an end. Williams and his forces expect that President Wilson will reopen the miners' case and they will be ready to go to work if that is done and a "sat-isfactory committee is named to rep-resent the mine workers."

Union leaders delivered some hard blows at insurgency over Sunday and continued the drive today. Organize district officials, presidents of unions, a well-organized force, appealed to the mine workers to drop from the ranks of "vacationists." There has been a good response and predictions are that 75 per cent of the union workmen will be at their places tomorrow and that by Wednesday conditions will be almost normal. The re-moval of John T. Dempsey as president of District No. 1 from office has weak-

Many clergymen took advantage of In many churches the men were advised that contracts are inviolable and that it is the duty of the men to respect their contract. were not told that they are getting all; they need or all they are entitled fight along lines that will not reflect on the honor of the United Mir Workers of America or their officers. The insurgent strike has been costly. he loss in production is now more than 1.500,000 tons of coal, and the

Scranton, Pa., Sept. 6.—Excepting the Pennsylvania Coal Co.'s mines in the Pittston district, where insurgent miners have been on strike since early in July against the contract miner system, all the anthracite mines in the anthracite mines in the Itackawanna and Wyoming Valleys are full to blow the water theough the reserved. Lackawanna and Wyoming Valleys are expected to resume work tomorrow. It is also expected that the complete suspension in the Lehigh and Schuylkill a lift of seven feet, according to the dials.

Public at Mercy of Coal Barons

and \$22,000,000, must not be confused with other vast sums levied on the pub-lic to offset advances in wages grant-ed to the miners and operatives. These figures are a thing separate and apart. The public has paid all the advance in miners wages in addition to this \$40.000,000, and is now paying the recent increased freight rates on coal.

Carry conspicuously before your eyes all the time time.

all the time that the coal operator never pays these charges. He passes them on to the public. He never shares the burden. He never loses a penny when burden. He never loses a penny when after a strike he gives the advance de-

was a food administration and a coal administration to try to hold profiteers in these essentials samewhere within bounds. Notwithstanding these restraining powers vast profits ranging from 90 per cent to 500 per cent were from 90 per cent to 500 per cent were studied in by anthracite concerns. I shutting off the flow of gas and placing the whole crew in the three after com-

which had no selling device for concealing its profits increased its production only 11 per cent during the war years, but increased its profits nearly 500 per cent and its profits per ton of output \$35 per cent.

Profits Soar Skyward

"The Fennie Coul Co, which also markets its own product, reported net profits in 1917 of \$1.691.324, an inprofits in 1917 of \$1.691.324, an increase compared with it, average yearly profits for the period of 1912-14 of more than 80 per cent. A combined statement for the Lehigh Valley Coal and Navigation Co., the Lehigh Valley Co. and the Philadelphia and Reading Co. shows that the annual net income of these companies advanced from \$6.923.595 in 1912-14 to \$13.135.932 in 1916-18, an increase of \$6.172.337, or 89 per cent. Six smaller companies whose incent. Six smaller companies whose in-come tax returns were published at the request of the United States Senate, show an increase in net profits in 1917 over 1916 of \$500,004, or 90 per cent." After all, this isn't the whole story. The anthracite industry is a vast com-

Galvanized Boat Pumps



the miners' interests are concerned, Who, in heaven's name, is looking after the interests of the people, the consumers and, in the final analysis, the Cooke Describes

s \$1.10 a ton for their work.

What Will Palmer Do?

coal field that the Department of Jus-tice is organizing a movement to head

Mitchell Palmer going to do about forc-ing these coal operators, in face of all

The region today is filled with opera-

off any further advance in coal.

There is persistent rumor here in the

at is not the vital issue now. What United States Attorney General A.

But

forward ran into the central control companions. compartment and reported that the tordo compartment was flooding. Water had also been made from overhead aft, and I realized that the forward induction vent had not been closed when we submerged and that we were being flooded through the ship's ventilating system. I gave orders to close the valve, but attempts to do this had already failed, the volume of water entering preventing the men from operating it.

This all was a matter of a very "The vessel now inclined at a steep exhausted and. hard rise, and in another moment the ute shifts at the hole. compartment and the building door as at all. The note that and the battery compartment het ween that and the battery compartment next aft was secured. There was already considerable water in this secured compartment. The roward and on to a length of brass pipe and put out communicated this request through them rather slow.

down about us in an indiscriminate neared I pulled the signal violently in bean. The door between the central and out and finally shouted with all the control compartment and the engine strength that remained. The ship, reom had been closed, separating the which afterward proved to be the Alandagineering force under Lieutenant thus, came quite close, changed course "The main pumps of the vessel were

miners have lost at least \$3.000,000 in now put to work, but owing to the wages. Coal companies have not suffered any damage to property.

ful, to blow the water through the very

Deadly Gas Formed

"The inclination of the vessel caused the electrolyte solution to pour from the electrolyte solution to pour from the battery jars and this now mingling with the salt water rolling about the battery compartment, began to generate strong chlorine gas fumes which rose and began to choke and gain the compartment and with me.

"Altogether there were two-thirds of "After what seemed an interminable in that compartment and with me.

"Altogether there were two-thirds of discouraging wait the Alan-"

"Altogether there were two-thirds of discouraging wait the Alan-"

"The inclination of the vessel caused disappeared another frantic search was disappeared another frantic search was could not in the search and the search again produced nothing. We even tried to short circuit some of the almost dead to short circuit some of the sat the inuity which began Saturness at the inquiry which b strong chlorine gas fumes which rose and began to choke and gag the men in that compartment and with me.

"Altogether there were two-thirds of the crew, under Executive Officer Longstaff and myself in the forward part of the ship. It was realized that the men must go aft without further delay. The water that had entered the after part of the ship now lay on the engine room bulkhead and hatch, which was above our heads, to a depth on one side of three or four feet.

"The battery compartment was abandoned, the watertight door closed and told them our situation.

"They offered to tow us into per and said they had not the tools to cut us out. I replied that we could not ignite it. Some of the men were shocked and their hands burned, but that was all.

"After what seemed an interminable length of discouraging wait the Alanthus again appeared, quite close and around our stern, and the men's spirits revived. Presently we got a hail which we answered, and a boat came alongside. I talked to the men through the hole and told them our situation.

"They offered to tow us into per and said they had not the tools to cut us out. I replied that we could not be towed, in the present situation, and to

Last week I noted that certain miners submitted their due bills or pay slips to me, showing that they got \$1.10 for mining the coal. Then the government report showed that it cost from \$2.79 to \$3.10 to put out a ten of coal. But the latter includes hauling, hoisting, breaker charges and all the overhead till it lands in the "big cars" as the rail-road cars are called. Perhaps the miners were right and the initial cost really is \$1.10 a ton for their work. the stern and to prove our conclusion

Small Hole Brought Air

she had for that work. Then the Pan-ams-American liner General George Goethals came up and re-enforced the Alanthus. Chief Engineer W. R. Grace, imprisoned I may say here that all hands bore the ordeal with the utmost fortitude and cheerfulness, orders were carried out with absolute coolness and precision as far as the strength and situation of the men would admit, and during the whole time we were vessel there was not one word of com-plaint or sign of faint heartedness.

"All our strength was then directed to cutting out a hole through the skin vessel with the tools at our com-Breast drills and ratchet drills the facts, to reduce the price of coal and were brought up from the engine room, and in the parrow space of the tiller room the men fought like heroes for ing the radicals and the Soviet propa-gandists, the "Reds," so-called. Sec-retary of Labor Wilson is also in the oir freedom and lives. "To expedite the work, to which had

been added cold chisels, hack-saws and hammers, a heavy electric drill, boring a three-eights-inch hole, was brought into play. The men were all in soaking clothing and all of the power circuits that still worked were badly grounded. e Describes
Ordeal Upon S-5

"When the current was turned on the drill a large part of the power passed through the body of the man operating it, knotting his muscles, binding his arms to his side and subjecting him to exeruciating agony. The men did not falter, one after another taking up the slow work, and held in his place by companions. This drill bored only four holes, working all Wednesday night. They were cut through by saws without handles from one to another.

bandles, from one to another.

Kept Bad News to Himself "At dawn Thursday as I worked at the hole I saw a vessel pass some dis-tance off, but did not notify the men, as it would have done no good. By that time we had a jagged triangular hole some six inches by five, shaped hole some six inches by five, shaped today that the submarine could readily 86, not unlike a high shoe, cut through the be salvaged with special equipment at pair

The men were by this time almost due to the vitiated air. despite the rudders being out at | could only work in one or two min-Work was kept ran through the ship. The conning time was kept for ships, two more of ing may tower depth gauge showed 170 feet.

The men under Chief Gunner's Mate far away to notice us for more than a Roads. ships, two more of ing made to tow her to shallow water Fox were ordered from the torpedo piece of floating wreckage if they saw The S-5's brave crew, who arrived at compartment and the bulkhead door us at all. The hole did not relieve the Philadelphia Navy Yard at 9:25 o's

already considerable water in this sec-oud compartment. The rorward and on to a length of brass pipe and put out then the after tanks were blown and, through the hole as an improvised distinction of the forward compartment being full of water, the vessel rose sharpty by the stern and was now almost vertical. shirt was waved vigorously, using the pipe as a lever and the hole as the ful-crum. The ship moved toward us, ap-Several tons of water rushed for- pipe as a lever and the hole as the fulward against the forward bulkhead, and crum. The ship moved toward us, apparently to investigate us, and as she down about us in an indiscriminate neared I pulled the signal violently in but their condition is not serious and they are expected to be out by the end of the week. anddenly and finally passed out of sight

> No Murmur as Ship Passed "I think this was the most terrible ongratulating themselves on their discovery, and to have the ship turn and leave them to their fate was almost more than they could bear. But not a word of complaint did I hear. They

COOKE'S TESTIMONY

1-5. according to Commander Cooke's official explanation at an inquiry held aboard the hattleship Ohio at sea, was the failure to close a main induction

burden. He never loses a penny when after a strike he gives the advance demanded. Contrariwise, he makes such accasions an opportunity still further to feather his own nest. Figures Hard to Obtain It is exceedingly difficult to obtain reliable figures affecting the business of these coal corporations, and virtually impossible in the case of individual operators. Their profits have been enormous. It will be argued that duration to try to hold profiteers in these essentials samewhere within bounds. Notwithstanding these resonance of the enormous to the contraction of the top of the top of the contraction of the top of the contract of the entry of the Alanthus, which was public to use and caught by ushield of the low was res

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