

**DYES ON DEUTSCHLAND  
MAY HAMPER TRADE  
HERE INSTEAD OF AID**

Question of Helpfulness of U-Boat's Cargo Debated by Dyers and Dealers

QUANTITY NEGLIGIBLE

The effect of the importation of dyes from Germany to this country by the German submarine merchantman Deutschland is viewed in a contradictory light by dyers and dealers in this city. Some of the former believe that the receipt of German dyes means a relief from the present intolerable situation in the industry, while dealers hold a contrary view.

"If the report is true," said W. H. Bailey, superintendent of the Hilton Dyeing and Finishing Company, 2113 Jasper street, "that the submarine has 1000 tons of dyes on board, it should make a big difference in the dye situation, especially as it is probable that other similar boats are on their way with additional dyes."

"Of course, it will be no relief," he continued, "if the present high prices are asked for this dye material. There is a price limit and in dyes the limit has been reached and passed for many colors."

"If the consignees are willing to charge reasonable prices for the dyes, even 1000 tons will help, but if prices are to be kept up the experiment will be a failure."

Joseph R. Foster, of Joseph R. Foster Sons, 2 Clearfield street, also one of the largest dyeing plants in the city, said 1000 tons of dyes would not make the slightest difference in the dye situation. He said a line of such boats as the Deutschland bringing cargoes would make a big difference. He said it would take 15,000 tons of dyes to affect the market, and expressed the opinion that from information he had direct from friends in Germany the quantity of dyes available there was very small.

The aniline dyes brought to this country from Germany by the submarine Deutschland are likely to harm rather than benefit the dye situation, Harry Brown, head of the Kalls Color and Chemical Company, Inc., said today. This firm, at 24 Lehigh street, is one of the largest in the city handling dyes.

"In all probability the Deutschland brought over no more than 500 tons of dyes," he said. "Dyes are very badly needed here, and this is such a small quantity as to be of almost negligible value. Distribute this through the big industrial centers and no one will get enough of it to do much good. Even if this were distributed through only a few big cities, such as New York, Boston and Philadelphia, Philadelphia manufacturers might only get about 20 tons."

"The market, which, as is common knowledge, has suffered by the scarcity of dyes since the beginning of the war, will be hurt because the manufacturers are likely to refuse to buy in the belief that other undersea boats will bring more dye to this country. There is no likelihood, despite this remarkable performance, of bringing any great quantity of dyes to the United States."

E. Halbach, manager of the Badische Company, another dye firm, of 111 Arch street, said that Philadelphia manufacturers were certain to get some of the dyes, but not very much.

A. H. S. Seltz, manager of the Heller & Metz Company, dyes, 114 Market street, expressed admiration for the resourcefulness of the Germans and said that it would be of great advantage to American manufacturers if a regular transatlantic submarine service could be established.

**DEUTSCHLAND REFUSES  
PASSENGERS BACK HOME**

Agents Decline to Permit Evening Ledger Representative to Make Return Trip on U-Boat

The submarine Deutschland will carry no passengers on its return voyage to Germany. There is room for naught else than the valuable cargo booked.

Word to this effect reached the EVENING LEDGER today from the American agents, A. Schumacher & Co., of Baltimore. The EVENING LEDGER had asked the permission of the shipping agents to allow a representative of the paper to take the trip so that the readers could get first-hand impressions of the dangers and sleepless nights, jam full of thrill, as the gigantic U-boat sped eastward, now sinking to avoid the warships of the enemy and now cutting the surface when the horizon was clear.

It was with deep regret that the telegram from the shipping men was received, as follows:

Submarine Deutschland will carry no passengers on return voyage. Regret cannot book your representative.

A. SCHUMACHER & CO.  
Captain Koenig's log will have to furnish the thrills.

Darby Youth Made Gun Captain

Word has been received in Darby of the promotion of Frank J. Lockner, a son of Democratic County Committeeman John M. Lockner, to gun captain on the U. S. S. Fanning, now at Boston.

**HEWITT  
AND  
GRANGER**

ARCHITECTS

BULLITT BUILDING PHILADELPHIA, PA.

**FEAT OF DEUTSCHLAND  
PREPAREDNESS PLEA,  
SAYS JOHN F. LEWIS**

Shows Isolation of This Country Doesn't Afford Protection, Asserts International Law Expert

CALLS HER MERCHANTMAN

The feat of the German submarine Deutschland in bringing a cargo of merchandise to this country from Germany will be a strong argument for national preparedness by this country, according to John Frederick Lewis, recognized authority on international questions. "The ease with which this super-submarine made the 4000-mile trip is taken to demonstrate conclusively that our isolation no longer affords us such protection that preparedness is not essential," he said.

Mr. Lewis, in discussing the achievement of the submarine today, anticipated the ruling of the State Department that the craft is a merchant vessel and not a warship. "The transatlantic passage of the German submarine," Mr. Lewis said, "is a wonderful argument for preparedness, and the ease with which she apparently made the trip will be a strong argument on the side of those who are urging the United States Government to make itself ready for any contingency."

"Whether a vessel is a merchant ship or a warship is not determined by her size or shape, nor is it determined entirely by the fact that she is armed or unarmed. The matter is largely one of intention indicated by her papers, her stores, her cargo, her officers and crew."

"The German submarine will be claimed, I presume, to be a merchant vessel by the German Government, because she is loaded with a cargo of merchandise to be sold in this country, and I presume the German Government will contend that she is virtually unarmed or that the two 8-inch guns she is said to carry are intended to be used for defensive purposes. If she is fitted or supplied with torpedo tubes and torpedoes, and if she carries a supply of munitions of war, intended for offensive rather than mere defensive use, the fact that she is registered and cleared as a merchant vessel

would probably not, in the opinion of the United States Government, prevent her from being classed as a vessel of war. But if, upon the other hand, she has been duly registered and cleared as a merchantman, and is loaded with merchandise to be sold, her mission will probably be held to be by the Government as one of peace.

"Submarines are not very dissimilar in shape to the whalebacks, which were and still are engaged in Lake traffic and which have crossed the Atlantic."

**UNDERSEA FREIGHTER  
SOON MAY DOCK HERE**

Next Submersible May Put Into Philadelphia to Evade Warships

Philadelphia shipping men would not be surprised to see a German undersea merchantman enter this port in the near future. In fact, there was a rumor that one of the firms which handled German shipping would receive two of these craft early in September. This rumor could not be verified. There was another rumor that a German submersible already was bound for America and would come into Philadelphia, evading the allied cruisers which are maintaining a watch off the Virginia Capes.

While all of the shipping interests in this city acknowledged that this was one of the greatest marine feats of modern times, it was the general belief that the submarine would not prove a commercial success in time of peace. It was admitted, however, that a U-boat might make big profits during the war by bringing dyes and medicines from Germany and taking home the American products which Germany most needs.

There was unrestrained joy aboard the German steamships Rhaetia and Prinz Oskar of the Hamburg-American Line, which are anchored at this port. Officers and crew alike hailed the submarine as a godsend to Germany, and believed that it would break the food blockade.

Maritime men said that Philadelphia was as available to these vessels as any other port on the Atlantic coast. George F. Sproule, secretary of the Commissioners of Navigation, said:

"In my opinion, no greater obstacles would have to be overcome to reach Philadelphia than any port on this coast. Perhaps the Delaware Capes are less fre-

quented by warships of the Allies than either Sandy Hook or the Virginia Capes, and this may reduce the risk of reaching Philadelphia.

"I cannot imagine that a submarine, such as the Deutschland, will ever figure to any extent as a commercial venture, because there would be a limit to the weight it would be able to carry. For instance, the bulk of the cargoes brought to our port from Europe, the West Indies and South America are dead weight, such as iron ore, sugar and nitrate. In time of peace it would not pay to send a vessel across the Atlantic unless it could carry from 6000 to 7000 tons. Besides, what is to be gained by building vessels of the submarine type for peaceful commercial purposes?"

"I believe there will be no revolution of



**The Plants, Palms and Cut Flowers** at the **Hotel St. Charles** Are Supplied by the **Edwards Floral Hall Company**

Direct from our Atlantic City Nurseries, we regularly supply the new Hotel St. Charles with the various floral decorations. Flowers, plants and palms play an important part in hotel decoration, and our ability to supply the choicest possible blooms at moderate cost was a vital consideration when we were honored with this business.

Let us send flowers to your friends in distant localities. They will be delivered fresh through our shops and associated agents.

We also supply the Marlborough-Blenheim, Traymore and other leading hotels.

**Edwards Floral Hall Company**  
1716 Pacific Avenue  
Also Shop at Hotel Traymore  
Member Florists Telegraph Delivery Association



merchant ship construction along such lines."

Captain Maas, of the German steamship Prinz Oskar, which has been held here since August 4, 1914, was delighted at the feat. He said it was another victory for German seamanship and inventive genius. He decried the attempts of Simon Lake to libel the boat because of patent infringement, and said the outcry was meant to steal the glory from Germany.

**Official Garage of the St. Charles Hotel**

**STATES GARAGE**  
HIGH CLASS TOURIST SERVICE  
**ATLANTIC CITY**

JUST AS GOOD  
A GARAGE AS  
THE ST. CHARLES  
IS A HOTEL

**INSURANCE**

This agency places the insurance on the new St. Charles Hotel. It is the oldest agency in Atlantic City, representing a long list of the foremost companies in America, qualified to handle large lines of insurance and give good service.

**C. J. ADAMS CO.**  
REAL ESTATE & LAW BLDG.  
ATLANTIC CITY, N. J.

Watch the breakers while you dine

**QUAKER INN**  
RESTAURANT AND TEA ROOM

BOARDWALK AT NEW JERSEY AVENUE  
Opposite the Garden Pier  
St. Charles Block

ATLANTIC CITY, N. J.

THE PAINTING AND RENOVATING OF THE **Hotel St. Charles** THAT IS DONE THROUGHOUT THE YEAR WILL BE EXECUTED BY **S. Jeffries & Sons**  
3203 Atlantic Ave., Atlantic City, N. J.

MANUFACTURERS who desire WHOLESALE RETAILERS to increase their efficiency should reduce dissatisfaction to a minimum for QUALITY and SERVICE by specifying that PHOTO-ENGRAVINGS in one or more colors DESIGNS and DRAWINGS be purchased from **GATCHEL & MANNING**  
H. A. Gatchel, President. C. A. Stinson, Vice President.  
SIXTH and CHESTNUT  
Established 1889

**CURRIE CO.**  
ATLANTIC CITY, N. J.  
Hotel Supplies, Kitchen Equipment  
China, Glassware and Crockery  
**SPORTING GOODS**  
AND HARDWARE

The First Class Printing at Moderate Cost Demanded by **The Hotel St. Charles** is executed by us. We have the equipment and facilities to most satisfactorily supply all commercial printing and stationery.

**SHANER & KNAUER**  
Guarantee Trust Building Annex  
ATLANTIC CITY

WHY THE **HOTEL ST. CHARLES** WAS PAINTED BY **WILSON**

**WILSON'S GOOD PAINTING STANDS THE TEST OF TIME**

**JAMES S. WILSON & SON, INC., 41 N. SEVENTH ST. PHILADELPHIA**

**WILLIAM R. CHAPMAN & SONS**  
ESTABLISHED 1862 BOTH PHONES

**Mason Builders on the New St. Charles Hotel**

Hotel Traymore Curtis Publishing Building Hotel Adelphia Stephen Girard Building Lafayette Building Real Estate Trust Building North American Building Commonwealth Trust Building Union League Building Gimbel Bros. Kirshbaum Building Philadelphia Stock Exchange Building United States Marine Building Estey Building Wayne School	Bulletin Building University of Pa. Library Building University of Pa. Dormitories University of Pa. Agnew Memorial Building University of Pa. Engineering Building University of Pa. Evans Museum University of Pa. University Building Garden Theatre Racquet Club Lyric Theatre Forrest Theatre Wm. Penn High School	Southern Manual Training School Central Y. M. C. A. Building Finance Company Building Jefferson Hospital Hahnemann Hospital Rush Hospital Elkins Home Widener Home S. S. White Building Southwark School Bell Telephone Buildings Prince of Peace Church Schuykill Arsenal Buildings Hotel Vendig Ritz-Carlton Hotel Penn Mutual Life Building
---	--	---

**The Philadelphia Brick Co.** CAPACITY 30,000,000 PER ANNUM

BRANCH OFFICES: **Wm. R. Chapman & Sons** PROPRIETORS

**Kerbaugh Lime Company** Builders' Supplies

S. E. Corner 15th Street and Washington Avenue, Phila., Pa.

**CRAMP & COMPANY**  
BUILDING CONSTRUCTION

Philadelphia, Main Office, Denckla Building  
New York, 23-24 East 26th Street

General Contractors for the St. Charles, Atlantic City, N. J.

HEWITT & GRANGER, Architects

Some of the Buildings Constructed by Cramp & Company:

Franklin National Bank, Philadelphia, Pa.	Shipping Building Victor Talking Machine Co. Philadelphia, Pa.
Apartment House, 19th and Rittenhouse Square, Philadelphia, Pa.	Estey Building, Philadelphia, Pa.
Physical Laboratory, U. S. B. of Standards, Washington, D. C.	Warehouse for Philadelphia Warehouse Co.
Mess Hall Soldiers' Home, Washington, D. C.	Fire Asso. of Phila. Office Building, Philadelphia, Pa.
Packard Automobile Buildings, Philadelphia, Pa.	Cohen Stores Department Store, Jacksonville, Fla.
Reed Army Hospital, Washington, D. C.	West Philadelphia High School, William Penn High School, Southern Manual Training, Southern High School and others in Philadelphia.
U. S. Fidelity and Guaranty Office Building, Baltimore, Md.	School Buildings in various parts of the country.
3 Bakeries for the Ward Bread Co., Brooklyn	Forrest Theatre, Philadelphia, Pa.
West End Trust Building, Philadelphia, Pa.	Palace Theatre, New York City
U. S. Marine Hospital, Savannah, Ga.	Strand Theatre, New York City
	United States Postoffices, at Wilkes-Barre, Pa.; West Chester, Pa.; Tampa, Fla.; Jacksonville, Fla.

ALSO CONTRACTORS FOR THE PARKWAY CENTRAL OFFICE BUILDING FOR THE BELL TELEPHONE CO. OF PA., THE FIRST BUILDING ON THE NEW PARKWAY