

GEORGE J. BALDWIN, HOG ISLAND CHIEF, DENIES GRAFT HINTS

Continued from Page One... of it has been untrue and that all of it has certainly been untrue.

General Goethals' original plan was the construction of a yard with fifty ships upon which 100 vessels will be constructed.

When the applause which greeted this praise had died down he added that, while old-fashioned shipbuilders had hitherto regarded the completion of one ship in two weeks, under forced conditions, an achievement, the program at Hog Island calls for the completion of four ships in the same time.

He repeated his outline of the four factors which must mutually contribute to the success of the mammoth undertaking—the building of an assembling plant, the organization of an executive force, the assembling of thousands of workmen and the establishment of transportation service which will insure a steady inflow of the needed materials.

"I have had news only today from the director general of railways that no embargo exists against any shipments for the use of the Emergency Fleet Corporation."

Admiral Bowles announced that 50,000 men were already engaged in the governmental shipbuilding work east of the Mississippi and that 100,000 were being mobilized throughout the country.

"Actuating these men and the general public must be the single spirit that Uncle Sam needs and must have these men and the general public co-operating to the fullest extent. Together they attacked, with good effect, Austro-German troops in the vicinity of the Piave, the Italian and British fleets co-operating to the fullest extent. Together they attacked, with good effect, Austro-German troops in the vicinity of the Piave, the Italian and British fleets co-operating to the fullest extent.

With weather conditions steadily improving, both for heavy air actions and for infantry operations, a resumption of extensive fighting is looked for in near future. In all probability, the Italian and French armies on the northern front will make a further attempt to rob the enemy of the dominating positions near the edge of the Venetian plain, in order to forestall a possible renewal of the invaders' drive southward.

PARIS, Feb. 7.—Artillery was active over a wide section of the French front today, the War Office announced. Cannonading was reported north of the Aisne, in the Champagne, Paris and Silvain regions, along the right bank of the Meuse, and near Samogneux, Hill 344, and Hartmannswillerkopf. The French conducted a raid in the Champagne region, Germany bombarded Fankof, in Alsace, and later attacked French positions there, but were thrown back.

ROME, Feb. 7.—Fifty-six hostile airplanes have been downed since January 25, the Italian War Office announced today.

BERLIN (via London), Feb. 7.—General artillery on the western front was reported by the War Office today.

Prisoners were taken in an attack west of Zandvoorde, it was asserted. In the Champagne region a French attack broke down.

TO BUILD MINE SWEEPERS French Contract for Thirty-six Awarded Savannah Yard WASHINGTON, Feb. 7.—Contracts were awarded by the French Government here today to the Foundations Company for the construction of a thirty-six mine-sweeping vessels at the company's yard at Savannah, Ga.

The craft are to be completed in six months. They will be of steel, 150 feet long and the contract calls for their complete equipment, including armament.

Emphasizing in his introductory remarks the point that he spoke "as an agent and representative of the United States Government engaged in supplying the national need and not as one engaged in a commercial project," Mr. Baldwin frankly was on the defensive, but vigorously repudiated, through an exhaustive description of the tremendous difficulties to be overcome by the corporation and a determined championship of its accomplishments and confident program, all charges against the administration of the work at Hog Island.

Pointing out that the shipping board through the Emergency Fleet Corporation is supervising the construction of 1118 vessels in 118 yards throughout the country and disbursing more than a \$1,000,000,000 a year in this work, "an enormous program, bigger than has ever been undertaken by any single organization in the world's history," Mr. Baldwin said:

"It is impossible for the public mind as yet to grasp the size of the task confronting the Emergency Fleet Corporation, nor the vast readjustments of national industries and the many changes of occupation which have been forced upon millions of our people by the war. We are passing through a period of both great change and great opportunity. Almost all of our great lines of effort, the shipping board is criticized for not having produced more ships; the railroads are criticized for not carrying our freight more efficiently; our great corporations are held up to scorn as profiteers; many of the departments of government are under fire, charged with inefficiency and inadequate preparation. Our own corporation is thought by some to be extravagant in its shipbuilding methods and producing ships too slowly. A wave of hysteria seems to be temporarily clouding the calmer judgment of ordinary men, but all of these things are temporary and will pass as the country steadies itself in a definite and effective concentration upon the work before it.

"I am, calm-minded, intelligent men should understand thoroughly both the difficulties confronting ship construction on the scale needed and the means for successfully overcoming them, as upon the success of our great national shipbuilding program depends the outcome of the war and the commercial future of the United States. The issues are too vast and important to be confused by unintelligent discussion and uninformal criticism.

"This is no merely commercial enterprise. Hundreds and thousands of the men at work here have sons or daughters or brothers in the national service in France or going there, just as you and I have. These men are pressed by a desire to help to win the war, and they know, as we know, that the lives of those dear to them depend upon their ability to furnish the ships to transport them."

"Let us remember that just and constructive criticism is helpful, but that unreasoning criticism can only help our enemies. We shall only win by standing shoulder to shoulder.

"About the middle of last May General Goethals discussed with me the program then laid down by him of utilizing existing shipyards to the utmost extent for the building of steel cargo vessels, and in addition constructing new yards in which 2,000,000 deadweight tons could be manufactured in eighteen months, and called upon us for co-operation. About a month later the President signed the urgent deficiency act which supplied the means of financing the proposed construction, and we then submitted to General Goethals a tentative plan for his acceptance, which by July was so thoroughly worked out that we were ready to begin work. Owing to conditions familiar to all of you it was not until September 13 that Emergency Fleet Corporation was able to finally instruct us to proceed. This unfortunate delay is the primary cause of many of the difficulties and is the definite reason for the large cost of the work.

"All of those familiar with construction tasks realize the impossibility of obtaining in a time of universal disorganization the material and the great speed and that standard of cost attainable in normal times. We must elect between them. Our instructions urged upon us the utmost speed, which could not be secured without great cost. We were told that speed, not cost, was the essence of the contract, that we must build ships to save the nation, not to save money to fatten our pocketbooks.

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All the money spent is furnished by the Emergency Fleet Corporation. Mr. Baldwin pointed out, "excepting the cost of the real estate, which is owned by the corporation." He reminded his hearers that the Emergency Fleet Corporation has the right to terminate the contract immediately if it decides that the work is not being done to its satisfaction and that at the end of the contract it may purchase the land at the price paid for it by the International.

He described at length the plans for building vessels of new designs, radically simplified and standardized, and said that if fabricated shipbuilding is a success, "and there is no reason to suppose that it is not, the nation's shipping and cargo ships may be revolutionized and Philadelphia become the shipbuilding center of the world."

Concluding his survey of work already accomplished, he said: "By the middle of January, facilities, not the best in the world but still unusual as transportation development goes, were at hand, sufficient to carry 32,000 men into and out of the yard. Roadways of standard construction have been built into and through the island, housing facilities for many thousands of men completed, administration, engineering and other necessary buildings completed by the acre, freight lines built into the yard and tracks laid out, sufficient to permit the unloading of 250 freight cars per diem, a water system has been installed and electric power introduced. The essential features of the shipyard, the fifty ships along the waterfront, have reached an advanced stage of completion. All this has been done in the space of five months. The achievement has hardly gone above the freezing point.

"If any one of you will turn to his neighbor and ask him whether or not in four months it is possible to create a satisfactory organization embracing 22,000 men, the answer will unquestionably be no. It would be absurd for me to tell you that our organization of the Emergency Fleet Corporation is a model of time is fully satisfactory. There are but few organizations of this size in the country, all of which have been the result of many years of growth and careful preparation in normal times of peace. Yet in spite of all that, and in spite of the natural difficulties of the site itself, and in face of the severe winter, one of unparalleled railroad congestion, we are today up to our schedule and the yard has reached a point of steady flow of material to the yard and if we are permitted to continue with the full program of fifty yards after completing the thirty-two which we are now pressing forward most quickly, we expect to deliver the ships contracted for at the time originally expected. Furthermore, the increased final cost of the 120 ships result of many years of growth and despite the delay in time caused by circumstances uncontrollable by anybody, the increased final cost of the 120 ships to be built by us as agent for the Government will probably not exceed 10 per cent of their total cost, even charging the entire cost of the yard solely to these vessels."

LANCASTER'S QUOTA FILED LANCASTER, Pa., Feb. 7.—Angered by the sinking of an American transport and expressing hopes that they will be given an opportunity to exchange the loss, fifty draftees from the Ephrata and Christiana draft districts left this morning for Camp Meade.

This completes the operation of the first draft here.

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New Move to Pay Vast Moral Claim

Continued from Page One... other items are expected to turn up for later action.

AVAILABLE FOR SALARIES If Chairman Gaffney, of Council Finance Committee, sticks to his plan of allowing all deficiencies reported today to go over until next year, a balance of about \$1,000,000 will be left available for increases for the salaries of policemen and firemen. Before his session Chairman Gaffney declared that just as soon as the deficiency bills are gotten out of the way the long delayed question of increases will be taken up.

Bills calling for substantial increases in the pay of policemen and firemen were long ago introduced by Select Councilman Harry Trauer, of the Third Ward, and the announcement of Chairman Gaffney today means that these bills can now be taken up without the necessity of introducing new salary increase bills for the Bureau of Police and Fire. Thousands of dollars have been saved through the failure of Director Wilson, of the Department of Public Works, to put into effect today month of this delay means a saving of \$45,000, or the pay of the approximately 450 firemen needed to make the new system effective.

Both branches of Councils passed a resolution empowering the presidents of the two bodies to appoint joint committees to co-operate with the Board of Education in the formulation of plans for a memorial to the four firemen who lost their lives in the fire which destroyed the George Brooks Public School, fifty-seventh street and Haverwood, on January 23. The memorial, it is said, will take the form of a monument.

Controller Walton's report to Councils shows that no part of the administration has ever had revenue and credit by loan authorizations pyramided as has the present one.

DIRECTORS ASK TRANSFERS Among new financial measures introduced were two transfers asked for by Director Wilson, of the Department of Public Safety. He wants \$108,140 for increasing the annual clothing allowance to policemen from \$40 to \$50 and \$25,000 for new places in the Fire Bureau repair shop. He also asks \$1800 to create a regular salaried place for a police bandmaster.

Director Dattaman, of the Department of Public Works, asks \$50,000 additional for removing snow from the streets, and \$5700 additional is asked for the maintenance of the Commercial Museum.

A bill was introduced in Select Council by President Lennon, at request of the Park Commission, to place on the city plan two plots near the Fifteenth street and Wissahickon avenue entrance to Fairmount Park. This bill was referred to the survey committee.

This branch also received a letter from Lottie M. Scholl, 2238 North Sixteenth street, complaining about householders shoveling snow from their sidewalks into the street space on either side of the car tracks. She suggests only a narrow width of sidewalk be cleaned and the snow banked along the edge. The letter was sent to the street cleaning committee.

Another communication was from P. Cret, former professor of architecture at the University of Pennsylvania, now in the French army, acknowledging the confirmation of his appointment as a member of the comprehensive plans committee.

Select Council received reports from the following surety companies on the total amount of bonds they furnished on city contracts in the last six months: National Surety, for which the Thomas R. Smith Company is local agent, \$4,242,777; Globe Indemnity, \$1,923,007.22; Maryland Casualty, \$244,709.28; and American Surety, \$118,254.07.

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SAMMEE HURT IN ACTION

Six U. S. Men at Front Die of Natural Causes, Gen. Pershing Reports WASHINGTON, Feb. 7.—One American infantryman was slightly wounded in action on February 4, General Pershing reported to the War Department today. He is Jacob Cirlo, Iron River, Mich.

Six deaths from natural causes also were reported: Private Ole Dahlen, quartermaster corps, pneumonia, Vinstra, Norway. Private Lyman C. Bentley, infantry, pneumonia; Mrs. Ella Backenstow, mother, 37 Fredway place, Detroit, Mich. Private Doc D. Davis, motortruck company, quartermaster corps, carriage, Anderson, Ind.

Private Calvin J. Ridebottom, artillery, pneumonia; Horse Cave, Ind. Private Harold J. Tibbels, infantry, scarlet fever, Little Rock, Wash. Private George W. Newton, engineer service battalion, pneumonia, Newbury, Conn.

Jews Back of Slav Revolt "The revolution in Russia was inspired and nurtured by the Jews," according to statements made in a lecture last night in Witherspoon Hall by Sir John Fraser, parliamentary correspondent of the London Standard, who declared that a realization of this fact will probably bring on demonstrations against the Jews in the future.

Military Wrist Watches Practical and serviceable timepieces for men in the Army and Navy. One of sterling silver, with radium dial and hands, unbreakable crystal and wrist-band of moisture-proof khaki, is very desirable—\$20.

S. Kind & Sons, 1110 Chestnut St. DIAMOND MERCHANTS—JEWELERS—SILVERSMITHS

ADAMS Pure Chewing Gum

a Stick a day keeps the "Dark Brown Taste" away

BLACK JACK AMERICAN CHOCOLATE COMPANY

Your Government Asks You To Save Fuel By Using Gas Mantles

The vital need of saving fuel has been brought home to the nation by the recent closing order of the United States Fuel Administration.

The Fuel Administration, through its own announcements and those of State Administrations, points out ways in which important economies of fuel may be effected. One, involving great saving to the nation and direct benefit to the consumer, is this:

"Burn Gas in Mantles, Not in Flat-Flame Burners—the old-fashioned flat-flame burner uses more gas and gives less light—ask your gas company about substituting the mantle burner."

U. S. Government figures clearly show that the mantle burner saves over 80% of the gas used by the flat-flame burner for the same amount of light. The same report concludes that "there seems to be no good reason for continuing the use of the open-flame burner." (See U. S. Bureau of Standards Circular No. 55.)

Gas Mantles used in place of all the flat-flame burners now in use in the country would save fuel yearly to the extent of at least 3,300,000 tons of coal, and 93,000,000 gallons of oil.

Abolish the wasteful flat-flame burner! As the Public Service Commission of New York puts it: "You can combine patriotism and personal profit by putting mantles on every light which is used to any extent."

Welsbach Lights and Mantles lead in economical use of gas, brilliant and pleasing illumination, and long service.

The name of the Welsbach Company and the Shield of Quality are on every box of the genuine.

Ask your dealer or gas company WELSCHACH COMPANY, Factories: Gloucester, N. J.

True Value in the Food Prices of the Future

IF, for any reason, producers' outlets to market were suddenly closed, livestock raisers would have no incentive to increase their output. Even if the stoppage existed for but a few months, it would cause a decrease in cattle breeding. For, why should the farmer raise that which he cannot sell?

OF COURSE, consumers would not feel this immediately. It takes three years to mature a beef animal for market. But three years hence, the supply would be short and prices would jump sharply.

One of the most important services, therefore, which a concern like Armour and Company can render to consumers is to keep the producers' market constantly open, thereby encouraging increased production.

Stabilizing Supply FOR, if Armour bought from producers only when there was a heavy demand from meat users, or, if Armour sold to consumers only when cattle growers had raised a surplus supply, there could be no stability to meat prices at any time. With the public, it would be always "a feast or a famine."

All this is but preface to stating a remarkable condition which exists today. Meatless Days were expected to save one-seventh of our national meat consumption for our Allies abroad. Instead, the demand for meat in some parts of the country has fallen off as much as half! So great is the reaction that, were it left to itself, pro-

duction would probably be decreased for years to come. Farmers would merely drop cattle raising to a large extent—at least, until the demand reasserted itself. And, three years hence, meat prices would be out of all reason.

But, the significant fact for you to bear in mind, is that Armour and Company did not stop buying!

Service Under Fixed Profits INSTEAD, Armour has continued to buy steadily and evenly, absorbing the livestock off the market as it arrived and putting it into cold-storage warehouses—and performing this public service in the face of the fact that packers' profits are fixed by the Government!

Thus, by doing this, Armour is co-operating to increase the future food supply which the country needs and also is aiding consumers to secure that future supply at true value levels. When you consider such facts as these, you must find in them a very real reason why it will pay you to insist upon Armour foods for your own family's use.

