

THE SUN DIAL



Volume 1

JUNE 15, 1918

Number 2

Build More Ships

After a long and careful inquiry into the shipping problem, which is the most important one of these momentous times, the National Committee, which has a membership of over two million people, reports that the present acute shortage in ship tonnage is at least 7,558,271 gross tons.

These figures establish the fact that the amount of tonnage available for the United States and the Allies today is 3,058,271 gross tons less

than it was at the opening of the present war, which is the greatest conflict ever waged in the history of the world by nations. To this figure the report adds 4,500,000 tons as the minimum necessary to transport the United States forces to France and keep them supplied with food, clothing, ammunition and other necessities.

The figures to show the present conditions and the possibilities of the future have been presented in a way that demonstrates clearly to every citizen—on each of whom rests the responsibility—why we must have more ships. Not only must the present workers turn out more work in the shipyards, but additional workers must be found and trained.

Will you, Mr. Reader, do your very utmost to help the boys in the trenches win this war by doubling the amount of work you are now doing? The lads "over there" have no half holiday on Saturdays, neither do they enjoy the freedom of

the fellows working in shops over here. They give their all. What do we give? What will you give?

Our men now in France, and those going over, cannot live without food. They cannot fight without guns and ammunition. The country has promptly responded to the call to give up its young men. Noble and innumerable sacrifices have been made in every city and hamlet in our flourishing land. These sacrifices will be in vain unless we see to it that our men are fed and clothed and supplied with material with which to fight.

There is no way to get the food and supplies to our men except by ships. We cannot tunnel under the Atlantic Ocean. We cannot send the food supplies by aeroplane as yet, but we can bridge the Atlantic Ocean successfully if only we build enough ships. Again, Mr. Reader, the issue is left squarely upon your shoulders as an individual, and not on the shoulders of your boss. Do not have to be driven to your work. Have enough self honor and patriotism to work when the foreman is not around. There are no more loyal men in this country than the workers in the shipyards. Many of them are working in ignorance of the country's actual needs, of the needs of the whole civilized world. Ships must be turned out quickly and in ever increasing quantities, and the Sun Shipbuilding Company employees are doing and will continue to do their best in putting out vessels, which, in course of time, will be the weapon that

SAFETY FIRST



DON'T REACH FOR FALLING WRENCHES
WHEN THEY TUMBLE WITH A TWIST.
THE CASUALTIES IN TRENCHES
MAKE AN AMPLE HONOR LIST.

will make the entire world safe for that principle so much cherished by our forefathers and at stake at the present time—Liberty.

Secretary Baker, of the War Department, has figured that two gross tons of shipping constantly in service is the amount required for each man. He says we shall have 1,500,000 men to send to France this year if we can maintain them there.

Other officials have estimated the tonnage required at higher figures. Some estimates are as high as fourteen tons. It may be assumed that three tons per man is an irreducible minimum. On the basis of these figures we need now more than 7,500,000 tons of new ships. Counting the estimated 3,000,000 tons of ships built in this country with the tonnage of that of our Allies and considering that the submarines fail to sink any boats, we will be 2,500,000 tons short. Will you help to go over the top in building ships? I will.

At this very moment there are at least 2,000,000 tons of supplies in or near our Atlantic ports awaiting urgent shipment abroad to maintain life and keep our boys fighting.

It must be borne in mind that if we do not build enough ships to carry supplies to our army in France and to transport our export trade, which in the fiscal year ending in 1917 amounted to \$6,000,000,000, then the factories and industries in this country will have to cut down their production.

This cutting down of employment would mean men thrown out of work and the consequent loss of earnings of those out of work and the reduction of wages of those who are kept on the pay roll. Labor is vitally interested in enough ships being built.

"WE MUST HAVE SHIPS—AND MORE SHIPS—AND YET MORE SHIPS."

Do your bit, and pass the slogan around. Are we slackers in the shipyards? NO.—R. H. N.

For You

Learn to speak English. Classes in speaking, reading, and writing are being formed by Mr. Mason, our Service Department manager. This great undertaking is a most remarkable one, and every man in our plant who has not gone through a grammar school should, without a doubt, take advantage of the offer. Remember, it is for your own development.

For further information, see your foreman or get in touch with Mr. J. Leonard Mason.

You must act immediately as classes are being formed rapidly and only a limited number can be taken care of at present.



PRIVATE JOE CASSELLS

Enjoyed by All

Probably the most interesting event of the past two weeks was the patriotic rally held in the yard Thursday, June 6. The little talk given to the men by Scout Joe Cassells, of the Canadian "Contemptible Little Army" (a name given his Black Watch regiment by Kaiser Bill), was a talk that will long be remembered by our fellows. Private Cassells is one of the few remaining soldiers that composed that great regiment that was practically wiped out by the Germans, but which wiped out about four regiments of the Huns before being exterminated themselves. Private Cassells is still a soldier—a soldier of the Allies working staunchly in the cause of the American Shipping Board.

Cassels said, that "the world will never be free from autocracy until we have attained a complete military victory over the Hun." The Canadian scout's experiences in the first "act" of the world struggle have left an indelible impression on him.

Mr. J. P. Williams, of New York City, the speaker preceding Cassells, also made many interesting remarks. Mr. Haig, who is none other than our esteemed General Manager, opened the exercises with a little speech. Mr. J. Leonard, Manager of the Service Department, was master of ceremonies. We noticed with much pleasure the attendance of Mr. Patton, of the National Service Section. The Sun Band rendered many appreciable numbers.

Office Chatter

We have received a letter from Stanley Hibbard, who left us a month ago to enlist with the Marines. He says it is a great life, and that he really works now. A few thousand like "Hibby" and good-bye Hun!

This man Casey is one wise owl. He is training Ann Dougherty as cashier, and we want to see the man who will get away from Ann without a check.

Victor Lofin got a smile from Miss Sidwell last week. Lofin must be a funny looking devil!

The Germans have nothing on us. We have a "Busy Bertha" right in our own Purchasing Department.

Tho' Browne is Browne,
And Green is Green,
John is not Wilde
As it may seem.

It is no longer a question in this office as to the "Corrie" in correspondence.

All are invited to the office to see the Royal Irish Quartet in action: Feeley, Finegan, Fadden and Fenix.

Our two youngsters, Pomeroy and Hayden, are rapidly being broken in and will soon be experienced clerks.

When there are no injuries in the First Aid Department, Tom Keare trots over to keep the nurses interested.

Miss Armstrong was seen enjoying (?) a set-up of Hungarian goulash in Casey's Cafeteria last Wednesday evening.

John Gillespie, Fourth Assistant Purchasing Agent, has rented a nest in Glenolden, Pa., in which he expects to install a wife shortly.

Webster claims that it is possible to grow vegetables in Wilmington; it seems something came up in his war garden the other day.

New Restaurant Opening

The new restaurant was opened on June 4 by Mr. Wm. Casey and his assistant, Mr. Ed Stoots. The hungry crowds began to form in line at 12 o'clock sharp and acted in a gentlemanly manner, each waiting their turn to get to the "cats." There were over nine hundred men served on the opening day and every one was very much pleased. The crowds are growing larger each day. The prices are moderate, and both Mr. Casey and Mr. Stoots will be very happy to hear any suggestion from any person in the yard that will tend to better the efficiency of the service, which is unsurpassed anywhere. The food is wholesome and good portions are served for popular prices.

BUY HARDWARE AT GALEY'S

The Wetherill Plant

The rapid development of American genius and mechanical ability to meet the urgent demand for ships and various implements of war have lately been heralded throughout the country as record-breaking events, particularly in the construction of hulls for steam ships, rivets driven, etc., and we all say "Hurrah for America! She has never been beaten and never shall be."

We read of laying keels in record time and many favorable reports of progress, but seldom do we read of the construction of the most vital part of a ship. That is the motive power, whether it be of one form or another. Also, of the boiler and the many details required to complete a steamship.

The Sun Shipbuilding Company is building boats far exceeding expectations and each day becoming better equipped for greater capacity, and under the management of its able corps of officials has built up the finest yard in the country. They also have extensive machine shops and foundries. The Wetherill plant has been remodeled and the most modern machinery installed for the construction of engines and hull fittings. This plant, under the direction of Mr. C. H. Morris, Superintendent, has been made a thorough marine shop of unlimited capacity, being able to produce reciprocating engines installed in 10,000 ton ships complete in twelve months and at the same time take care of other shipyards needing work of all descriptions.

This is made possible by the organization and the care taken of the men by Superintendent Morris, who has provided for their comfort in every possible way during working hours. The Pattern Shop, under the direction of Mr. W. H. Emery and his thorough band of marine men, has had a busy time getting ready for new work. The Foundry, under Mr. A. P. Lee, has been able to increase its capacity at least 50% over the year 1917. The Smith Shop, under Mr. Wm. Irving, has had to keep every fire humping and has succeeded well in the demand for hurried work. There is not much more to say about the machine shops under the able directions of Messrs. A. H. Baker and John Casey, but what has been said please note carefully.

Whatever is required of the employes, it shall be done with a spirit of willingness and patriotism and for Yours and My Country.

"My Country! May she always be right, but right or wrong, My Country!"

FIRE DRILL

Chief of the Emergency Fleet Corporation Fire Department, Mr. Olaf Johnson, accompanied by our Superintendent, Mr. Charles Morris, inspected the Fire Department at the Wetherill plant Saturday, June 1, and highly commended the men for their good work.

The first alarm was sounded at 12:15 P. M. and one line of hose, consisting of seven sections, was laid in the record time of thirty seconds in No. 3 Shop. The second alarm was struck at 12:25 P. M., and three two-and-one-half gallon extinguishers and one line of small hose were in Pattern Shop in thirty seconds, and one line of hose consisting of five sections was in Pattern Shop in one minute. The third alarm was sounded at 12:40 P. M.

One line of hose, consisting of three sections from the Blacksmith Shop plug, was connected up and the stream on in fifty-five seconds, and one line of hose consisting of two sections from pump in engine room was connected up and the stream on in one minute and five seconds. All men were at their respective places in the different departments when the alarms were sounded.

Mr. Johnson, when interviewed after the inspection, remarked that it was the best record of any fire department he had so far inspected. This is one record the Sun Shipbuilding Company can claim. Keep the good work up, Sun boys!

Organize, Girls

Among the many industrial plants in Chester none can boast of a finer crowd of girls than those employed at the big engine shops at Sixth and Upland Streets, and I would suggest that they form a tennis club and get the A. A. Association to lay out courts in the ball park. Organize girls, and Mr. J. Mehorter will help you.

Mr. Cooke Promoted

It gave great pleasure to the Wetherill boys when they received notice of the appointment of J. Franklin Cooke to the position of Plant Engineer at the shipyard. Too much cannot be said in regard to this man, whose ability has never been questioned. Here's luck to "Cooke," and may he live to enjoy the fruits of his labor!

SEMI-MONTHLY PARADE

The interest the men have taken in the semi-monthly parades to the shipyard is very pleasing to Superintendent Charles Morris, who has given much of his valuable time to make these parades a success. He is a man that is very much appreciated and holds the good will of the men at the Wetherill plant.

"Royal Rooters"

When it come to baseball rooters 52-Department has the royal ones with Dick Le-Townean the chief one, Dick's yells, coupled with those of McShane, in C-Shop, made Hog Island's big pitcher quit Saturday before last. When it comes to rooting Le-Townean and big Mack can't be beat.

Jack Johnson, the ex-foreman of 74-Department, certainly was on the job rooting hard for the Sun. Why doesn't someone take Morrissy, the foreman of the Erectors, to see a ball game? He has never witnessed a contest of the National pastime in his whole life.

Offsets From the Mold Loft

It is only right that we should first mention among the recent happenings in the sky-parlor the appointment of John B. Sulger as our new Quartermaster. We're all back of you, Johnny, so here's good luck!

The new fence around the hatch that opens into the lower regions (meaning of course the template racks) has been sorely needed for some time. We congratulate Plummer and Juggers on their handiwork. Evidently Juggers needed the experience at fence building, as he no doubt expects to build a house in Camden soon.

We have just received a copy of some new suggestions for loft work, the contents of which are not as follows:

In starting a job, first collect enough of somebody else's lumber to make him miserable, then sweep your floor space thoroughly on to his layout. Any necessary data may be obtained from the body plans, including enough splinters to complete your lumber pile. Care should be taken to have Daley, John Simmons, Tony or Al Thourst around, as any one of these must walk or slide over your lines, enabling you to distinguish more clearly between your lines and floor cracks. To insure speed, be sure that your neighbor's chalk line steel standard, tape, etc., are close at hand. Build the templates, clinching the nails on someone's shoes, and hitting your thumb every other hammer stroke, according to Hoyle. Mark up according to "Duke's Mixture" of rules, break up the templates before sending them below, thereby saving the rack men a lot of trouble—then prepare to start another job.

If you don't want to work, get out; don't judge others by yourself.

BUY HARDWARE AT GALEY'S



More Speed Boys!

Team Work

By EDGAR S. MCKAIG

Head of National Service District

Did you ever hear of a World Series being won by a ball club whose team work wasn't perfect? It simply can't be done. Let us apply this lesson to our work, building the ships of victory.

About two years ago there came a vision to a group of business men of a model shipyard with perfectly equipped shops, permanent concrete ways, bridge cranes and plenty of room. The result was the Sun Shipbuilding Company. This may be likened to a fine baseball ground where the game is to be played.

The next thing was the creation of the team. Mr. Pew, Mr. Haig and Mr. Graham, with their assistants, are the captain and manager. You men, Sun shipworkers, are the rest of the team.

The league season is on. Along the Delaware River are many other strong teams. In other sections of our land they are also to be found, in New England, along the Southern Atlantic, the Gulf of Mexico, the Great Lakes and on the Pacific Coast.

The World's Series is to be played with other contestants located in Scotland on the Clyde, in England on the Tyne, and at Belfast in Ireland.

To make a showing we have got to be on our toes all the time. We can only win by each man being in the game not for himself alone, but for the team, so let's show mid-season form and go to it.

Ahead they have an advantage over us in this respect. They are working, one might almost say, within sound of the guns. The consequences of not winning the war are clearer to them. The meaning of it all has come home. Some of their pals of the olden days, fellows who lived but a few doors away, have gone never to return again.

The advantage is gradually being overcome. The Huns, finding it increasingly difficult to sink ships in their usual hunting grounds, have transferred the scene of their activities to the Delaware Capes. It is entirely possible that within a measurable space of time we may be favored with an air raid. Private Cassells, of the Black Watch, and some of the other soldier speakers of the National Service Section, have told us of what one sees and endures "over there." If he were able to work in a shipyard there wouldn't be any thoughts of self about him, but only how best to win the

game, the answer to which is always teamwork.

So let's get together and not only win the pennant but make our organization at once the envy and despair of all our friendly rivals. Get to know the fellows working around you, but don't stop there. In our new lunch room there is an opportunity to rub elbows with fellows from other parts of the yard. We have a fine athletic field and a baseball team to represent us in the Delaware River Shipbuilders' League. Meet the men who are interested in this side of our activities. We are also about to provide trapshooting, so that those devoted to this sport can have it right here in the family circle and any of us interested can take it up. And don't forget our SUN DIAL. This is being published so that we may all know what is going on in the Sun Shipbuilding Company. So lend your heartiest support to the editors, and let every man be a reporter.

There is something else to which we should give attention. Don't neglect the opportunity to learn all about your own job as well as the other jobs with which you come into contact. Director or General Schwab is an object lesson in this respect. He commenced at the bottom and climbed right up the ladder by doing this very thing. Of course, we all don't start with the same advantages, but the idea holds good just the same. If a man doesn't speak English, let him learn. If he doesn't speak good English, let him learn better English. Always remember that the Company is behind you in all attempts at self-betterment, because it is for the good of all of us.

As John Paul Jones, the Naval hero of the Revolution said, when called upon to surrender at a time when the fortunes of war did not seem to be with him, "I have just begun to fight," so say we in answer to the Hun peace offensive. On with our task of shipbuilding and paraphrasing a well-known saying, let our slogan be "Make ships while the sun shines!"

EDGAR S. MCKAIG,

National Service Section, U. S. Shipping Board, Emergency Fleet Corporation.

THE TEACHER'S THEORY SHATTERED

"Children," said the teacher to his pupils, "you should be able to do anything equally well with either hand. With a little practice you will find it just as easy to do anything with one hand as it is with the other."

"Is it?" inquired the urchin at the foot of the class. "Let's see you put your left hand in the right-hand pocket of your trousers."

BUY HARDWARE AT GALEY'S

Boys Organize Athletic Association

That boys of the real live wire type are forming a very important part in assisting Uncle Sam in carrying out his program to build ships to win the great war that is going on across the water, was clearly demonstrated the last week when our lads held a meeting under the direction of Mr. J. Leonard Mason and W. J. Hall. The meeting was for the purpose of discussing matters whereby the boys can improve their usefulness and at the same time place the boys' life in the plant on a much higher plane.

Plans were discussed for an organization that will give to the younger ones outings, hikes, recreational games and all such activities.

Weekly meetings are to be held, at which time members of the organization will have the opportunity of voicing themselves regarding their duties and the part they are supposed to play in the great shipbuilding program.

The meeting was full of pep and enthusiasm, the boys went away feeling that they are really needed to help build the bridge of ships across the Atlantic and that their efforts are really counting for something.

How to Achieve

The truly great are those who, without sense of humiliation, willingly recognize their own deficiencies and earnestly correct them. The world does not expect you to know everything, but you can make an earnest effort to know essential things. You are weak when you are reluctant to acknowledge your ignorance; you are strong when you place the desire to know and understand above mere personal feeling and appearance. Let your desire for truth transcend all minor considerations. Ignorance is invariably confident. The man of knowledge learns to realize his own needs. Be honest and severe in your self-appraisal. Learn the art of learning, and you are well on the way to achievement. True greatness is reflective, not assertive.

FATHER'S DEFINITION

"Pa," said the small seeker after knowledge, "what is a kiss?"

"A kiss, my son," said the father, who hadn't lived fifty years in vain, "is nothing divided by two."

An Eight-hour Log From the Storehouse

Another eight-hour page torn from the time book of the Storehouse, just to keep our fellow workmen posted on Storehouse happenings.

Our system in the Storehouse and in fact the majority of operating systems throughout the yard are A1, but the difficulty is in getting men to follow them. In this connection, we desire to take up at this time the bill-of-material system for contract and how to secure same. To secure goods on any particular job on a boat it is necessary for the foreman or his material man to follow the routing on the B. M. and go to the department through which the material is routed to him. But oftentimes, and in fact in most cases where material is routed through the Storehouse, the material man should pay particular attention as to whether the goods are routed from stock or from the contract bins; in either case, his first step should be to inquire of the contract desk whether the supplies are in. Very often when material is routed from stock on the B. M., the material man simply draws the things out of stock without marking the B. M. No. on his requisition and without inquiring of the Contract Department as to whether the supplies were in the cage, and in this manner material is sure to be left over when a boat is completed and the time of the man who looks after a stock material on contracts, as well as the carrying of a surplus of stock, is a lost item and can easily be eliminated.

Also when you want material in a hurry on contract work—say pipe for instance—do not think for a moment that picking up the pipe from the field and handing in a requisition with the contract number and charge covers the transaction. If you do not give the B. M. No. and piece number in order that the material may be checked up, it is utterly impossible to follow up the charges and keep tabs on any contract.

Join hands with us, men, and by following out our instructions, we will greatly facilitate the construction of ships which our country is asking for and waiting for, and which ships we trust will bring everlasting peace to these United States as well as our suffering allies.

A. W. FORD.

McGuian: This vacuum bottle will keep anything hot or cold for seventy-two hours.

Hartline: Don't want it. If I have anything worth drinking I don't want to keep it seventy-two hours.

GALEY'S FOR TOOLS

Edw. W. Ruley

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**Hatter
Furnisher
&
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Dress and working apparel for Shipbuilders

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Wants your shoe repairing

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Done in factory style while you wait.

Send us your shoes that cost from \$5 to \$20 and we will make them look like new and give old comfort.

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THE SUN DIAL

A Record of Time and Events

PUBLISHED FOR THE
SHIPBUILDERS OF THE

SUN SHIPBUILDING COMPANY

WHICH IS AT

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Distributed free of charge to every employee of The Sun Shipbuilding Company, Sun Oil Company, and the Wetherill Plant.

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W. J. HALL.....Office Boys

CHESTER, PA., JUNE 15, 1918

Storeroom Requisitions

If you are looking for information on any subject under the sun drop into the Storeroom office some rainy noon. You will hear being discussed anything from raising cats to the latest style in camouflage.

Some of the force are expecting to go for a week-end cruise on the Delaware. We say expecting to go. When they do go and return again we shall publish the log of the voyage. Tompkins is to be skipper and Jones chief steward.

Graham and Paxon may be found most any time in the gallery looking after the elusive ship's outfit.

Tompkins' source of amusement is found in the little game of "truck, truck, who's got a truck?"

Dillon expects soon to be in the navy. He is somewhat of fighter, so he ought to make good.

Since Hoffman has been transferred to the yard Jones lives a life of peace. He used to be in continual fear of a hatchet that Hoffman used with great skill.

One Hundred Per Cent. From All

Until recently the clerical force of any organization was looked upon as more or less a nonentity. Not until the United States was compelled to enter this holocaust to suppress the ever-increasing danger of world's domination by autocracy was it realized that the much abused clerk was a link in the chain.

When Washington set the wheels of the gigantic war machine in motion the first obstacle which presented itself was finance. The Treasury Department was immediately inundated with inquiries and innumerable statistics were requested for, without an exact status of our treasury, we could not wage war even for a day. These measures necessitated a call for accountants by the hundreds. The Army, the Navy, and Red Cross needed dollars by the hundreds of millions; Liberty Loans, Scrip, Bonds, Thrift Stamps and various other means of financing were brought into vogue, and it was realized that the accountant was by no means a nonentity. At last he was recognized as a very important factor, at last he had come into his own.

Do we realize that we are as essential a factor as the production part of our great shipyard? Do we realize that to build ships we must know what they cost? Does every one realize that unless the accounting force can place before the management the true condition of the Treasurer's Department that we should have to suppress the building of ships? It therefore behooves us to work diligently and well.

Our shipyard has already earned international fame. When the "Chester Sun" made the port of Havre on her maiden voyage, the captain was told that she was the best ship of its class that had ever entered. As the "Radnor" docked at the Philadelphia Navy Yard, she was acclaimed by experts to be the best boat that the Emergency Fleet had yet presented. What does this mean? That the Sun Shipbuilding Company, now in its infancy, the fourth largest in the United States, has already reached the stage of preeminence.

Will the accounting staff allow the yard to produce ships 100% and have it said that they are not worthy of a seat at the helm?

The world is looking to us for salvation. Right is might, and we know that we are right. Shall we let our allies point a finger of shame at us? With every facility and nothing to sacrifice but our energies, shall we let them call in vain? If there is a spark of Christianity in our souls, we shall give unflinchingly the last ounce, the last breath, in the performance of our duty.—B. B.

"Employment"

By MISS SMITH

Just a murmur from the little department that produces big results. Since its inception it has handled applications from thousands of skilled and unskilled mechanics, and by broad vision and foresightedness has retained what is now the present organization of the most skilled mechanics in their line and has made the personnel of the Sun Shipbuilding Company one of the most valuable and complete assets to the Government in the present emergency. Considering the scope of the situation, the scarcity of labor and other circumstances, it is hardly short of a miracle to have produced such an organization in such a short space of time.

The work of the department is not only confined to the reviewing of applications, to the employment of desirable, but it enters into every phase of the everyday life of the plant. To those who have a grievance, to those seeking information—any adjustment is amicably settled in this little clearing house.

Of course, this is all impossible without the proper executive force directing the management of the department, but even if we do say it ourselves, and we know you will agree, our department is headed by if not "the" then one of the most able "labor chiefs" in the country. Taking into consideration, by comparison, the results obtained in similar departments of other industries, we may safely say that there is not one that can show the efficiency which this department has established and maintained.

In conclusion, let us say the standard maintained in the department is likewise the standard in the entire plant. It is this coordination of work in all departments so closely grooved into each other that makes the entire works a single unit with a single goal in view—that of maximum production in the shortest possible time; and we know this is one of the best ways to overwhelm the Kaiser and make the World safe for Democracy! All in favor say "Aye."

Patronize our advertisers, they patronize us.

GALEY'S HARDWARE FOR HARD WEAR

THE SONG OF THE SHIPBUILDER

Written for the National Service Section of the United States Shipping Board and dedicated to the men in the ship trades.

We work in the oldest stuff of the world—
Water and iron and fire and air,
And the courage of men with a flag unfurled,
To build a bridge from here over there.

With a fleet of ships we'll span the sea,
To carry supplies to you in France—
Guns and food and T. N. T.—
And whatever you need for the big advance.

And what's the difference where we work—
At a bench with a hammer, or a trench at
the front?
We all are needed and will not shirk;
We are done with delays! Count us in at
the hunt.

And what's the difference how we fight—
With hand or money, labor or guns?
We'll keep the bridge building day and night,
Till we wrestle the sea to get to the Hons.

And what's the difference where you are?
We're all on the job with a will to win;
So, boys, do your bit with your guns in the
war.
We're doing our bit with the rivet machine.

We'll keep the bridge building night and day;
We'll speed up ahead of the submarine.
We'll build to you, boys, so keep 'em at bay;
We're doing our bit with the rivet machine.

Boys, keep up your courage, we're getting
to you,
Khaki or overalls, count us all in—
Knapsacks or dinner pails, we're fighting, too,
And doing our bit with the rivet machine.

In camp or the shipyard we all of us swear
That the hope we are building will span
to Berlin;
We're all of us soldiers, to do or to dare;
And we're doing our bit with the rivet
machine.

Stop Kicking

We used to think that writing editorials was soft. We had an idea that Chas. E. Carpenter had a lead-pipe cinch in editing *The Houghton Line*, but we've changed our minds. It's more of a job than we thought it would be. However, we're not kicking.

We've decided to do as little kicking as it is possible for a human being to do and not be a dead one. We'll give heavy odds that there has been more kicking in this country since Uncle Sam entered the fuss over in Europe than has been done in the few years previous.

People kick when the price of shoes, potatoes, chewing gum and other necessities of life advance in price. They kick about every little inconvenience caused by the war. We do it ourselves, but we're going to try to stop it. If we can't help being a pessimist we're going to try and be a cheerful pessimist. We're going to try and remember that we belong to the greatest nation on earth and that that nation is fighting for its life. Over two million boys are offering to give so much in comparison to what we at

home are giving that there is no room for us to kick about anything. They're giving their all. So we've reached the conclusion to try and take whatever little troubles come along with a grin.

It's easy enough to be pleasant
When life goes along like a song;
But the man worth while
Is the man with a smile,
When everything goes dead
wrong.

Why Not be a Leader?

Take your rightful place in the world. Think highly of yourself as having unlimited possibilities. Make yourself worthy of great honorable success by right thinking, lofty aspiration and energetic action. Realize the tremendous unused resources at your ready command and make every day contribute in a definite way to your personal progress in the shipbuilding industry. One's fate depends entirely upon one's own firm ability to think and act rightly in all matters, be they large or small, and always bear in mind that nothing is too little to do right, that the little things bunched together go to make the larger things in life. Take courage and inspiration from the example of those successful men who first had to solve difficult problems and surmount obstacles such as sometimes confront you. And always keep this clearly in mind: Today is the day to claim your birthright, to do your best work in building ships or in whatever line you may be interested, to achieve all of which you are capable, and to aspire to still higher things.

BUY HARDWARE AT GALEY'S

From the Bridge

I know a man who is so patriotic that when the band plays the Star Spangled Banner he always stands up.

He says the Stars and Stripes is the greatest old piece of bunting that ever mixed itself up with the breeze.

He celebrates Yom Kippur, the 17th of March, the Fourth of July and all other national holidays with a vengeance.

When the orchestra plays "Dixie" you'd think his grandfather's name was Robert E. Lee.

If damning the Kaiser was fatal to his German Majesty, Mrs. William Hohenzollern would long have collected her husband's insurance.

He loves every little old U. S. A. yellowback in his pay envelope.

But—
When he was asked to buy a Liberty Bond or give a little change to the War Chest he said, "Let George do it."

We doubt this man's brand of patriotism very much. Don't you? I thank you.
MACK.

KODAKS



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SUMMARY OF THE NEWS

Ten thousand Armenians reported massacred by Turks in Caucasus during fortnight.

Reports from Belgium indicate German deportation of civilians continues, young girls being forced to do hard manual labor in the military zones.

In all their attacks this year the Germans used about 2,100,000 men, a force enormously exceeding that of the Entente Allies.

"Canned" blood, transfused from cold storage bottles, saves lives of half-dead soldiers on the battlefield. American Surgical Association was told.

Crowder wires all governors to investigate classification of the draft lists, with the purpose of getting all men possible in new draft. Expected that there will be 500,000 in Class 1.

Fair prices for food will be posted throughout the country. Dealers seeking to take advantage of the situation to be punished. Profits will be figured on "cash-and-carry" and "credit-and-delivery" plans.

Women are displacing men rapidly on the Pennsylvania Railroad outside the general offices, and the personnel since the assumption of Federal management has changed at the rate of 100 per cent. a year.

Fuel administration is bending every effort to meet the estimated deficiency in bituminous coal of 79,000,000 tons. The campaign will be one of education among the miners to spur them on to the highest effort.

Senators return from an inspection trip to airplane plants convinced that from now on production will be satisfactory.

Sixty per cent. of employes of new Government shell-loading plants will be women.

Senate expected to drop the Gore amendment raising the price of wheat to \$2.50 a bushel. Fight is expected for a declaration for complete prohibition during the war.

Premier Clemenceau is given vote of confidence by French Chamber of Deputies after attacks by Socialist minority.

Marines join khaki troops on banks of Marne. Men make successful attacks and impress French officers by valor of their fighting.

Draft summons 200,000 men to be given mobilizing June 24; million register under "just twenty-one" act.

Food Administrator Hoover objects to shutting down breweries, declaring it would put the country on an exclusive gin and whisky basis and cause an "orgy of drunkenness."

Secretary Baker decides that hereafter when it is possible war bulletins will name the State troops and other men doing the fighting.

Food Administrator Hoover calls on the people to eat perishable foods and save staples for our Allies and soldiers.

The state draft board has issued the quotas for the various districts, calling 12,503 men for the camps to leave June 24.

French pay high tribute to bravery of American troops in first real tests.

Shipyards of the United Kingdom turned out nearly 200,000 gross tons in merchant vessels during May, the highest tonnage for any month in the last year.

Naval reserves arrest man in a hotel at Cape May, N. J., where it is alleged flashlight signaling was discovered in communication with boat at sea; wealthy German woman in Philadelphia under suspicion of sending messages to U-boat base in Mexico.

State department announced there is still no change in policy of United States Government against "uninvited" operations in Russia.

Secretary McAdoo says war will cost United States \$24,000,000,000 for next fiscal year.

American soldiers in training here are being taught open warfare, with less emphasis on trench tactics, in anticipation of the day when the Allies begin to drive the Germans back to Berlin.

Charles M. Schwab says that despite the new British shipyards, Hog Island's production will make the world "sit up."

Murlin Takes Opening Sun Shipbuilding Shoot

The Sun Shipbuilding Gun Club held its opening shoot over the newly installed trap on the Sun Athletic Field, Saturday afternoon. The club program was at fifty targets. Fifteen members shot at the elusive clays, a stiff wind off the Delaware sometimes causing the targets to perform queer antics, making high scores impossible. Murlin and Kilbas broke 49 and 47 leading the field of beginners. Murlin broke the last 49 straight.

Captain Dyers, of the U. S. Army, and W. Friley staged a fifteen-target event of their own. Both being new to the game, actual scores counted. Friley won the event with seven breaks, while Captain Dyers broke five.

J. N. Pew, Jr., President, is very enthusiastic over this new addition to the athletic sports and shot through the program.

The scores—

Murlin, 49; Killian, 47; Reiber, 46; Spear, 42; Vickers, 40; Kerby, 40; Becker, 38; Lea, 38; Kay, 32; Neiman, 32; Johnson, 31; J. N. Pew, 27.

Note of Thanks

It is with the greatest of pleasure that the Gun Club takes this means of publicly thanking Mr. Hopeman for his generosity in erecting free of charge a fine trap for the use of the Club. We hope that Mr. Hopeman will some day favor us with his smiling face and loaded gun.

G. A. SPEAR, Secretary.

A STARTLING TRUTH

Although you may not always be able to earn money, yet you will need money as long as you live. This startling truth should convince everybody of the importance of having money in the bank. A portion of your income should be deposited with a view to increasing your bank account until it becomes a substantial fund.

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Charlie

Sun Ship Base Ball Ground

At noon, lunch at Charlie's Restaurant.

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Candies, Gloves, Soaps, Etc.

Eat good and pay less

BUY HARDWARE AT GALEY'S

Necessity of Physically Trained Men and Their Value to Uncle Sam and Themselves

By WILLIAM H. ROCAP

Sports Editor Philadelphia Ledger

It is scarcely within the range of a human mind to calculate what a wonderful asset perfect physical condition of men has been to the United States and its allies during the present war. When Uncle Sam was drawn into the conflict a few narrow-minded men, individuals whose lives are continually out of order, who do not know the pleasures a healthy man enjoys, deprecated the continuance of sports. They even denounced all play. Immediately the United States declared itself in a state of war with Germany on April 6, 1917, these guardians of our physical welfare planned to have all recreation sports abolished. The writer took a firm stand against them. He argued that we did not want to raise a nation of molly-coddles, nor did we want to send men across the ocean physical weaklings. First we wanted real men in every sense of the word and we should bend every effort to rear boys whose physical fitness when they developed into men made them candidates to assume the great task for Uncle Sam.

All work and no play could not make this possible. Neither could all play and no work accomplish the result. Happily it is a combination of the two which will insure success. So every industrial establishment in America which strives to get 100 per cent. out of its men has discovered the necessity of studying the physical welfare of its employees.

A captain of industry arrived at one of the great munition plants recently. By munition the writer does not mean shrapnel or shell, but shipbuilding, because ships are going to play a most important part as munitions of war. He was surprised to find upwards of 20,000 men were employed there and more than ten per cent. lived in barracks and huts adjoining the plant.

"What recreation do these men have?" he queried of the Superintendent. "Surely they don't work all day; eat their meals, smoke a pipe and go to bed in these huts without any diversion for their minds or bodies? What you need here is a recreation building. These men are human beings. They are stout-hearted red-blooded Americans and certainly crave entertainment of some sort.

"Give them moving pictures, let them see a boxing bout now and then. Organize base ball teams. Let there be a friendly rivalry between the different departments and shops. Let them play on their off-hours. They will sleep better, they will work better, and you will have your 100 per cent. man."

This picture is not too highly colored. It is really a composite one. It represents the thought of men who have given the subject careful study. A healthy body means a quick, alert mind. It means a creative mind. The kind so needful in a man who is serving Uncle Sam, whether it is in a trench, back of a gun on a destroyer, at the wheel of an ambulance or driving rivets or setting a keel for the Sun Shipbuilding Company.

The latter Company has wisely given wholesome recreation and competitive sports great consideration. It has realized what a wonderful asset it will be. It will tend to mould the employees into one big happy family. It will not be long, as recreative sports are developed by Director J. Leonard Mason and his assistant, Rowe H. Nelson, before the employees will soon be referring to the Sun Shipbuilding Company as their industrial alma mater.

Let us hope they play the game fair, and as sports progress no one can look back at a single contest with regret. Sports for sports' sake and the building up of the physical man should be their slogan.

BUY HARDWARE AT GALEY'S

QUITE NATURAL

Father of Mrs. Newlywed: What was it your husband wanted to see me about?

Mrs. Newlywed: I think he wanted to borrow a couple of hundred dollars from you. The dear fellow is so anxious to get out of debt.—*Life*.

THE MAN WHO'S NEVER LATE

And yet he loses lots of time,
The man who's never late;
Although his promptness is sublime,
The man who's never late;
In fact his life is full of care,
For when he turns up anywhere,
The man who said he'd meet him there
Is usually late.

Buy from our advertisers, they are the best.

W. S. S.

You've loaned your money for the war, the interest now is due. Think well before you use it, for your bit you still can do. Invest for Uncle Sam again, entuse our men in camps, convert the interest on the bond into War Saving Stamps. Just think, if you and every one invest your interest thus, one hundred millions will be won to win the war for us. You'd never miss the dollars lent, but they will help our men; indeed they'd make the Huns repent; they'd bring us peace again. Buy W. S. S. today, your sacrifice is slight; so furnish bullets with a will 'till Victory's in sight.

EXCEPTION

Christian Scientist: Nothing is ever lost! Everything in the universe is in its right place at the right time!

Man from Missouri: Have you never been seasick?—*Life*.

A NATURAL CONSEQUENCE

"What became of the little girl you made love to in the hammock last summer?" asked one young man of his friend.

"We fell out."

FIDO WAS UNDECIDED

"Oh, Mr. Smith," cried the young lady, as she greeted her caller, "so you have been making friends with Fido! And do you think he likes you?"

"Well," said Mr. Smith, grimly, "I don't believe he's quite decided yet—he's only had one bite of me and he seems to want another."

"Why are you much concerned about your boy?"

"He's too trusting. Why, he believes everything that everybody tells him."

"That's nothing. Who can tell? He may grow up some day to be Secretary of War."—*Life*.

"Grashus, Ikey, vat a bytootiful diamond?"

"Diamond! Dis ain't no diamond. Dis is a monument."

"Monument?"

"Sure. De old man died and left five hundred dollars for a gravestone. Dis is de stone."—*Pelican*.

BUY GALEY'S SCREENING

ATHLETIC NOTES

"Mac" McGeehan is not at all discouraged because his team has lost three out of four. A flying start helps a lot, but it's the dig-in-and-go-get-'em at the middle and end that brings back the bacon. "Mac" has some great material and as soon as the rough spots are ironed out, we can expect some real ball playing around these "diggings."

Wait till "Jimmy" Keeley gets that old whip of his working. It's a safe bet that he will have the enemy whiffing the air like he did in the Delaware County League a few years back.

After seeing Captain "Jimmy" O'Neil play a couple of times we came to the conclusion that he was born in a ball park and weaned on a baseball bat. There's many a player in the Big Show that would pay real money to be able to pull some of the stunts that "Jimmy" does.

WM. KANE.

SHIPYARD STUFF

Loveland: "Bill, I hear that the Huns are running short of tobacco! And the women-killers are raising the deuce because they must go without their 'chewings' and 'smokings'."

Kane: "Well, Bob, why don't they smoke the butts of their rifles and chew calf brains."

"Joe" Battle has deserted Mr. Walter and his three entertaining "dames" to get in a real battle down in "Bill" Kane's office. No matter how peaceful "Joe" is, he always has his Battles.

"Bill" Davis is built something like a bilge plate. Short and thick and all "near the bottom." Nevertheless he can go and get chippers' and caulkers' "count" where many a regular guy would fear to tread.

Let the cannons roar and wedding bells ring! Our latest to enlist in matrimonial ranks is John Mewha, chipper and caulker counter. His brother counters presented him with a beautiful case of silverware to start him off on the royal road. The chippers and caulkers gave him a magnificent parlor lamp to light up the way to domestic happiness. You spoke yourself, John, so here's luck, wealth, health and happiness to you and yours.

"Number Four" is ready to do her "bit." Soon she'll be braving the dirty dogs of the deep and carrying supplies to Our Boys "Over There." Any captain would be proud to be master of "Number Four." Every detail of construction shows that she was built by an A1 company, and by reliable, efficient and dyed-in-wool workmen. More power to "Number Four" and here's hoping that the guns, fore and aft, were not put there for show, but to send below the first sub that dares dispute her way over or back.

More rivets, boys! Every one you drive smacks a Hun on the bean. Make the old hammer drive 'em faster—speed up your gangs—make them feel the importance of their work in the Great War. The new foreman, Mr. "Bob" Neeson is with you. He knows the business from all angles and you can depend on him to do the right thing. His wide experience in shipbuilding in this country as well as in England and Scotland is invaluable to us at this time. Let's pitch in and show him that we are with him through thick and thin.

Let's go to it, fellow-men, and shoot "Number Seven" over on the Fourth. Every yard in the country is trying to launch a ship or more on our Independence Anniversary. You know as well as we do that we are neither pikers nor slackers, so again we say "more rivets"—"more ships"—every one you put over explodes the Kaiser. Right to it and be ready to lay a new keel on "Number One" way, July fifth!

Mr. Pew showed his sporting blood and his interest in his men when he announced that he would present a silver cup to the team winning the Inter-Department Championship. There will be some tall old ball-playing to cop the cup and from what we hear, it may repose at the end of the season in the new Counter's office, under way "Number One."

The draft is playing havoc in the yard and it is expected that greater inroads will be made in the very near future. The only solution is female labor. Women have been doing men's work in our Allied shipyards and munition plants, so we do not hesitate in predicting that before the end of the summer, hundreds of women will be employed in the yard doing work hitherto confined to the stronger sex. We feel safe in taking this step because we are sure that women working in the yard will be accorded the proper respect due them.

Wrestling Notes

The Sun Shipbuilding Company employes will be represented by a strong wrestling team which is being formed. Matches with other shipyards and military teams are wanted. Grimstad, the former U. S. A. light heavy-weight champion, is heading the team and will undoubtedly continue to show most of his former "pep." All those interested in this subject, which is a good one, please see Mr. Mason as soon as possible.

BUY HARDWARE AT GALEY'S

J. Harry Mull, New Cramps' President

At a special meeting of the board of directors of the William Cramp & Sons Ship and Engine Building Company, J. Harry Mull was elected president, to succeed Harry W. Hand, who resigned.

Mr. Mull is a Philadelphian, having been born in Port Richmond, and entered the services of the company in February, 1880, as a machinist. He spent several years in active marine service as an electrician on the Alameda and second engineer on the Philadelphia. His subsequent connection with Cramps came at the time of the building of the St. Louis and St. Paul, being chosen to make the maiden voyage of the first ship as the representative of the company.

When Mr. Hand was elected to the presidency May 31, 1917, it was announced that his selection was intended by the board of directors to be temporary. Mr. Hand, for reasons of health, felt that his long years of affiliation with the company and the arduous duties of its administration entitled him to a holiday. It is understood to be his desire now to retire from business altogether.

The selection of Mr. Mull meets with both the approval of the workmen and the investment interests of the Cramp Company. He has been regarded for years as an authority on marine engine construction and has devoted much of his time to the supervision of the Morris Engine Works, which is a part of the Cramp Company. Although retiring from the presidency, it is understood that Mr. Hand will remain on the board of directors.

BUY HARDWARE AT GALEY'S

Shipyards and Munition Plant Officials Urge Highway be Condemned

The Public Service Commission at Harrisburg announced it will send its engineers to investigate transportation facilities in the Hog Island shipyards and Chester munition plants area and that it soon will consider a formal complaint against the Darby and Chester Telford Road Company, owner of the Chester pike, over which it is desired to lay a double track to aid in Hog Island and Chester transportation.

Hog Island officials have been desirous for a long time to have a double track on the pike, but the company refused to do so. As a solution condemnation proceedings have been suggested.

The State Highways Department has funds for the purchase of turnpikes, but the entire appropriation, it is said, is promised to various localities. The war board has more than \$5000,00 of its \$2,000,000 appropriation and steps may be taken to utilize part of this to relieve conditions.

Complaints were lodged against the owners of the pike by Major W. A. Garrett, assistant general manager of the Eddystone plant of the Midvale Steel and Ordnance Company; Charles M. Schwab, director general of shipping, and A. Merritt Taylor, Director of the division of transportation and housing for the Emergency Fleet Corporation.

HARDWARE AT GALEY'S

The first Tommy was ruddy of countenance, with a huge beard known as auburn. The second was smooth shaven.

"I uster have a beard like that till I saw myself in the glass. Then I cut it off."

But the bearded man was not dismayed.

"Much better 'ave left it on, mate," he returned gently. "I uster have a face like yours till I saw it in the glass. Then I growed this beard."—*Everybody's*

Only the most reliable companies are allowed to advertise in our columns.

U. S. Shipping Board on the Job

Members of the United States Shipping Board and the Board of Trustees paid their first official visit to Philadelphia last Thursday.

At the general headquarters, 140 N. Broad Street, an inspection was made of the offices of the chief executive, and Mr. Pez pointed to a broken pane of glass in a partition.

"I want you, gentlemen, to see that our director general is not peacefully inclined at all times," he said, at which Mr. Schwab laughed.

Mr. Schwab turned to the chairman of the Shipping Board and said:—

"Isn't it nice, Hurley? Everybody working with a spirit, everything in its place. You know I told them that I would have no duties whatever to perform, that if they wanted my advice I would give it, but each division takes care of itself and settles its own questions."

"Yes," said Mr. Hurley, "what pleases me is that they are plain every day offices. Why they even have no mirrors here."

Theodore C. Ulmer

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BICKLEY'S DRUG STORE "Is the Place"
MARKET AND FOURTH STREETS - - CHESTER, PA.

P. S.—Cut this out, it is worth 25 cents. We carry a lot of things beside drugs, among them the Parker Fountain Pen, and each purchaser of one of these pens during the next 30 days will receive a deduction of 25 cents from the price of the pen upon the presentation of this ad. at Bickley's Drug Store.

Stop! Look! and EAT!

Casey's New Cafeteria

*For the Exclusive Use of the Employees of the
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*Home Cooking and Wholesome Food at
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All Food Served is Carefully Inspected

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WANTS 4000 MEMBERS

Membership Cards Admit to all Games Played on Athletic
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