

THE SUNDAY SUPPLEMENT

A Record of Time and Events

VOLUME 1.

CHESTER, PA., SATURDAY, AUGUST 24, 1918

NUMBER 7

"The Country needs your best efforts. Keep your heart in the work, and we can build ships. Without these, we can not win."



MR. E. N. PEW, JR.
Our popular and congenial President, snapped while walking through the yard.

SAVE OIL

"This war cannot be won without the products of petroleum," said Mr. Requa, director of the Oil Division, U. S. Fuel Administration, in a recent address.

During these strenuous times it is impossible to conceive of any commodity where the production or supply is unlimited—and so it is with petroleum products. The demands now being made on the oil industry compel the producers in all oil fields to keep up their production to the maximum, and at the same time force the refiners to run every available still in order to furnish the enormous quantities of lubricants necessary to operate the machinery of our big industrial plants, provide the necessary fuel oil for the battle-ships and merchant marine, gasoline for airplane fleets, etc. In addition to our own requirements, we must furnish a large part of the needs of our Allies.

It, therefore, behooves us to give this subject of saving oil considerable thought and attention. It is almost as important to save oil as it is to save food or coal. We see everywhere posters calling attention to the necessity of conserving the use of such things as sugar, pork fats, etc., and unless proper economy is exercised in the use of oil voluntarily, it may be necessary to adopt more stringent measures.

The life of our modern machinery depends on the most delicate and highly specialized structures of the human body, hence when injured or irritated by the presence of a foreign body such as a piece of steel or a cinder immediate treatment is absolutely necessary, otherwise grave conditions may develop and terminate in partial or total blindness.

Can you picture life yourself a more unfortunate individual than a blind man, yet I dare say that a great majority of blindness could be prevented, providing people would seek medical aid immediately. Blindness in the new-born was a very common condition prior to the last decade or two, in fact it is only recently that it has been almost entirely eradicated, chiefly due to the fact that physicians take proper precautions and institute treatment for the eyes immediately after birth.

When a foreign body enters the eye nature immediately floods the eye with tears so as to wash the foreign body away and sometimes succeeds.

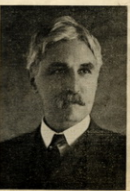
Usually, however, the foreign body is imbedded in the eyeball or lid and can only be removed by another person.

In our hospital we see a large number of eye cases daily, a great majority of them due to foreign bodies, and fortunately our results are excellent, chiefly due to the fact that most of our men seek medical aid immediately.

Occasionally, however, we find a man with a foreign body in the eye for four or five days, who informs us that were it not for the severe pain he is having the probabilities are he would never bother us at all. It is very much surprised to learn as a result of his carelessness an ulcer developed, and he must be treated daily for probably two weeks or more.

Hence, to summarize, remember the following rules:
1. In case your eye does not feel just right, don't wait a while expecting

DR. CHARLES A. EATON
Head of National Service Section
United States Shipping Board.
Emergency Fleet Corporation.



creases and the war will be over the sooner we attain the maximum in production and economy. Those of us on this side must work and save—and the saving of oil is no small part of the ultimate result.

FIRST AID

Foreign Bodies in the Eye

The eyes of a soldier, the eyes of a sailor, the eyes of a worker in a factory, are the most delicate and highly specialized structures of the human body, hence when injured or irritated by the presence of a foreign body such as a piece of steel or a cinder immediate treatment is absolutely necessary, otherwise grave conditions may develop and terminate in partial or total blindness.

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Hence, to summarize, remember the following rules:
1. In case your eye does not feel just right, don't wait a while expecting

that "it will work its way out," but come in immediately and have it treated.

2. The quicker a foreign body is removed the less chance for any complications to develop.

3. Under no circumstances should you allow another fellow workman to examine your eye. Remember that if the lens in your camera needed some adjustment you surely would take care to the proper place. So much more reason why you should see a specialist.

If your camera is up to her you can purchase a new one, but once an eye is injured you cannot buy another.

4. Remember that the scratching of the eyeball makes you feel as if the body were still present after its removal, hence don't return to hospital five minutes after treatment claiming that the foreign body is still present, but wait an hour or so after which you may return if you don't feel any better.

5. Don't drop a flax seed into the eye in the hope that in slipping about it may dislodge the body, for if it only don't do any good, but may do a great deal of harm.

6. Last, but not least, please refer for treatment as often as you are asked to. Don't stay away for a day or two and then offer us some foolish excuse, but try your level best and come in for treatment when you are supposed to.

ALBERT L. USSET, M.D.

GUN CLUB TO HOLD BIG SHOOT

Some weeks ago it was suggested that all ship yards have a gun club along with the other sports. Two weeks ago representatives from the various yards met in Philadelphia and appointed a committee to formulate rules and regulations, and the outcome is that we are going to have a league. Saturday, August 24th, we will hold a big get-together shoot, have dinner and organize permanently. From this on watch the scores of the Sun Ship Gun Club.

GEORGE R. SPEAR,
Secretary.

Anyone wishing a picture of the launching of the "Deerfish" can get one from the Service Department. 50 cents each, mounted; 40 cents each, unmounted.

THE BATTLE OF DELAWARE BAY

The super-dreadnaught "Eleanor" sailed from Chester last Saturday for parts unknown to do battle with father Neptune and to capture as many of the funny tribe as possible. Admiral Tompkins was in command and the Eleanor left with Captain Gilpin at the wheel. All went well till about five P. M. a little above Reedy Island Tank and how Neptune had by force of his great muscles won the first victory in the battle. Gilpin was the second hero. He struck to the wheel till the last but was obliged to report in the sick bay. The strength of the enemy increased as time went on. Jones, of the Quartermaster's Department, was bid to rest in peace as the vessel approached Black Bird Creek. He gallantly played stirring music on the razor till he was forced by nature to give up. The enemy was growing stronger and the fight being hopeless our ship put into the creek. Here Chief Steward Ford, who came safely through the first scrimmage behind a bulkhead, soon had a piping hot supper ready. Then with decks cleared for action we weighed anchor at 2:30 A. M. and started out for the open sea again. It was not long till we came on the enemy. McFadden, sometimes receiver in the storehouse, ceased to be a receiver. He gave everything he had for the common cause. Till long after day break the battle kept up. Then Chief Engineer George Thornton began to complain of hunger and Major of the Marines having said it was the worst struggle he had ever seen, we withdrew to a creek for breakfast. This restored the morale of the crew somewhat, but the hopelessness of the fight was apparent and the good ship Eleanor sailed for home waters. No captives were made, but it was agreed that a most strategic retreat was made. Admiral Tompkins is a victor when it comes to navigation. He and Commodore Graham with Major may make another attempt for glory, but the rest of the crew are going to join the army.

HOW'S THIS?

Shop "B"—The Shop With the Punch

While Mr. Kaiser has shown his disapproval of Ansey Bill's methods by punishing Barry holes in 12 hours.

If a hook here you, it's an easy matter to shut it up; but when a man bores you—well, that's different.—The Slip Sheet.

DEPARTMENT 34

Doc Ramabathion, Guss all know Doc spent a short sojourn at Wildwood recently and after a good while was sprawled on the beach taking a sun bath, when all of a sudden two ladies came along and imagined Doc's feelings when one fair maiden hooded right out "Oh, look at that big sea turtle!"

Bill Parsons caught all the weak fish at Annapolis the other day—no use of any—so fishermen watching their fish or themselves will know the once been there.

George Cross, assistant foreman in the Pipe Shop, surely created some scare down at Wildwood last week. He was mistaken for a camouflage submarine, and all poor fellows were doing was taking a float in his new striped bathing suit.

Mr. Berks, the automobile owner of Department 34, is negotiating for the exchange of his five passenger car for a British Tank, so that when he goes riding for pleasure the trees, tombstones, telegraph poles, houses, etc., will not interfere with him.

"FROM THE BRIDGE"

Somebody

Asked us why we broke up our sentence and paragraphs the way we do.

We do

And we replied, that when our think tank was not in

Good working order we could fill up our columns just as well as when it was climbing a 30 per cent grade on high

In the olden days of the nation's slung we

Called this a bluff.

Now it goes under the name of

Camouflage

I thank you. Mack

"SEND IT CARE OF PERSHING"

We see that Berlin triumphantly reports the capture of a number of American wagons, and if we'd know that would be so pleasing we would have sent over a cute little red express wagon for the Crown Prince to take single-handed—Grand Rapids Press.

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Chester, Pa.

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every employe of The Sun Ship-
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pany and the Wethill Plant.

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J. Leonard Mason, Supervisor
Rowe H. Nelson, Managing Editor
High Gordon, Business Manager

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E. H. McFallen.....Editor
A. W. Ford.....Yard Editor
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Percy V. Kane.....Main Office
Lois M. Adams.....Merran Hook
H. E. Michener.....Marcus Hook

CHESTER, PA. AUGUST 22, 1928

NOISE FROM DEPARTMENT 36

Will they have completed the orders under the shipyard? Will they be in the mill and Higgins are safely located now, and why not? They are two of the oldest foremen in the Hull Department.

The boys made a good quick job of the Niposset in the dock at the Navy Yard, opening the eyes at the Navy Yard workers.

The test gang has begun to show some "pep" under Tom Lemis and we hope to have them well organized shortly.

Dave, Mewha, Cook and Wood used good counters for the Department and to them is due much credit.

Boys, if we are able to finish these Lockhead's in the mill, as any time should give us much satisfaction, as they are very difficult to work and the Inspection very rigid, so under those handicaps we must work them to a successful conclusion.

DEPARTMENT 34

Wet Dock

The "Niposset" is back from dry dock on Wednesday morning and finished by 6 A. M. on Saturday was docked. She carried a small gang of workmen from the yard here to the Navy Yard with her and they stuck to the work with such tenacity and spirit that the repairs to her damaged hull were made very quickly. Navy Yard officials praised the way our work was managed and commended the men feel they come in for a big share.

The "Deersfield" moored beside the "Niposset" present a busy sight, and the two "sister" ships will soon be ready for service. The "Teal" our second mine sweeper, will sail on the 29th, and is a close rival of the "Whigton."

Rivet bins have been placed here and save a lot of time. Additional track has been promised us and we hope it will do away with the delay and confusion that is sometimes caused.

DEPARTMENT 48

Offsets from the Mold Loft

Mr. R. F. Curran has been appointed Mold Loft correspondent for plate left over by the resignation of Mr. Bryce Blynn, formerly Mold Loft correspondent for the Sun Dial, has entered the officers' training camp at Louisville, Ky. It is needless to say that he is missed by all his friends in the loft and that he has their best wishes on his journey to Berlin.

Congratulations are again in order, as we have been advised of the arrival of a baby girl at the home of C. H. Stagg. May all his troubles be little ones.

Dick Hag has finished an advanced course in Chester traffic laws. The course cost him about \$6.50. Some people do not think a fiver can be seen on either side of the street.

Camden, N. J., must be a thriving place, as Johnny Sulger informs us the cob and sliced tomatoes, and there is a similarity of spaces you are compelled to note a few extra connections and the counter singing and scarping.

While this has upset some of our plans, nevertheless we are going after Nos. 13 and 14 and see if we cannot make up the difference and put out the complete set of templates in just the same time as if we had not already made the work for that spacer down stairs. This machine must be a "Doubling Thomas."

We see something new every day or an now about mold loft work. There was a time back when there never was a word about our work, but now Mr. E. M. Hurley in his article in the Saturday Evening Post of 6-18-28 states on how mold loft work can be done and is being done by the Emergency Fleet Corp. He does not know that what he is suggesting has been going on in some yards for over ten years, and those of you who have

For a few days last week we were much alarmed over the absence of our congenial friend, "Doc" Jardin, chief of the Vice Squad, who has their office in the loft. We were much relieved when advised that he

was not ill, but was doing a few night turns in C shop.

Boss Duke was heard to say that the next few months will be record breakers in the loft, as we will have to get busy on hulls 11, 12, 15 and 16. We will then be working on hulls 5, 6, 9, 10, 11, 12, 13, 14, 15 and 16, and according to the schedule dumped out so there will be busy times in the top story.

The breaking down of the multiple punch has caused the loft to go over and remake some of the work in order to do it in the old fashioned way—that is, lay it out from templates and punch it in on the Lybblom punches.

Of course, this is the longer and more expensive system, but when we can put a strike of plates on each template, then let the layer-out lay off h's iron from that, and we are not much behind the multiple punch way of doing it.

In some cases we have put as high as three strikes of plates on one single template. When the size of the plate remains the same and there is a similarity of spaces you are compelled to note a few extra connections and the counter singing and scarping.

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tried to have those same ideas put in practice to the fullest has been doing it in a lesser degree for over ten years.

There is no reason why the mold loft cannot make a template for every piece of steel that goes into a ship, but it follows out that when that is done in the loft every department following the loft has to work down to the same degree of accuracy as the loft. The man on the loft floor, if he is a first class leftsman, must and will see to it that at least he uses a tape or rule that has the graduations up to sixteenths and then and only then will our work here in the loft prove 100 per cent efficient, which is our aim on hulls Nos. 13 and 14.

LAYER-OUT, DEPARTMENT 48

The Hand that Rocks the Cradle has been sung in every yard.

The hand that guides the Army is another handy hand, and the hand that does the work of the shipyard is another handy hand, and the hand that works in the ship yards are the very hands that rise this generation.

We were very glad to state that Hull 13 and 14 are well under way.

The m-d-ship section transverse, Bhd. set 22 and 42 are layed off and Bhd. and the work, also C, E, and longitudinal, and I beams, had layed off and fabricated.

We were very sorry to lose one of our 1st class fitters, Mr. Lawrence Williams being called away to join the Army by the Draft Board. Good luck to him.

BOLTERS, DEPARTMENT 32

Tom Logan, the big leader of Hull No. 5, certainly is going to top speed trying to get her over on "Dixie" Dan. Tom has lost 30 pounds in the past fortnight and he says that he doesn't care if he loses more.

Onion Casey from C-Shop has got ten back from his vacation. Onion spent his time up around the Great Lakes shipyards and has lots to tell the boys about the yards.

Our old friend Mike Murray, leader of Hull No. 6, is one of the oldest ship men in the employe of the Sun Company. Mike has been in the business the past 30 years. All the boys have to take their hats off to Mike when it comes to building ships. If you don't believe it you can look over Hull 6 at any time.

It certainly is keeping 30-Department very busy these days trying to keep Dick Le-Loureaux's men in soles and washers. Come on now, Messrs. String and Gallagher. Keep the works moving with them.

Dougherty in C-Shop certainly is a busy man. He is on the go all the time, some days Dock never even stops

EAT FOOD THAT'S WELL COOKED

Y. W. C. A. CAFETERIA

MILD CLIMATE FARMS

Bring home, with Government record prices, the finest, most selected fresh, country, dairy, produce, etc., available in Chester, Pa. We have the finest, most selected fresh, country, dairy, produce, etc., available in Chester, Pa. We have the finest, most selected fresh, country, dairy, produce, etc., available in Chester, Pa.

ALBERT L. TEELE'S FIB ARGENTINE

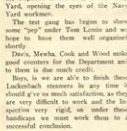
521 Market St., Chester, Pa. and Newark, Delaware.

Mrs. M. F. ZIMMERMANN

HOSIERY, UNDERWEAR, FANCY GOODS, TOYS, FLORIS OF ALL KINDS, 30 W. THIRD STREET

NOTHNAGLE & ROSER

Fifth and Market Streets, - - - Chester, Pa. Tenth and Market Streets, Marcus Hook, Pa.



MR. E. S. CHASE

Prominent New York writer, lecturer and explorer, however, the Sun workers by being the chief speaker at our last patriotic rally held at the main plant.



SGT. MAJOR WOLCHER

A nineteen-year-old New York lad who enlisted at the age of 16 in the Canadian Army. He was wounded four times. In a patriotic speech last week at the Sun Yard, young Wolcher told of some of his experiences.



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DEPARTMENT 38

Was Chant of the Riveter

The star is on. And she looks all right. Get 'em right, Hector-Boy. Get 'em right. The seams are tight, they're screwed up tight

Hull Department News Continued on Page Five

BUY HARDWARE AT GALEY'S

You'll Not Be Hungry When You're Finished.

Y. W. C. A. CAFETERIA



Shades MEASURE, MADE AND HUNG

Oldest Furniture Location

Harley & Miles 710 Edgmont Ave.

Painters' and Paper-hangers' Supplies,

Ladders, White Lead

Red Lead, Litharge,

Ready Mixed Paints,

Varnishes, Stains &

Colors Ground in Oil

12 East Fourth Street

Chester, Pa.

BICKLEY'S PAINT STORE

12 East Fourth Street

Chester, Pa.

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.

EVERY COURTESY AND ATTENTION EXTENDED TO PATRONS

GENERAL BANKING AND SAVINGS

MEMBERS OF THE FEDERAL RESERVE SYSTEM

Cambridge Trust Co.

Fifth and Market Streets, - - - Chester, Pa. Tenth and Market Streets, Marcus Hook, Pa.

A MAN —, OR A MAN +, WHICH ARE YOU?

In every walk of life there are only two kinds of men. Kind here is used as synonymous of natural propensities and determination — negative or a positive quality. There are many types, sizes, shapes, colors and lots of camouflage of men, but only two kinds of men.

On the one hand, there is the negative, minus man; the man of inaction; the man who lacks determination — the man of the "no" gesture, "no" to it, or "tomorrow" dis-qualities.

On the other hand, there is the positive, plus man; the man who has the courage of his convictions; the man of the "TODAY" — "NOW" qualities.

There are many men who, when you hear them talk, have so many good intentions, so many good deeds, so many good ideas they are going to put into practice, but not TODAY, TOMORROW. These are the fellows who can always criticize the works of others, but who never do anything to improve the conditions they know how to remedy.

The tart old saying "the road to hell is paved with good intentions" is perhaps a true one and, if any such thing be, the "good intentions" with which that road is paved are the "good intentions," the putting into practice of which is forever put off until tomorrow, because those little men haven't the audacity, the courage, the determination to make them realities.

But to look at the other kind of men, let us just call to mind a few of the "high peaks" in the past and present. — Columbus, Washington, Lincoln, Franklin, Fulton, Watts, Howe, Edison, Marconi, and the champions of our great industries whose names I need not mention.

Which kind of men were and are these men? Did they say "no" George do it," "tomorrow will do"? They did not. But suppose they had, what would America be today? What would you and I be today? We would be slaves — not free men.

The destiny of any organization, any community, any State or Nation depends entirely upon which of these two kinds of men are in the majority, and we, you and I, and every American today want to ask ourselves a few questions:

Are we afraid someone is going to steal our good ideas if we tell others of them? Are we afraid someone is going to mock or sneer or call us "suckers" if we give to our employers and our Country an honest day's work for an honest day's pay and the protection that is symbolized in the Stars and Stripes?

Or, do we, you and I, have the red blood in us that courses through the veins of our fore-fathers when they dared to start on their pilgrimage across an unpopulated sea into an uncharted land that they and their children might have a new nation "conceived in liberty and dedicated to the proposition that all men are created equal"?

This Nation, that we so proudly call ours today, was made great, not by its broad acres, its mighty rivers and forests, or its stores of minerals but it was made great by the men who cultivated those acres, the men who cut down the forests and worked the mines, the men who harnessed the forces of nature, and who put within the reach of mankind the good resources of our land.

America was a great land when Columbus discovered it, but MEN, real MEN, have made from that great land a great Nation. And how did they do it? By saying "let George do it" or "tomorrow will do"; they did not. They did it by giving to the world their good ideas, their good deeds and their good intentions, and they did it THEMSELVES in the TODAY of their day.

And now the question! Are we, you and I, the men of today, measuring up to our opportunities for service to mankind that present themselves on every hand? Or are we going to be amongst the cyclopedic "no" to our opportunities for our great Country only a theme for geo-

graphical comment. Can we see in the present world conflict only an opportunity for profiteering, a chance for laziness and indifference in our work, a chance to "put one over" on the boss, a chance for eating and drinking and merriment while our brothers and sons are dying on the battlefields of France?

Read the message given to us, in verse, by Lieut.-Col. John McCrea:

In Flanders fields the poppies blow,
Between the crosses, row on row,
That mark our place; and in the sky
The larks still bravely singing, fly
Scarce heard amid the guns below.
We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie

In Flanders fields.
Take up our quarrel with the foe:
To you from falling hands we throw
The torch, be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

TODAY, what are YOU? Are you a man — or a MAN +?

Will we let the torch fall to the ground as it is flung from hand to hand to us? Will we let those boys over there turn in their graves because we are lying down on the job here at home?

Every time you put one over on the boss you are putting one over on a friend, or a son, or a husband, or a brother who is at the front or on his way there.

Let us accept with gratitude the inheritance our forefathers have given us to enjoy; let us highly resolve to preserve that inheritance unimpaired, and pass it on to our children, enlarged and enriched because we have been faithful to the trust reposed in us, be it ever so small.

TOMORROW is synonymous of death and the grave! TODAY is

OURS, to work to act, to do. Let's use it, and though we work and light, and bleed, and die, we shall be but hastening the consummation of that day when there shall be no more war.

J. W. HALLMAN.

Training Center

STOP, LOOK AND LISTEN

Fellow-workmen, we are living in a money-mad age. Nearly all we think about is money, work and pleasure. There are some of us who do not understand how to figure out the pay which we ought to receive. There are some of us who believe that in lending to the Government a part of our earnings we are giving the money to the Government, and that we will never realize anything from it. There are some of us who are angry when the other fellow gets ahead; and why should he not, if he does his work more capably and efficiently than we do ours.

Men, you are given a chance to make good. Classes are being organized to train the less efficient, in order that they may solve the every-day questions which come up in their lives. Already an arithmetic class has been formed. The management intends that these classes be both practical and helpful. Any employee of this company can join.

The mathematical course embraces the subjects of Arithmetic, Algebra, Geometry and Trigonometry, which student is to be graded, according to what he already knows about the subject. A person who knows very little about arithmetic cannot expect to begin algebra. He must enter the arithmetic class, and when he can do the ordinary problems which come into his life with a reasonable degree of accuracy, he is ready for algebra.

Mathematics, for a long time, has been recognized as being the basis of engineering, and the men who are engaged in building ships are engineers in their line of work. If they can read plans, make simple sketches, and be inventive when it is needed, they are bound to succeed in this great day of opportunity.

Men, these classes are being organized for your welfare. The arithmetic class meets on Wednesday and Friday evenings from 6:15 to 7:15. Your foreman would be glad to give you any information you desire relative to it. For your own sake do not let this opportunity pass, but come out and bring your fellow-worker along.

DEPARTMENT 47

The Devil's Resignation
The Devil sat by a lake of fire
On a pile of sulphur logs.
His head was bowed upon his breast.
His tail between his legs.

A look of shame was on his face,
And tear drops in his eyes;
He had sent his resignation as
The land up in the skies.

"I'm down and out" the Devil said,
And he said it with a sob,
"There are others who outclashed me,
And I want to quit my job."

"Hell is no longer in it,
With the land beyond the Rhine,
I'm a 'has-been' and a 'piker',
And therefore I resign."

Krupp, the ammunition maker,
With his bloody shot and shell
Knows more about Damnation
Than all the Imps in Hell."

"Give my job to Kaiser Wilhelm
The Author of the war;
He understands it better
A million times or more."

"I hate it leave this old home,
The spot I love so well,
But I feel that I'm not up to DATE
In the art of running Hell."

SOLON.

See the Two Sample Houses At North Chester, Which Have Been Completely Furnished by Strawbridge & Clothier

Employees of the Sun Shipbuilding Company will be interested to know that Strawbridge & Clothier, of Philadelphia, have furnished two of the new houses erected by the North Chester Realty Company, so that men bringing their families to Chester may get ideas for furnishing their new homes quickly and comfortably and economically. YOUR HOME can be furnished throughout like one of these sample homes, or with such changes as you may desire. These houses are open every day. Our representative will be at these houses every day at some hour to give information—or you may call at or write to the store—address, Interior Decorating Department.

STRAWBRIDGE & CLOTHIER

PHILADELPHIA'S REPRESENTATIVE STORE

Everything for the Home.

• • • •

Everything to Wear.

Market, Eighth and Filbert Sts.

WORK OF PROGRESS AND PLANNING DEPARTMENTS

(Continued from Last Issue)

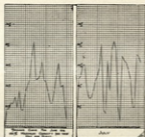
Upon the cards are checked the dates of completion in the different departments handling the fabrication. The Shop Records are intended for use by the men in laying out the material. The grouping of the materials on both of these cards is so arranged that all the plates of a certain portion of the hull are on one card and its corresponding shop order; all the channels on another; all the clips on another; all the bounding bars on another and so on. Our department has been striving in this selection to have one man use one set of successful this whole system depends upon the shop records being used by all the layers-out, so that nothing is laid off without a shop record for the authority to do so. These records are small enough to fit into the pocket, while at the same time large enough to give all the necessary information, including the correct number of pieces, piece marks; size, weight, etc. change number, mill number, drawing number and mill mark, besides a place to note the time taken to complete the job. But don't let us forget to get the right piece mark and other marks on each and every piece.

From the large blue print sets as from the drafting department smaller sketches have been made, so that the progress of the fabrication of the material can be pictured. By using colored crayons Port and Starboard sections are easily shown as having been laid off. These same sketches, which by the way are printed on strips of blue print paper $4\frac{1}{2}$ inches wide by 24 inches long, form a look of a dozen or so long pages and are used to show the progress of erection on the ways, so that Mr. Winston, Mr. Graham or Mr. Pew can tell at a glance just what shell plates, or bulkhead plates, or stiffeners, etc. are in place and which ones

are not in any part of any one of the Hulls.

This department has just completed another chart system showing the progress on any one hull right from the date of ordering the material from the steel mills up to the completion of the steamer. This chart is based on the weight in tons of the various groups, and shows the percentage of completion of the material ordered, material received, drawings completed, templates ready, material layed off, material smoothed, material fabricated, material assembled, material erected and material riveted. These charts are layed

Diagram of Latest Progress Chart



These charts are based on a maximum output of 300 tons for both the day and night shifts.

Mr. McKenzie, Shop Superintendent, placed the goal for day turn at 175 tons and for night turn at 125 tons.

The day maximum was passed on June 24th with a day's output of 227.5 tons. The night shift maximum has not been passed up to August 1st, though on July 12th and July 13th the

THE PET COON

There has recently been contributed by the boys of 66 Department to the Sun Shipbuilding Company a nice, big, fat coon, which was re-

cently captured in the marshes along the Delaware.

Messrs. Frank Anderson and "Baby" Starks have volunteered their services to look after the welfare of the new "Pet" Coon.

off on quite a large scale, so that one measure nearly four feet square just as you enter the progress department, these charts will be found and they resemble somewhat a rag carpet. However, they are without doubt the most comprehensible progress charts in the yard. Each week's progress of each department is shown on these diagrams by different colored inks, and a glance at them will show how near we are to launching "Another Ship," "Another Victory." Weekly summaries are issued from these graphic charts on every Friday, showing the percentage of increase since the last report.

boys get a close rub with 208 tons and 203 tons respectively.

The month of June had a record of 3064 short tons, the largest tonnage passing through "B" Shop since a systematic daily report of fabricated material has the banner month, with a new high mark—149.9 tons, showing an increase of 142.5 tons or an increase of nearly 45 tons every 24 hours—including Sundays and holidays.

Will August show a little better increase and give us 600 tons

cently captured in the marshes along the Delaware.

Messrs. Frank Anderson and "Baby" Starks have volunteered their services to look after the welfare of the new "Pet" Coon.

DEPARTMENT 45

Chalet from Hull No. 9

Our war cry is, give us the material on the ship and we will beat hull No. 6 overboard.

Keep up the good work, apple knocker back aft.

The boys want to know what cabaret Admiral Dick likes to jazz, Moulton Roger or Martique.

When is Long John going back to New York to see his friend, the Messenger Boy?

We hope John Shorter don't forget his umbrella, as he certainly is making some good ones, especially that five dollars. What do you say, John?

Say, Al, don't forget to subscribe next issue.

When you were young how well you were!

A little money made great show. Just fifty cents would cause you bliss.

It was then a dollar looked like this

But now you're old and bills come due

And creditors are denning you. Now every cent you spend you miss

Now every cent you spend you miss. Now every dollar looks like this

ARE YOU "FOR" or "WITH" THE COMPANY?

"For" or "With"? Two little words but with a big difference in meaning. Are you working "for" the organization or are you working "with" it?

The one who's simply working "for" the organization has in view only pay day and his wage envelope. He has little in common either with his fellow employee or with the company. He overlooks the future, and does only such work as enables him barely to hold his job.

On the other hand the man who is working "with" the organization is obtaining "wages-PLUS." The plus represents the well-defined field of progress mastered by consistent co-operation and unflinching leads to

advancement. It results in the utmost confidence of the company in you, thereby insulating salary limitations.

Take an inventory of yourself. Answer this vital question: To which class do you belong—"For" or "With"?

"Employer and employee working hand in hand means increased prosperity and success for both."

B. SMITH.

"THRIFT"

Without me no man has ever achieved success, nor has any nation ever become great. I have been the bedrock of every successful career, and the cornerstone of every fortune.

All the world knows me and most of the world needs my warning. The poor may have me, as well as the rich.

My power is limitless, my application boundless.

He who possesses me has contentment in the present and surety for the future.

I am of greater value than pearls, rubies and diamonds.

Once you have me, no man can take me away.

I lift my possessor to higher planes of living, increase his earning power, and bring to realization the hopes of his life.

I make a man well dressed, well housed, and well fed.

I insure absolutely against the rainy day.

I drive want and doubt and care away.

I guarantee those who possess me prosperity and success.

I have created those of low degree, and those of high degree have found me a helpful friend.

To obtain me you must put out no capital, but personal effort, and on all you invest in me I guarantee dividends that last through life and after.

I am as free as air.

I am yours if you will take me. I am "THRIFT."

B. S.

THE GREAT BRIDGE OF SHIPS YOU ARE BUILDING WILL DEFEAT THE KAISER.

The boys are going over. Even now they are fighting the battles for world's freedom against the most treacherous foe the world has ever known.

Get in the game, men; every minute counts. No time must be lost!

Stick to your job until the last whistle blows, and the boys "over there" will fight for you to the last man.

We have a solemn contract to fulfill: They fight for us, we work for them.

They give their lives; can we do less than give our full day's work? Show your fellow-workers what kind of a man you are.

The Kaiser would make slaves of us all. This is our answer: The Sun Shipyard is 100% American, and no job is too hard, no day too long for us to work for the Kaiser's complete downfall.

Old Glory must wave in Berlin! On the job, men! On the job!

Work so that when victory comes you can say, "I was not a shipyard slacker, but a shipyard worker".

SUN SHIPBUILDING COMPANY
CHESTER, PA

HULL DEPARTMENT

Get 'em right,
Hester-Boy,
Get 'em right,
A hundred an hour, Buddy,
Gim's the gum,
Sling 'em to the Passer-Boy,
Keep him on the run,
Throw me the die, Kid,
I'm gun'n' shoot a Hun,
Get 'em right,
Hester-Boy,
Get 'em right.

The poles are reamed,
And they all look fair,
Stick 'em in,
Passer-Boy,
Stick 'em in,
You'll do 'em,
You'll do 'em,
Stick 'em in,
Passer-Boy,
Stick 'em in,
A hundred an hour, Buddy,
Shell work, ton,
Holler-in is cousin,
An' he's cousin' at you,
Show us what a reg'ar
Passer-Boy can do,
Stick 'em in,
Passer-Boy,
Stick 'em in.

The air is strong,
And the gun works fine,
Hold 'em down,
Holler-in,
Hold 'em down,
To Hell with a make-up,
I'll drive mine,
Hold 'em down,
Holler-in,
Hold 'em down,
A hundred an hour, Buddy,
Out on the shell,
F' the Hester-Boy sleeps,
Wake him with a yell,
We're fighting the Kaiser, Fellars,
Give him merry Hell.

Sun Oil

Mr. Frank Cross spent a few days at Backwood Inn, Shawnee-on-the-Delaware, looking over the golf course. "I'll make a golfer out of him yet. He's looking better, too!"
F. M. Brown spent several days at Atlantic City last week enjoying the sea waves and all that goes with it. "Dock Story was seen in Camden on his way to the seashore in a palm beach suit and his pockets filled with cigars."
Herbert Evans left Saturday for the seashore to spend a week's vacation with his family. Herb originally planned to sojourn somewhere by himself.

Hold 'em down,
Holler-in,
Hold 'em down,
JOHN VALENTINE,
A member of the Sun Ship Training Department.

DEPARTMENT 24

Whitney Weaver, the sweet voiced tenor, will sing "I Certainly Love the Good Old 'Sun.'" It has such winning "Sun."

FOR SALE—One tin Lizzie, Model B. C. Fully equipped with new wheel shield and a mortgage. Guaranteed not to run over 100 miles per hour. Reason for selling—no good. Apply to Joe Morris, Hull Tool Room.

Ben Myers, the genial foreman of the Hull Tool Room, has purchased a passenger buzz wagon. Relatives and friends, please notice. Ben has been taking lessons by mail from the Scranton Correspondence School. He will take a trip to York in the near future.

The Carb Stone Quartette give nightly concerts from 12 to 12:30, outside the tool room, which are very much enjoyed by the residents of Darby. Dad Scher, a former member of the Prigtown Quartette, of Lancaster, has been engaged to sing third bass. Barber shop chords used exclusively.

Ask Tom, the night foreman, which kind of milk he uses to prepare mush rooms.

Whitney Weaver had a very sore eye and could not work one night last week, but going home from the doctor's a well girl with an abbreviated skirt entered the car and right away Whitney could see as good as ever.

but a threatened breaking off of diplomatic relations necessitated his wife accompanying him.

C. C. Keller is planning an automobile trip extending over the next ten days. Charlie drives an "Oakland," but we hope he has a good time.
C. A. Sparks was in the office Saturday and is to be congratulated upon finishing his ground work at the Princeton Aviation Field. He has now left for a flying camp and will soon become a real aviator. Here's hoping he drops a bomb on the dome of both the Kaiser and Crown Prince.

John W. Moore, of the Shipping Department, Marcus Hook Refinery, chased all over Delaware county Saturday afternoon looking for ice. Some one said John was rather hard on ice.

due to an over abundance of "hot air" at times.

J. V. Carley, our genial _____ of the Main Office, although unable to spend more than the past week-end at Atlantic City, was very much prepared for the stay. Why the big trunk for two days visit? We'll admit we all like home made goods as well as original company.

Our genial Ass't Marine Sup't, Mr. Louis Lomax, who has been greatly missed by the female contingent of the office, has returned from a four weeks' sojourn at Newport News, where he has been looking after repairs to the S. S. "Paragony." He reports that bacon and eggs bring a fancy price in Newport News. He brought back with him a strong Southern accent and a sprained ankle, the former being accounted for as a result of the latter. He reports great activity at the big shipyard, which is doing its share to increase American tonnage and keep the present fleet in operation, this yard having excellent facilities for repair work.

Mr. Frank Randall, in charge of Plants No. 1 and 2, who is our champion river globe trower, took a little spin down to Cape Charles, Va., a few days ago. Twelve hours were sufficient for the run down, but coming back the heretofore reliable Lizzie balked right in "Temperanceville" (hard luck) and refused to go further without a nip. Frank talked to her about her health, (his wife does not permit him to have one of that of nature to relieve his feelings) but it all goes to show that a female will have the last word. He reports good roads most of the trip, and the country looking prosperous. Stopping once enroute to get some information about roads from a small colored boy who was cultivating corn, he asked the boy how much he got for the work he was

doing, to which the reply was, "When I see it I give nuthin' and when I don't I get hell." Frank drove on with our further questions.

John Marshall, the little former of the bookmakers, has returned from his two weeks' vacation. Jack spent the greater part of his time around the Delaware and Chesapeake canal. The only trouble with Jack's trip was that he was fishing for bass with worms for bait instead of minnows. However, he saw a fellow on the opposite bank of the canal hauling them in right along and as he was not even getting a nibble, Jack in desperation went across the canal and while the other fellow had his back turned swiped his minnows and started on some real fishing. Ask him about the result.

Bill McCredy went over the top again at the office. Bill has an idea about once a month that this cannot be done, but we think from now on he will be a couple of days on a fishing trip about the top of the shade and this is just about right for him to do real work.

John Moore, of the Shipping Department, is going around with his chest out. John has recently become an uncle.

GO TO . . .

CHESTER LUNCH ROOM

FOR GOOD MEALS

Also Tobacco of All Kinds

14 EAST THIRD STREET

A DOLLAR MEAL FOR FIFTY CENTS

Y. W. C. A. CAFETERIA

FOR GOODNESS' SAKE

Wear

INNIS'

Hats Shirts Underwear

Gloves and Overalls

HARRY G. INNIS

36 West Third Street

Chester, Pa.

AT AGE 35

\$13.03 paid each month

Guarantees \$3,000

To your family,

if you die,

To yourself,

If you live 20 years.

BROWN & HITCCHOCK

INSURANCE

11 N. FIFTH STREET

—GO TO—

Atlas Tailors

For Better Clothes

TAILORS SINCE 1875

SATISFACTION GUARANTEED

500 STYLES TO SELECT FROM

REMEMBER

NO FIT NO PAY

IS THE

Atlas Way

24 West Third Street



E. W. TEAGLE
Sun Company, Chicago, Ill.

VICTROLAS & RECORDS
WEYMANN
EVERYTHING MUSICAL
198 CHRISTIE ST.
—PLAYER PIANOS—

THE "SUN SHIP"

The new shipworker who comes here to take part in the activity of these great yards finds a community of frugal mechanics—a people who note with ever-increasing interest the progress of thrift—the result of saving money.

With its recognized stability and superb equipment this Trust Company is best fitted to care for the vast volume of shipworkers' savings.

One dollar is enough to start.

DELAWARE COUNTY TRUST COMPANY
CROZER BUILDING, CHESTER, PA.

Hickory's
for
DRUGS

FREE DELIVERY

Broad and Upland Sts.
Chester, Pa.

THE DELAWARE COUNTY NATIONAL BANK
CHESTER, PA.

CAPITAL \$200,000
SURPLUS 700,000
U. S. DEPOSITORY
3% Interest paid in our Savings Fund Department
J. H. ROOP, President
C. P. WHESTER, Vice President
T. M. HAMILTON, Cashier

SUN COMPANY HIGH GRADE

AUTOMOBILE OILS NEUTRAL OILS

.. SUN OILS ..

ENGINE OILS CUTTING OILS
CYLINDER STOCKS TURPENTINE SUBSTITUTES

1428 So. Penn Square Philadelphia, Pa.

MEN WHO BUILD SHIPS

HAVE A RIGHT TO THE BEST SERVICE IN THE WORLD

THE GREAT WANAMAKER STORE IN PHILADELPHIA CAN SERVE YOU AS NO OTHER STORE IN THE WORLD CAN DO

It is the man who has "borne the burden and heat of the day" who can best understand every regulation that is made with regard to hours of labor.

On August 9th, in advance of any other store in America, the Wanamaker Store, over the signature of its Founder, announced that beginning on Monday, August 12th, the store's hours of business would be from 10 a. m. to 4.30 p. m. Previous to that time the store's hours had been 8.30 a. m. to 5 p. m.

Within three days, by request of the Government's Fuel Commission, all the other large stores in Philadelphia followed the example of the Wanamaker Store.

By this action the Wanamaker Store took the load of its thousands of employees and many thousands of customers off the rush hour cars, morning and evening. It brought about great conservation of fuel, because the store's lights are out and most of its machinery stopped, except during the 6 1-2 hours of business.

Another great thing accomplished, that might not be thought of at first, is that the working man or woman who does not have to report for work until 10 a. m. and who can go home at 4.30 will be able to do a great deal at home; the woman her housework and the man gardening, or whatever else he may find useful.

Organized labor's appreciation of this action of the Wanamaker Store is set forth in the following editorial, which appeared in the Progressive Labor World of Philadelphia in its issue of August 9th.

"BUSINESS ON A WAR BASIS"

"In war, there are two kinds of business patriotism.

The business directly employed in war work demonstrates its patriotism by maximum production.

The business not directly employed in war work demonstrates its patriotism by minimum production, minimum demands on the nation's resources

and a maximum conservation of those resources for the more vital needs.

"Business as usual' at the beginning of the great war was one of Great Britain's boasts. But it was soon discovered to be an utterly false policy. It served merely as a cloak for business slackers who, unwilling to make any patriotic sacrifices, sought to hide this fact by catering to national pride and vanity.

"The British government ultimately was obliged to take radical steps to combat the 'business as usual' fallacy and snare.

"But in this as in many other respects, American business, on its own initiative and without any necessity for legislation or even government suggestion, has adjusted itself patriotically to war emergencies and often at a great sacrifice to self-interests.

"A notable instance of this is the action taken by John Wanamaker, Philadelphia's merchant prince, in announcing that beginning next Monday his stores will be open for business only from 10 a. m. to 4.30 p. m.

"In making this announcement, John Wanamaker explains that the main object in view is conservation of coal and man-power.

"By keeping the great department stores open for only six and a half hours a day and the rest of the time turning out all lights, shutting down all machinery, stopping all elevators and banking all power house fires, a great conservation of coal will be effected.

"But the coal conservation is not limited to the stores alone. A further and much greater coal conservation will be effected indirectly in this manner by relieving the terrific rush-hour strain on street car transportation.

"It is estimated that to open the Wanamaker stores late and closing them early will relieve the street car system of between 25,000 and 35,000 passengers during the rush hours in the morning and evening. This means that it may be possible to handle the rush-hour transportation without extra cars, extra power, extra consumption of coal, extra street car crews.

"It also means that with the shorter hours in force, the department stores will be able to handle their war business with their own employes without draining vital war industries for men to take the places of department store employes now fighting in

France. In this manner the shorter shopping hours effect a vital conservation of man power.

"The short shopping day is an innovation far in advance of any conservation plans urged by the government and again justifies the popular verdict acclaiming John Wanamaker as America's leading merchant. Indeed, he is leading not only as a merchant, but as a citizen and patriot."

There are men at the Sun Shipbuilding Plants who can well remember when store workers had to report for duty at 7 a. m. and worked until 7 p. m. five days in the week and on Saturday until 10 or 12 p. m.

Reduction from these hours to the present hours of six and a half a day (and all day Saturday holidays given by the Wanamaker Store until September 15th) were brought about by the Wanamaker Store.

IT WAS THE WANAMAKER STORE that first made holidays of Labor Day, Memorial Day, Washington's Birthday and Lincoln's Birthday.

IT WAS THE WANAMAKER STORE that brought about the full Saturday holidays in summer.

IT WAS THE WANAMAKER STORE, as may easily be proved, that has brought about practically every improvement made in the past half century in hours of workers, in education of workers and the care of their health.

IT WAS THE WANAMAKER STORE, that, twenty-six years ago, commenced the military training of its young men, of whom 1114 have gone into the Army and Navy to fight the same battle that the ship-builders are fighting—the battle of liberty and democracy.

Any ship-builder with a holiday at any time will do well to bring his wife to Philadelphia for a visit to this greatest store in the world, to hear the music, on the largest organ that ever was built and see the merchandise of all friendly countries on display at the most moderate prices, to meet more than 15,000 pieces of furniture now in the great August Furniture Sale, and to spend a pleasant day in the coolest and safest store building in all the world.

The Chester Short Line Trolley Cars run right into the store, as this is their terminus in Philadelphia.

JOHN WANAMAKER - - PHILADELPHIA