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Full Report on Page 12.

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Unions Falter; Ready to Keep Contracts

HAIG TIGHTENS GRIP ON ROAD TO BAPAUME

Half-Mile Line Near Courcelette Falls to British.

FRENCH PREPARE TO WIN COMBLES

Wide Offensive Move Awaits Capture of Stronghold.

[By Cable to The Tribune.]

London, Sept. 24.—Haig's troops tightened their grip on the Albert-Bapaume road to-day. While the French are making ready for the final thrust that will carry Combles, the British are operating chiefly on the northern front, from Thiepval to Flers.

In this drive they won a half-mile line east of Courcelette to-day. This brings them nearer le Sars, on the road to Bapaume, and gives them possession of more high ground skirting the Bapaume plateau. Continuing the push this afternoon, they won more positions along the line south of the Ancre.

Combles still remains the obstacle to an advance eastward from the positions the Allies have won on the Bapaume-Peronne road. Until this strongly fortified village falls the Germans will hold a sharp wedge in the enemy's line.

Combles Nearly Encircled.

The French are closing in on Combles from three sides, while the British are ready to move forward on a fourth. French patrols have reached the borders of the village on both the south and the east, while on the west they can push forward easily from Leuze wood and Falfemont farm.

Until Combles surrenders it is likely that the British will confine their effort to the northern line, centring their blows on the Albert-Bapaume road. They have a problem similar to that at Combles. For Thiepval, which has been pocketed, still holds out.

The Germans made several attempts to-day to drive back the Allied lines in counter attacks, but these, like all previous ones, proved futile. One was launched west of Courcelette and purposed to prevent a British advance along the Bapaume road. On the French front, between Combles and Rancourt, the Germans also attacked, but made no progress.

Wide Offensive Imminent.

These isolated attacks are moving forward the Allied line, making easier another wide offensive. There are indications that this will begin soon. All the activity that preceded other large attacks is proceeding on both banks of the Somme front.

The artillery has renewed an intense bombardment of the German line. So heavy was the British fire in one sector that ten German gun pits were wiped out, fourteen others badly damaged and five ammunition pits destroyed. Along the whole northern front the big guns are hammering at the enemy's line.

In the unusual activity of the airmen can be read, too, a speedy resumption of the Allied push. The effectiveness of the air reconnaissances was proved in the last great attack. The maps of the German trench lines prepared by the airmen made the task of the infantry much simpler.

On both banks of the Somme the airmen have been engaged in almost incessant combat. The Allied 'planes are flying hourly over the German line, gauging the strength of the enemy's positions and destroying ammunition depots and fortified posts.

A new phase of the Picardy battle seems about to open.

Day's Official Reports on Somme Offensive

London, Sept. 23.—The official statement issued to-night reads:

South of the Ancre we continued to improve our positions, pushing detachments forward at places into the enemy's advanced trenches.

During a bombardment by our artillery of one section of the enemy's front yesterday ten hostile gun pits were seen to be destroyed, fourteen others severely damaged and five ammunition pits blown up.

To-day a big fire was caused by our artillery in a village much used by the enemy's transport for supply purposes.

An earlier report said:

South of the Ancre a further advance was made last night by our troops east of Courcelette. A strongly fortified system of enemy trenches was captured here and our line was advanced on a front of about a half mile. Some prisoners were taken.

West of Mouquet Farm the enemy counter attacked at nightfall yester-

Continued on page 6, column 3

Zeppelin Shot Down in Raid Near London

Second Airship Reported Destroyed Off Essex Coast as Anti-Aircraft Guns Beat Off Raiders' Attack—No Casualties Reported.

London, Sept. 23.—Another attempt by German airships to attack London has resulted in the loss of at least one raider. A second airship is reported to have fallen on the coast of Essex, but the official statement says the report is not ocnfirmed.

The raider brought to grief fell in flames in the southern part of the County of Essex and probably not far from London.

The attack was made about midnight, was beaten off by anti-aircraft guns.

This is the second attempted raid on London within three weeks. In the previous raid, on the night of September 2-3, a Zeppelin was brought down near Enfield, on the outskirts of London. The official report mentions no casualties or damage caused by the raiders, the number of whom is not stated.

The statement follows:

"An attack by hostile airships was made on Lincolnshire and the eastern counties and on the outskirts of London. The latter attack was made from the northeast and the southeast about midnight, an dwas beaten off by our anti-aircraft defences.

"One airship was brought down in flames in the southern part of Essex and a report has been received that another fell on the Essex coast. The latter report hitherto is unconfirmed.

"No reports of casualties or damage have yet been received."

The crew of the Zeppelin brought down in the raid three weeks ago was buried near the spot where the airship descended in flames. Lieutenant William L. Robinson, of the Royal Flying Corps, was responsible for the destruction of the raider and received the Victoria Cross for his exploit.

A British official statement said thirteen airships participated in the raid over the eastern counties and the London district on the night of September 2-3. Outside of London two persons were killed and eleven injured. There was some property damage, but no military damage, it was announced officially.

Berlin announced the loss of the airship, but said the raid had resulted in the bombardment of the "fortress of London" and Yarmouth and Harwich, as well as factories in the southeastern counties. The statement added that good effects were observed.

HOOVER ON SHIP GERMANS SEIZED

American Commissioner Not Molested by Captors of Dutch Steamer.

London, Sept. 23.—The Dutch Mail steamer Prins Hendrik, which left Flushing this morning for London, having on board Russians, French, Belgians and British, including some escaped war prisoners, was captured twenty miles out from Flushing by the Germans. The vessel was taken to Zeebrugge, where approximately half of her sixty-four passengers were taken off.

Several Americans were aboard the steamer, including Herbert C. Hoover, chairman of the American Commission for Belgian Relief, but these were not molested.

The steamer later was released and returned to Flushing. It will proceed for London Sunday.

Heavy mails were aboard, among them much from America. According to the latest advices, the American mail was not touched.

One report says a submarine made the capture; another says that the German craft was a destroyer.

Berlin, Sept. 23 (by wireless to Sayville, N. Y.)—The capture by German sea forces of the British steamship Colchester Thursday night was reported to-day by the Overseas News Agency. The Colchester was taken to Zeebrugge, Belgium.

17 ARE PUT TO DEATH AS SPIES IN BELGIUM

Women and Girls Among Those Found Guilty.

Amsterdam, Sept. 23.—Press dispatches from Masstricht, Holland, today say seventeen persons have been executed as a result of recent trials at Hasselt, Belgium, on the charge of espionage.

In all, twenty-two persons were condemned to death, among them four priests, three women and two young girls.

HEIR TO EARL SLAIN; HIS HEIR DIES AT BIRTH

Stanhopes Among Many Noted Britons Bereaved.

[By Cable to The Tribune.]

London, Sept. 23.—The great charge of the Guards regiments on September 15 brought death to many historic British families. Among the killed was Captain Richard Philip Stanhope, heir and brother of Earl Stanhope and a nephew of Lord Weardale, who was killed leading an attack of the Grenadier Guards.

It was announced to-day that Lady Beryl Stanhope, his wife, gave birth to a still-born child on September 16, who, if he had lived, would have been heir to the Stanhope earldom and the accompanying tremendous estates. Lady Beryl is a daughter of Lord Clancarty and the late Countess, who formerly was Belle Bilton, a famous vaudeville actress.

U. S. BALLOON FIRED ON IN OHIO TRIAL FLIGHT

Farmer Tries to Wing Military Dirigible, but It Escapes.

Washington Court House, Ohio, Sept. 23.—A military kite balloon, observed by thousands of persons, landed near here to-day, after a trip from Akron, Oho, a distance of 120 miles. The balloon was piloted by C. H. Roth and C. A. Wollen, of Akron, and made the trip in three hours and forty-five minutes.

The balloon was shot at by a farmer in Green County, the pilots said, but ballast was thrown overboard and the machine rose out of range.

KIFFIN ROCKWELL DIES IN AIR FIGHT

American Flier Killed in Battle on Alsace Front.

[By Cable to The Tribune.]

Paris, Sept. 23.—Kiffin Rockwell, of Atlanta, Ga., who has brought down four German aeroplanes since he joined the American Squadron of the French army last May, was killed this morning in a duel with a German Taube. Rockwell rose from the trenches on the Alsace front at the challenging whine of the German's 'plane, and his opponent's wings were riddled by his bullets.

With his magazine exhausted Rockwell swooped to encircle his adversary and was caught on the flank by a furious fire from the German's machine gun. A bullet pierced his brain and he hurtled to earth.

It was the death he had hoped for. Last June, when the German aero squadrons made a determined attack on Bar-le-Duc, apparently with the hope of annihilating the American fliers' camp, Rockwell wrote to his friends in Paris:

"I thought sure I'd be killed on the ground, and I felt pretty sick—as when I get mine I want to be in the air."

The body of the American aviator was taken to a military hospital and will be buried with full honors on Monday. His brother Paul, who is here, has been notified and will go to Alsace tomorrow, accompanied by William Thaw, who is here on furlough.

Rockwell's daring in the air had won him many honors in the short period of his enlistment. He was about to be promoted to a lieutenancy, had received the war cross and military medal, and had twice been mentioned in official orders.

Rockwell was wounded in the face early in his career as a pilot of French war 'planes, but returned to the front as soon as his injury had healed.

Winsted-Salem, N. C., Sept. 23.—News of the death of Kiffin Yates Rockwell was announced in a cablegram from Paris, received here late to-day by his mother, Mrs. L. A. Rockwell.

Mrs. Rockwell had received a letter from her son only a few hours before the news of his death reached her. He stated he had had a leave of absence of eight days, and had spent the time in Paris with his brother, Paul Rockwell. On the day he mailed the letter he was leaving for the front, and said he had been transferred from Verdun to a more active sector.

PAGE IN PERIL OF FIRE FROM AUSTRIAN GUNS

American Envoy Watched Bombardment of Gorizia.

Rome, Sept. 23.—On his trip to the Italian front the American Ambassador, Thomas N. Page, had two narrow escapes from Austrian shell fire. The Ambassador returned to Rome to-day, accompanied by Captain Elvin R. Heiberg, the military attaché at the American Embassy, and Lieutenant Commander Charles R. Train, the naval attaché, having been absent two weeks. It was while they were motoring in the Dolomites region that they were endangered by the fire of the Austrian artillery.

The party visited the Lower Isonzo and witnessed the Austrian bombardment of Gorizia. The Americans also watched Italian aviators manœuvring among the mountain peaks, under fire of anti-aircraft guns. Members of the party expressed admiration of the Italian military organization and of the effectiveness of the new Italian short-range guns designed to destroy barbed wire entanglements.

GREEK TROOPS, DEFYING KING, GO TO FRONT

Attack on Bulgars Likely—Would Mean War.

NAVAL OFFICERS FAVOR ENTENTE

Reports of Mutiny Show the Sympathies of Sea Forces.

[By Cable to The Tribune.]

London, Sept. 24.—The situation in Greece has grown more critical and the kingdom has been brought nearer to war.

A battalion of the Greek revolutionary army has left Salonica for the front. By beginning an attack on the Bulgar invaders this force may easily precipitate matters and plunge the country into hostilities.

All reports agree that King Constantine's authority has been dissipated completely. Athens is filled with appeals calling on the King to draw his sword or abdicate.

Meanwhile reports of a mutiny on board a Greek cruiser off Salamis probably are symptomatic of the feeling in the navy. Three hundred officers now have joined the national movement, while the entire departments of Nigrita and Sokho officially have informed the Central Committee of their adhesion to the Entente cause.

Any decision taken by the Allies in Greece at this time is likely to have a farreaching effect. The stage is all set for intervention in the war. A move by the Entente will provide the needed impetus.

Official announcement was made at Athens to-day that the Bulgars fleeing Florina forced a company of Greek infantry to go with them. Coming close on the heels of the deportation of 5,000 Greeks from Kavala, this is bound to stir intense feeling against the Bulgars.

Just as significant as the Bulgar act is the fact that Athens officially has made this news public. It indicates that the government is ready to throw off neutrality and apparently is paving the way toward that end.

Athens, Sept. 21 (delayed).—The Greek government is said on the best authority to have telegraphed definite proposals to the Entente capitals which, if accepted, will mean Greece's entry into the war. If the uncertainty of the relations between Greece and the Entente continues, it is regarded as not improbable that Greece may declare war on Bulgaria on her own account.

Semi-official efforts of the Cabinet to obtain from the Entente ministers here a statement as to the desires of the Allied governments have been fruitless. The ministers were given to understand that as many as three members of the Greek Cabinet were ready to resign if the Entente wished. The sole reply was that instructions had not been received.

Germany Demands Pledge Regarding Greek Soldiers

London, Sept. 23.—A Reuter's dispatch from Amsterdam says that, according to a telegram from Berlin, the Greek Minister in Berlin, in a confidential talk with the German Foreign Secretary, Gottlieb von Jagow, intimated that his government would be pleased if Germany would soon transport the Greek troops who surrendered at Kavala to Switzerland, whence they could be returned to Greece.

The German Foreign Secretary replied that Germany was adhering loyally to the agreement to treat the Greek troops as guests and also was ready to meet the desire of the Greek government for their return, but that actual and effective guarantees must be received that the troops now under

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8-HOUR LAW IS ONLY JUST, WILSON SAYS

President, in His First Campaign Speech, Explains Passage

HOLDS PRINCIPLE ISN'T ARBITRABLE

Refused to Let the Roads Force Rate Raise Concession.

[From a Staff Correspondent of The Tribune.]

Long Branch, N. J., Sept. 23.—In the first speech of his campaign for re-election President Wilson to-day defended the eight-hour law. He declared it had been passed by Congress "not because the men demanded it, but because it was right," and he challenged the assertions that the subject should have been investigated before the law was enacted. He denied he had abandoned arbitration, declaring he did not "regard the question of the principle of the eight-hour day as arbitrable."

"Labor is not a commodity," the President declared, leaning forward over the porch railing at Shadow Lawn and pounding it for emphasis, "it is a form of coöperation. If I can make a man believe in me, know that I am just, I can get ten times as much out of him than if he were an antagonist. If he is a mere tool of his employer he is only as serviceable as a tool. Human relationships are governed by the heart, and if the heart is not in it, nothing is in it."

The nation is never going to say to an individual, the President declared, that he must work, whether he was willing or not, but it did have the right to say to an organization of persons, "You must not interrupt the national life without consulting us."

In many quarters this was taken as a prediction by the President of the adoption of the Canadian scheme of compulsory investigation.

Small Crowd Hears Him.

Between 1,500 and 2,000 persons gathered at Shadow Lawn to hear the President's words. His speech was mainly extemporaneous and was delivered to the Wilson League of Business Men, who made up only a small fraction of the audience. The rest consisted for the most part of summer residents, among whom women predominated. On the porch as the President talked, were gathered a small group of politicians, including Postmaster General Burleson, Attorney General Gregory, Colonel E. M. House, Henry Morgenthau, Jacob H. Schiff and several Democratic candidates for New Jersey offices.

President Wilson's speech in part follows:

"There is a sense in which the business men of America represent America because America has devoted herself, time out of mind, to the arts and achievements of peace, and business is the organization of the energies of peace.

"The problems that are before American business are world problems rather than American domestic problems. Some men seem to think that the way to advance American business is to walk backward and to attempt again the provincial policies which have characterized an age when we shut our doors against the influences of the world. But the chief cloud that is upon the domestic horizon is the unsatisfactory relations of capital and labor.

Too Much Lawyer.

"You know that we have been a legalistic people. I say with all due respect to some men for whom I have a high esteem that we have been too much under the guidance of the lawyers, and that the lawyer has always regarded the relations between the employer and the employe as merely a contractual relationship, whereas, it is, while based upon contract, very much more than contractual relationship.

"I have recently been through an experience which distressed me. I tried

Continued on page 9, column 1

FEW TRADES READY TO OBEY SUSPENSION OF WORK ORDER

A canvass of some of the more important trades, appealed to in the suspension of work order, made yesterday by The Tribune, shows the following result:

LONGSHOREMEN.—General suspension doubtful, owing to contracts. Workers not dependent on cars.

ENGINEERS AND FIREMEN.—Timothy Healy, president, estimates 2,500 may quit. Ice plants, hotels, breweries, newspaper offices and buildings where insurance depends upon steam plants being operated not affected.

MACHINISTS.—General suspension not expected.

BUILDING TRADES (other than carpenters).—May suspend.

TEAMSTERS.—Suspension may occur when men are employed in work associated with traction companies.

CARPENTERS.—Will not quit unless forced by other trades. Unpreparedness due to four months' strike just ended.

GARMENT TRADES.—May go out after Jewish New Year celebration.

BAKERS.—Only those in Jewish sections affected.

BREWERIES.—Suspension not expected, because of contracts. Ready to furnish transportation.

PRINTERS AND PRESSMEN.—May quit in some book and job plants. Newspaper offices not affected.

Work Suspension Barred by Contracts of Unions

Labor Organizations Would Lose Gain Made in Years by Quitting, Employers Say—Garment Manufacturers Call Threat a "Gigantic Bluff."

Contracts which exist between the larger unions and the employers will be the most potent factor in warding off a city-wide suspension of work, executives of employers' associations believed yesterday. The longshoremen, who number 28,000; the building workers, numbering 70,000; the garment workers, numbering upward of 100,000, and the printers are among the most important union bodies now bound by contract.

These contracts, in almost every case, will be swept away automatically the instant a sympathetic suspension of work is entered upon, employers say. They record agreements which have been worked out only by long and costly disputes and former strikes, and to nullify them would mean that both workmen and employers would lose much.

Cloakmakers at Crisis.

The cloak and suit industry presents the most forceful example of what would be lost to labor in a specific trade. Thirty thousand cloakmakers but recently concluded a long and bitter strike, gaining in the end recognition of the cardinal principles for which they had struggled for years. Yet E. J. Wile, president of the Cloak, Suit and Skirt Manufacturers' Protective Association, declared yesterday:

"If the cloakmakers suspend work in sympathy with the car men they will nullify their agreement. I do not see how 30,000 men and women who have just concluded a fourteen-weeks' strike can afford to plunge into another one.

"Our agreement with our workmen has nothing to say about transportation. So far as we are concerned, they can come to the factories in aeroplanes. But the employers will not, I think I may say, provide transportation facilities other than what already exist. Candidly, I am of the opinion that the whole sympathetic strike hysteria is a gigantic 'bluff' calculated to force Mr. Shonts to arbitrate."

Building Trades in Corner.

The Building Trades Employers' Association of the City of New York, composed of 1,000 building contractors, has a contract with the Union of Building Trades of Greater New York, composed of thirty-two local unions. This document specifically provides against any organized "suspension of work." A sympathetic action of no matter how short duration, members of the employers' association declared yesterday, would be regarded as a breach of contract.

Twenty-eight thousand union longshoremen are bound to their employers. Their agreement provides that in case a dispute cannot be settled by representatives of the men and their employers, meeting jointly, a board of arbitration shall be the final court of appeal. There appears to be no legal loophole in the contract through which the excuse for a sympathetic suspension of work might escape.

Prospects for a strike among the members of the Allied Printing Trades Council are more remote than in any other trade.

JOY RIDE AND WHISKEY MAY KILL BOY OF 9

Two Lads Take Horse and Wagon and Drain a Bottle.

Michael Reardon, of 73 Freeman Street, and Anthony Atchison, of 179 Norman Avenue, Brooklyn, nine-year-old youngsters who have been suffering from ennui since school failed to open last Monday, saw a horse and wagon standing idle in Huron Street yesterday. With one accord they leaped aboard. Michael seized the reins and Anthony the whip and they were off. The wagon was owned by the Lincoln Dye Works, of 249 Huron Street.

On Oakland Street they pulled up at a corner where there was a saloon crowded with patrons. Their heads not reaching the level of the bar the boys worked their way through the press and one of them pocketed a bottle of whiskey.

They resumed their journey, plying the bottle in the manner of desperate horse thieves. Michael finally rolled from his seat. At the Williamsburg Hospital it was said he had taken so much whiskey he might die. Anthony was sent to the Children's Society.

SECOND CARROTT CHILD PARALYSIS VICTIM

Granddaughter of National Biscuit Head Stricken at Greenwich.

[By Telegraph to The Tribune.]

Greenwich, Conn., Sept. 23.—Esther Carrott, seven years old, second daughter of Mr. and Mrs. Orville B. Carrott, of Otter Rock Drive, was stricken with infantile paralysis to-day at the home of her grandfather, Adolpheus W. Green, president of the National Biscuit Company in Belle Haven. The Green house has been quarantined.

Less than two weeks ago Arthur Williamson Carrott, nine years old, died from the disease.

OIL USED IN "L" FIRE; PLATFORM SMEARED

Incendiary Starts Blaze—Bottle Laid in Waste.

Patrolmen on strike duty at the Forty-second Street station of the Ninth Avenue Elevated noticed smoke pouring from the men's room on the south bound platform late last night. Two of them, Hulbub and McNally, found a small blaze in one corner, feeding on a heap of cotton waste which had been soaked in oil.

The woodwork of the room had kindled, but the patrolmen stamped out the fire. It was then noticed that a trail of oil led to the platform, which was also soaked for some distance. When the waste was kicked aside a bottle of oil was discovered buried in it.

BOY GIVES HIS LIFE IN VAIN FOR BROTHER

Jumps In After Baby, Though Unable to Swim.

Herbert William Booth, two years old, strayed away from his brother, Harry S. Booth, ten, when the two were playing in an abandoned stone quarry near their home at Cliffside Park, N. J., yesterday. Harry did not see that he had gone until he heard a wail of fright that was cut off by a splash.

He ran in the direction of the sound, just in time to see his brother disappear in the water which filled a deep hole in the quarry. Harry could not swim. He shouted for help and none came. Then he turned and leaped into the black water himself.

A half hour later, those who had heard the children's cries recovered their bodies. Their father, George F. Booth, of 214 Riverview Place, was informed.

PICKETS PUT ON LINES TO AID BOYCOTT

Trade Officials Hint Work Suspension Order Will Fail

FRIENDLY FIRMS TO BE PROTECTED

Labor Women Do Traction Guard Duty—Shonts Sees Ruse in Threat.

The boycott on all the traction lines of the city became official yesterday afternoon when the Labor Conference of Greater New York placed them on the unfair list, and planned to picket them twenty-four hours a day until further notice.

This was the only action taken yesterday toward effecting the concerted move of the labor unions in support of the striking car men, a move whose main reliance for success lies in the "suspension of work" of all unionists ordered by the Central Federated Union for Wednesday.

Suspension Threat Discounted.

Whether this "suspension of work" will prove more than an empty threat remains problematical. It has taken no tangible shape. There is no certainty, even any great degree of probability, that one trade will be paralyzed. The chance all the trades will at a signal halt is being more and more discounted, not only among employers, but among union men as well.

The car picketing, Secretary Ernest Bohm said, would become effective immediately. In the work it is expected to use several hundred women, who the labor leaders declare are less likely to be roughly handled by the police.

Unions Strike at Families.

Pickets will be supplied by local unions, and members who may be found using the lines will become liable to fines or suspension from membership. This penalty will also be visited by some unions upon those who allow members of their families not associated with labor organizations to ride. The severity of the punishment is left to the individual unions.

There was nothing yesterday to indicate what unions had taken affirmative action on the recommendation for a "suspension," and little on which to place an estimate of the number who, on Wednesday would obey the order to stay away from work unless means of transportation other than the traction lines was afforded.

Bohm declared that Samuel Gompers had described the situation when he said that 100,000 persons or several times that number might fail to go to work. Hugh Frayne, he said, had estimated the number at 350,000, or about one-half of the total number of trade unionists in New York.

The main difficulty in the way of estimates by labor men and neutrals is the contracts many industries have with the men. In some, if not a majority of cases, these will be lived up to.

Shonts Sees Labor Ruse.

Another complication is the fact that with the Jewish New Year falling on Wednesday several hundred thousand workers would be idle, strike or no strike. This, Theodore P. Shonts, of the Interborough, in the course of the day, declared to be the reason Wednesday was named as the day the order was to become effective.

Yet another complication is the refusal of some trades, notably the engineers and firemen, to do anything that will work injury to employers who have been friendly. Thus, Timothy Healy, chief of that organization, says the engineers and firemen employed in breweries, ice plants and other places where perishable stuffs may be stored and hotels and buildings where shutting down of power plants would violate fire insurance provisions, will continue to work if the employers are willing to provide transportation.

Ordinarily, the carpenters would be a big factor in any movement of the kind ordered. Now they will not figure unless they are forced to quit work by the suspension of other trades. They have recently been through a four months' strike, which ended in the local unions being suspended by the international body. They have practically reorganized since, but, as individ-

Guess What!

Take up The Tribune Graphic, turn to the eighth page, and guess what the car cards reproduced there represent. You may win all the way from $5 to $75 if successful; in any event, you certainly will have fun in the trying.

It is a contest that will test your powers of observation. Get into it. It ends at midnight Thursday and it starts this morning.

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