to the brotherhoods, the latter, it is thought, would not feel justified in calling a strike.

Leaders Hold Many Conferences.

All today conferences were in progress among the President's advisers planning the steps to be taken. Franklin K. Lane, Secretary of the Interior, whose experience as a former member of the Interstate Commerce Commission has been drawn on by the President, was in conference again today with the Democratic leaders of the Senate.

It is regarded as probable that the President will go before Congress tomorrow, at which time a quorum will have been assembled in both branches.

In addition to the suggestions above for legislative action, there is growing talk among members of Congress in favor of an amendment to the present law, prohibiting railroad trainmen from working more than sixteen hours, reducing the maximum hours of work to eight.

The brotherhoods are bitterly opposed to such action, which would eliminate their opportunity for overtime earnings, but just the same the movement is growing in Congress.

As a matter of fact, with the prospects of legislation looming up, both the railroads and the employes have cause for alarm.

Public May Take Hand.

It is regarded as not inconceivable that in the event of a strike, public opinion would be aroused to a point where it would demand legislation which would empower the Interstate Commerce Commission to regulate the wages paid, as well as the freight and passenger rates charged by the railroads.

Undoubtedly the brotherhoods have been surprised at the firm stand of the railroads. They had believed that the President's espousal of their cause would be of sufficient weight to force a concession from the railroads, and that a strike would not be necessary. It is understood that many of the brotherhood members who voted affirmatively in the so-called strike vote did so with the explicit promise from their leaders that a strike would not be necessary.

Holds Numerous Conferences.

Details of legislation occupied the President, Senator Newlands, chairman of the Interstate Commerce Committee, and Secretary of the Interior Lane, the President's adviser in the Cabinet, throughout yesterday.

After a final conference with Lane last night, and after Lane in turn had talked over the plans with Newlands, the President was informed that legislation such as he had in mind could be put through Congress at this session, according to the best judgment of Newlands, who said he had made a careful canvass.

The President than made an unprecedented night trip to the Capitol and discussed his plans with Senator Kern, Democratic floor leader.

For Eight-Hour Law.

There is considerable talk among Senators and Congressmen today favoring the passage of an eight-hour law, covering not only railroad employes, but the employes of all corporations and industries. The President has been strongly urged by some to take this step. By telegram and letter hundreds of suggestions are coming to him daily from every source conceivable, offering means of settlement "which are bound to be satisfactory to both sides."

In the camp of the railroad executives and managers this morning the opinion was held that the delay in the White House engagement was due to a desire by President Wilson to consider carefully the terms of the executives' proposal, as reported to him.

A representative of the executives flatly denied that a copy had been transmitted to the President, but added: "There is no reason why he should not know its details if he has been reading the papers.

This representative said that he thought the exact text of the statement might neyer be public.

Various executives referred to the statement of President Rea, of the Pennsylvania, which declared the executives preferred a strike to sacrifice of the principle of arbitration, as containing their own views.

Accuses Brother Of Alienating Wife

Philadelphia Man Is Made Defendant in $100,000 Suit in New Jersey.

NEW EGYPT, N. J., Aug. 28.—Howard. Davis, wealthy poultryman, has brought suit against his brother, Malcolm I. Davis, of Philadelphia and Spring Lake, charging him with alienating the affections of his wife and family.

Mrs. Clara J. Davis, wife of the plaintiff, left her husband about six months ago and has been living since at Pemberton, N. J., and at Glenolden, Pa.

Shortly after leaving her husband she returned and induced her three sons—Howard L., jr., Guy, and Joseph—to go with her, but Joseph soon returned to his father and has been here since. A few weeks ago his mother and a party of friends attempted to get Joe back, but he got away in a motorboat.

Mr. Davis, the plaintiff, claims $100,000 damages. Besides the charge of alienating the wife's affections, there are other charges of depriving the father of the services and affection of his sons, as well as the charge of embittering Mr. Davis' mother, Mrs. Kate Irvin Davis, against Howard, to the extent of inducing her to change her will and disinherit him altogether.

Papers were served by the sheriff of Monmouth county at the summer home of Malcolm I. Davis, at Spring Lake, N. J., and have been filed with the clerk of the supreme court at Trenton by V. Clyde Palmer, attorney for Mr. Davis. An answer should have been returned by the defendant on August 26, but Malcolm's attorneys have asked for longer time, which has been granted by Mr. Palmer.

The Davis family is prominent in Philadelphia.

THE WEATHER REPORT.

Forecast for District of Columbia and Maryland—Cloudy today and tomorrow; moderate temperature; light northwest winds.

For Virginia—Increasing cloudiess today; probably showers and cooler in south portion. Tomorrow fair; light northwest winds.

TEMPERATURES.
(U. S. Bureau).

8 a. m.	68
9 a. m.	71
10 a. m.	73
11 a. m.	66
12 noon	69
1 p. m.	71

TIDE TABLES.
(U. S. Coast and Geodetic Survey).
High tides—7:41 a. m., height 2.9.
8:03 p. m., height 2.8.
Low tides—2:20 p. m., height 0.1.

SUN AND MOON TABLES.

Sun rose 5:32	Sun sets 6:46
Moon rises 5:25 a.m.	Moon sets 6:32 p.m.

Light automobile lamps at 7:16 p. m.

JOINT SESSION TO BE HELD TOMORROW IF STRIKE UNSETTLED

President to Take Railroad Problem to Congress Then, Senate Leaders Say.

STEERING COMMITTEE WAITS

Meeting Called, But Postponed, Pending Word From the Chief Executive.

Unless definite progress is made by tonight in settling the railroad controversy, both houses of Congress will be called in joint session tomorrow and will be addressed by the President.

This was stated today by Senate leaders who, along with House leaders, are awaiting nervously the outcome of the negotiations at the White House.

That Congress will enact important legislation to shield the public from the consequences of a disastrous strike is clear.

That is, it will do so unless the President should get a settlement out of the roads and the employes.

Steering Committee Waits.

The Democratic steering committee was called together for a meeting today by Senator Kern, chairman. But when it was learned that the President had delayed conference with the heads of the roads, the meeting was deferred.

Various informal conferences on the situation were held among Senate leaders today.

It is conceded that all plans for adjournment will have to wait until there has been an adjustment of the railroad controversy in some fashion.

If legislation has to be passed, it will delay adjournment for an indefinite period.

Senator Newlands is at work on details of legislation. The plan which President Wilson favors and which he has talked over with leaders, is for an arbitration measure containing the principle of the Canadian law.

Under this plan it would be unlawful for the men to strike or for the roads to enforce a lockout pending investigation by a commission or board of arbitration. A period of one year during which the investigation might be carried on would probably be named in the measure, though a shorter period might be fixed.

If this measure should be passed, it would be made to apply to the present controversy.

Could Enact Law.

It is believed that such a law could be enacted. It would not be compulsory arbitration in that neither side would be required to accept the findings. However, public sentiment would exert strong pressure on both sides to accept.

A number of Republican Senators are favorably inclined toward the plan. It would bridge over the existing difficulty for the present.

The President wants to be empowered to add two more members to the Interstate Commerce Commission. This will be bitterly resisted if pressed because it would be regarded as equal to assuring the roads they could have higher rates.

Legislation for the eight-hour day, legislation to authorize the President to take over the roads, and various other plans are proposed. But it is unlikely these will be carried out.

The idea of the legislation which the President will advocate will be to dispose of the present controversy and not deal with labor disputes or railroad disputes in general.

Gravity Is Realized.

The gravity of the situation has come to be fully realized in Congress since the President visited the Capitol last night to talk with Senator Kern, following his sudden visit to the Senate Saturday afternoon.

Leaders of Senate and House, without regard to party, are saying that if a strike cannot be prevented, then the Government must act and act with the force that the public, with the party most vitally interested in the situation, will expect and demand.

Important informal conferences will be held among Democratic leaders at the Capitol today on the strike situation and the legislation which may be forced to the front.

President Wilson's program of legislation or the program which will be passed in case of a strike, has not been as yet authoritatively made public. But it has become known that several measures are under consideration.

Tentative Measures.

That the President wants authority to enlarge the Interstate Commerce Commission to pave the way for freight rate increases is well known.

A plan for partly compulsory arbitration under a law like the Canadian act providing for an investigation for a year by a tribunal, and prevention of strike or lockout meantime, is considered, and a stil more drastic law like the New Zealand law is favored by some.

Other plans proposed include passage of an eight-hour law and a resolution directing the Interstate Commerce Commission to increase rates to correspond with the increase given the men.

Still other plans are proposed, and one or more bills on arbitration are in readiness.

Would Prolong Session.

It is realized on all hands that the session would be prolonged indefinitely if railroad legislation should become necessary.

One plan which some favor and which will be advocated is to give the President sweeping power to take over the roads in case it becomes needful to protect the public welfare.

Opposition is shown and will be bitter to the plan to increase the membership of the Interstate Commerce Commission.

Girl, 6, Vaccinates Herself By Scratching Bold Hives

LEWISTOWN, Pa., Aug. 28.—Charlotte Steininger, six years old, is, in all probability, the most vaccinated young woman within a radius of many miles. Miss Steininger was vaccinated a few days ago, and soon after developed the bold hives, which she scratched open and inoculated with the vaccine virus.

Now each of the score of hives is a pronounced vaccination, and the physicians say she will never again have to submit to the scratch of the vaccine point.

DYSPEPTICS NEED

Horsford's Acid Phosphate

Relieves and corrects sour stomach, sick headache, and nausea—an excellent appetizer.—Advt.

WAR CHEST OF MEN HOLDS $15,000,000

This Huge Sum Ready to Back Up Demands of Brotherhood, Say Leaders.

Fifteen million dollars bulge in the war chest of the railroad brotherhoods.

This amount, about equally divided among the four unions, is ready today for distribution among the men should they need strike relief.

It is to be doled out in portions of $40 a month among the 400,000 men who would be involved in a national railroad tie-up. How long it would last is problematical, for relief might start with the opening of the strike or might be delayed until later.

The great war fund has been gathered through the weekly contributions covering a long space of time. The assessment varies according to the member's earnings, but the total sum per year is written in fixed thousands.

One little code word, wired from Washington to every railroad center in the country, is sufficient to precipitate the threatened strike.

The more than 600 brother delegates, who left for their posts yesterday, carried with them instructions for running a strike. General orders have been sent to local chairmen in all parts of the country, and if the little code word is sent them, they will proceed to strike with mechanical precision.

Trains on the line will be run to the nearest junction; fires will be banked and engines oiled. The engines and the cars will be delivered to the companies in perfect condition. Every union man then will quit the property, with orders to avoid violence or trespass.

Only twenty-four of the biggest brotherhood men remain here today. According to their version they must stand pat on the eight-hour day with ten-hour pay, though the railroad companies' spies have reported that the select committee has authority to dicker on all or any points involved.

The feeling in the men's quarters is that the strike is only a few days off. Unless events shape themselves in an unexpected manner, the code word undoubtedly will go forth Friday, by which time the district chairmen should all be home.

SUIT TRANSFERRED TO FEDERAL COURT

Alexandria Man, Defendant in Action Brought by New Yorkers, Procures Change.

ALEXANDRIA, Va., Aug. 28.—Suit of William A. Dusenbury, Don M. Dusenbury, and Edgar G. Dusenbury, executors of the John E. Dusenbury estate of Portville, N. Y., instituted recently against Harley P. Wilson, of this city, in the supreme court of Cattaraugus county, N. Y., has been transferred to the United States district court for the western district of New York State, at the request of Mr. Wilson.

The defendant has set forth that the plaintiffs in the action against him are residents of western New York, and also that, since he is a citizen of the State of Virginia, the issue therefore becomes one between two States and one that should be properly contested in the Federal court.

Last rites for the late Col. Francis L. Smith were conducted at 3 o'clock this afternoon by the Rev. P. P. Phillips, rector, at St. Paul's Church, services being conducted by members of the Alexandria bar, Alexandria - Washington Lodge of Masons, and R. E. Lee Camp of Confederate Veterans, in all of which organizations Colonel Smith was a prominent figure. Interment took place in the Presbyterian Cemetery.

Following were the honorary pallbearers: L. K. Baumbardner, Washington; Col. Joseph Butler, Richmond; L. E. Jeffries, Washington; W. D. Duke, Richmond; R. Walton oMore, Fairfax; Boyd Smith, Philadelphia; S. R. Donohue, Fairfax; Thomas R. Keith, Fairfax; Alton Moore, jr., Berryville; Gen. E. W. Nichols, Lexington; Gen. C. J. Anderson, Richmond; J. Donald Richards, Warrenton; W. S. Sowers, Warrenton; T. Marshall Smith, Baltimore; Stacey B. Lloyd, Philadelphia; C. J. W. Summers, Henry K. Field, Samuel G. Brent, Walter Roberts, L. O. Hardin, John M. Johnson, Leo P. Harlow, Congressman Charles C. Carlin, Robert F. Knox, Laurence Stabler, Eugene B. Taylor, Judge J. K. M. Norton, and Alfred Thomson, of this city.

Active pallbearers were: Gardner L. Boothe, W. H. F. Brooke, George Uhler, George E. Warfield, Dr. Martin D. Delaney, and E. E. Downham.

Alexandria's newly elected city council will organize at noon Friday, with the election of a president, vice president, clerk and messenger for each board. Several new faces will appear at the first session. Committee appointments willl be held over until the first regular faill meeting after the organization meeting.

An excursion to tMarshall Hall will be given tomorrow by the American Indian Guard Band and Thursday the Martha Washington Chapter, No 42, Order of the Eastern Star, will go to that resort.

300 See Bolt Kill Boy Ball Player

Lightning Fells Youthful Batter and Catcher, But One Will Recover.

NEW YORK, Aug. 28.—"Strike one!" cried a treble-voiced boy umpire yesterday on the baseball field of the Mission of the Immaculate Conception, an orphan asylum on Staten Island.

The words still quavered in the air when there was a flash of lightning that dazzled the 300 boy and girl spectators and a clap of thunder that shok the ground.

Joseph Harding, the ten-year-old batsman, dropped in the midst of his swing and Frank Ferri, the catcher, fell beside him. The ball was firmly clutched in Ferri's glove when they picked him up.

Harding was killed outright by the bolt, but Ferri will recover.

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Atlantic Coast At Mercy of Invaders, Is War Game Lesson

Navy Officers Say Lack of Battle Cruisers and Scout Cruisers to Act as "Eyes" of Defending Fleet Given as Reason for Defeat of "Blue" Ships.

The Atlantic coast is at the mercy of an attacking enemy fleet.

This is the lesson drawn by naval officials from last week's war game, when an attacking fleet of twenty-one vessels, convoying six troop ships, defeated forty-nine fighting vessels defending the coast and effected a landing at Far Rockaway, Long Island.

Lack of battle cruisers and scout cruisers to act as "eyes" of the defending fleet is given as the real reason for the defeat, which has demonstrated to naval officers the nation's present vulnerability to sea attack.

This weakness will be overcome, they confidently believe, when the battle cruisers authorized for construction this year in the naval bill are completed.

Rear Admiral William S. Benson, chief of naval operations and at present acting Secretary of the Navy, said today the Navy Department will have no official statement to make on the war game until the detaile dreport of Rear Admiral Austin M. Knight, the umpire, is received.

To Show Stereopticon Views.

In addition to the written report of the umpire and the critiques of naval officers participating, it is planned to show in Washington stereopticon views giving the positions of the defending and attacking fleets during the maneuvers so that naval officers may draw the full lessons of the war game.

In advance of the official report, Admiral Benson said today the success of the attacking force showed the necessity of having a fleet of coast defense submarines at New London.

With such a fleet, he said, troop ships attempting to effect a landing might be sunk even after the defending battleships had been sunk.

The three chief needs for naval defense demonstrated by the war game, a high naval officer said today, were:

Battle cruisers and scouts to locate the position of an attacking fleet.

Coast defense submarines as a last line of defense.

An inter-coastal canal connecting Chesapeake ad Delaware bays, which would provide a haven for a defeated defending fleet.

Naval officials plainly were sobered by the success of a small attacking fleet over a larger defending force.

Blue Fleet Much Stronger.

In the "blue" defending fleet there were twelve battleships, eight cruisers, sixteen destroyers and a tender, and thirteen submarines with four tenders.

In the "red" attacking force there were fifteen battleships and six destroyers, who not only had the problem of sinking the defending fleet, but of themselves defending six troop ships convoying a landing army.

"Low visibility," which prevented the defending fleet from observing the attacking force beyond a distance of three or four miles, and lack of an efficient scouting force were given by Rear Admiral Knight in a preliminary statement as the cause of the defending fleet's defeat.

Navy officials today pointed to a statement made by Rear Admiral Knight in arguing for battle cruisers before the House Naval Committee two months ago as prophetic.

"The navy, as it exists today, would be hampered in the event of war," Admiral Knight then said. "In that it has no battle cruisers and no scout cruisers—no means of gaining information as to the location or movements of an enemy force or of denying to the enemy information as to our own location or movements.

"Our fleet, if it were sent to sea tomorrow to defend our Atlantic coast from Eastport, Me., to the Panama canal, would go out with the commander-in-chief and everybody under his command practically blindfolded."

Wouldn't Know Destination.

Admiral Knight said that if, for instance, the Navy Department had information an attacking fleet had left a European port would have no means of knowing whether the enemy were headed for the New England coast, the Chesapeake bay region or the Panama canal.

"The best thing our commander could do," he said, "would be to hold his force in some intermediate position, and the next news he has may be that the enemy fleet is approaching the Panama canal and can reach it and be there several days before it is possible for us to get there. Or he may learn that the enemy has effected a landing on the New England coast and our fleet is practically unable to do anything to prevent it."

Admiral Knight added that to make the present force adequate to defend any situation which involves a movement toward the coast of an enemy fleet "we must be able to find that fleet, to keep track of its movements, and know where we must go to meet it."

It was the absence of these scouting facilities, officers said today, which enabled a small attacking force to overcome a larger defending fleet in the recent war game.

Tobacco Growers Protest Embargo

Urge Retaliatory Measures Against Great Britain for Change in Policy.

Confronted with a loss of from $10,000,000 to $15,000,000 tobacco growers from five States met with Southern Senators and Congressmen at the Capitol today to urge a formal protest against Great Britain's recently promulgated embargo against shipments to Germany and Austria, which goes into effect Thursday.

Charges of bad faith by England and demand for stern retaliatory measures against that country were made by Senator Swanson, Virginia. Joel Fort, tobacco grower, from Clarksville, Tenn., hinted that England's unexpected embargo may "show collusion on the part of that government with the Imperial Tobacco Company or with the American Tobacco Company."

Fort explained that on information from this country's consuls abroad received at the State Department, that Great Britain would not include tobacco in embargoed products, farmers who grow for export had devoted increased acreage to tobacco. Placing of tobacco on the embargo list last week, he said, had thrown the growers into a panic. Unless redress is forthcoming, Fort said tobacco prices would drop to ruinous levels.

Auto Balks; Cupid Flees Before Cops

Girl Changes Mind, Man Gets Rough, When Temperaamental Car Stops Dead.

MOUNT HOLLY, N. J., Aug. 28.—Robert Blackburn, nineteen, of Palmyra, is in the Burlington county jail here, under $500 bail, charged with assault and battery upon Miss Elvira Reeves.

Young Blackburn's imprisonment follows an attempted elopement in an automobile with Miss Reeves, in which Cupid was foiled by a balky mechanism and other developments which quickly followed.

The mother of the girl, Mrs. Ella Reeves, disapproved Blackburn's attentions to her seventeen-year-old daughter, and determined to invoke the aid of the Palmyra police force to keep the youth away from her home and break up the romance.

Blackburn resolved upon an elopement and, taking advantage of his parents' absence at the shore, obtained his father's automobile from the garage. He got the girl into the machine without interference and darted quickly out of town, bound, it is believed, for Elkton.

In Westfield, a Camden suburb, however, the automobile stopped and refused to budge. Blackburn and Miss Reeves were forced to return home. Back in Palmyra again, Miss Reeves, it seems, changed her mind about an elopement, and Blackburn, chagrined and disappointed, is said to have handled the girl roughly. He was arrested.

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Relee, Va. (south end of Highway Bridge). Free automobile from 9th and D sts. nw.

MUST STAND FIRM TO PROTECT COUNTRY

Railroad Head Says Recession From Position of Presidents Would Kill Prosperity.

Recession from their position by railroad executives would be a blow to industrial preparedness, in the opinion of L. F. Loree, president of the Delaware and Hudson Company, in a statement last night.

"Our problem of prepardness has two phases," he said, "military preparedness and industrial preparedness. The greatest and gravest part is industrial preparedness. There are certain evident facts which must be considered at this time.

"The end of the European war will mean the end of our extraordinary exports and a return to normal. It will mean keen competition in those foreign markets which we now hold. To hold even normal exports we must be prepared to meet prices lower than we have ever had to compete against. To do so we must reduce our cost of production to a minimum. How far can we reduce our cost of production and maintain our present wage scale? Wages constitute the largest single element in the cost of production. Are we going to prepare for competition by further increasing wages and substantially increasing the cost of production?

"The evil effects of conceding an increase in wages of 21 per cent is not fully measured by the injury to the roads or to the manufacturers by the increased cost of operation or production thus imposed. It will inspire industrial unrest and demands for similar concessions throughout all industry. According to the census there are at present about 30,000,000 workers in the United States, including all over the age of ten. Figures submitted by the secretary of the American Federation of Labor show that in 1912 there were about 1,847,000 persons working under an eight-hour basis in the United States, and of this inumber 475,000 were either Federal, State, county or municipal employes. Therefore at that time there were less than 1,4000000 of the general workers of the country operating on an eight-hour basis and about 28,000,000 whose hours ranged from nine to twelve. Is it difficult to figure the loss in productive energy of this country if these 28,000,000 workers were put on an eight-hour basis? The increase in production cost would paralyze our competitive power."

STEAMER LINES MAY CONTINUE, I.C.C. RULES

The Interstate Commerce Commission today authorized continued operation of the Old Dominion Steamship lines, the Virginia Navigation Company, the Chesapeake Steamship Company, and the Baltimore Steam Packet Company, by Southern rail carriers. The decision, although an abridgement of the Panama Canal act, was held to be "in the interests of the public and of advantage to commerce and convenience of the people."

The commission, however, refused to grant authority to the Norfolk and Western Railway Company to further operate the Old Dominion Steamship Company or the Virginia Navigation Company, as it would "exclude, prevent, or reduce water competition."

Hague Predicts Berlin Will Declare War, Too

LONDON, Aug. 28.—The German federal council met this morning and probably will declare war on Roumania within twenty-four hours, said an exchange Telegraph dispatch from The Hague today. Bulgaria and Turkey are expected to issue similar declarations today.

LONDON UPSIDE DOWN AS RESULT OF WAR

August Usually Marks End of Season, When Everybody Goes Away, But Not Now.

LONDON, Aug. 28.—August usually marks the end of the London season, when society folk hie themselves to sea and moor, and take the waters at the fashionable resorts. This year, of course, there has been no season in the real sense of the term, and society misses Cowes week and the Continental spa.

The metropolis is fuller than ever before at this time of year. Twenty-five theaters, opera houses, and variety theaters are open and new plays are coming on. A daily paper has disappeared, but, on the other hand, two Sunday papers have arrived and are flourishing in war conditions. The fashion papers come out as usual and vast quantities of American fashion papers and fiction journals come over to solace the multitudes. Sport is restricted to small racing meetings and cricket matches between soldiers.

But there are drastic changes in the surface life of London. Some days the streets seem a part of Australia, another day they are Canadian or South African, again they seem to be part of the Highlands of Scotland, or Lancashire or Yorkshire.

The licensing laws have been so altered that every day is a Sunday to the thirsty man. The bus conductors have "joined up" and have been replaced by young women of a new and unplacable type. Motor wagons of the great dry goods stores are also mostly driven by women. Woman has come into her own.

Julius Lansburgh
Announces

Dressers at special prices this week—Nothing finer in design than this Colonial pattern—in Circassian walnut, mahogany, golden oak or old ivory. Note the large mirror and plenty of drawer space and the price is right.

Julius Lansburgh
Furniture & Carpet Co.
512 Ninth N. W.

Old Dutch Market

TUESDAY & WEDNESDAY SPECIALS!

New Pack Red Ripe, Solid Packed. TOMATOES 3 Large Cans 25c

Bran COOKIES Tasty, Nutritious Cracker, This Sale..... 2 Doz 9c

Ammonia, large bottle..... 9c
Davis Baking Powder, TWO bottles.. 9c
Kellogg's Krumbles, THREE pkgs.... 25c
Bonita Fish, large can..... 15c
Herring Roe, TWO cans..... 25c
Jell-O, all flavors, THREE pkgs.... 25c
Evap. Milk, Veribest Brand, THREE cans..... 10c
Potted Meat, TWO cans..... 9c

FANCY HEAD RICE 3 Lbs. 25c
HOWARD'S SALAD DRESSING Bottle 19c
FELS NAPTHA SOAP CAKE..... 4c
BRAZIL BRAND COFFEE 1-LB. BAG..... 25c
GRANULATED SUGAR LB..... 7½c

Chunk Pineapple, Can..... 11c
Peanut Butter, Pound..... 10c
Brook's Crystal Soap, TWO for... 9c
Shaker Salt, Pkg..... 8c
Van Camp's Spaghetti, small can... 7c
Laundry Starch, THREE lbs..... 10c
Toilet Paper, THREE rolls..... 10c
Twin Rolls, Dozen..... 5c

APPLES, Hand Picked, Suitable For Eating or Cooking ¼ pk. 12c

SWEET POTATOES Large Size 1-4 pk. 10c
YELLOW ONIONS 1-4 pk. 12c

PEACHES Plentiful at All Our Stores. Prices Reasonable.
CUCUMBERS We Have a Supply of York State Stock