TELLS HOW KEYSTONE TROOPS TOOK FISMES

Without Airplane Support, Pennsylvania Men Swept Forward in Irresistible Waves; Best of Hun Army Unable to Stand Before Yankee Courage

Washington, Aug. 30.—While Philadelphia, Pittsburgh, Harrisburg and Central Pennsylvania boys of the One Hundred and Eleventh and One Hundred and Twelfth regiments, silent, grim-eyed and tense with purpose, waited the signal to advance on Fismes at 5 o'clock in the afternoon of August 11, four German airplanes flew unconcernedly over their heads and raked the road for a mile or more with machine guns and pelted it with bombs. No American airplane was there to combat the Boche. Plenty were in the training camps back from the front.

This is the testimony of Representative M. Clyde Kelly, of Braddock, Pa., who, with Representative Caraway, of Arkansas, was there and took refuge with the boys in dugouts while antiaircraft and machine guns tried to beat off the wasps and failed.

Mr. Kelly further testifies that he neither saw nor heard of any American planes on the fighting front during his visit in France with the party of congressmen who returned to this country Monday.

"The Germans had complete ascendency in the air at the portion of the American front we visited," Mr. Kelly said. "I didn't see an American fighting plane at the front.

A half hour after this the Pennsylvanians advanced behind a barrage, which was laid down at fifty-yard intervals.

"A short time before the advance commenced we stopped for a minute at a dugout, in the middle of the line, in which Colonel Shannon, of Columbia, was directing the attack," the Congressman said. "He was busy with the orders which were coming from General Muir, of Pennsylvania, who is in command of the Twenty-eighth division of Pennsylvania troops. We did not tarry long, but he gave us a brief message for the folks back home.

"'Just tell the folks that the boys are magnificent,' he said.

"At the medical unit's station I saw about fifty men treated for wounds in the arms and shoulders and hands. But during the entire time I was at the front with the Pennsylvania I didn't hear a moan. The boys all begged to be sent back to the front. One boy came up with his hand almost severed from his arm by a piece of shrapnel.

"'It doesn't matter at all. Let me get back to the outfit,' the lad pleaded," Mr. Kelly said.

Incidentally Mr. Kelly mentioned that from August 1 to August 10 more than 3,000 casualties were treated at the advance stations and field hospitals of the Twenty-eighth division, and of these, only thirty-six died.

"The figures I obtained show that ninety-eight per cent of the wounded recovered and eighty per cent of them are returned to the firing line," he said. "That ought to bring comfort to the mothers over here."

"Large numbers of the Twenty-eighth division were affected by the mustard gas which the Germans left in their retreat," he said. "But very few of these cases resulted seriously because of a treatment which has been developed.

"Besides the mustard gas which was left in basements and other places there were at least four other practices the Germans used which showed that they are as cowardly and dastardly in retreat as in advance," the Congressman said.

Some Tricks of Huns

"Dugouts in the road were filled with perhaps fifty large shells, and covered over with boards. A precussion cap was fixed so that contact was made by those advancing along the road and the shells exploded. One of these mines was discharged. After that scouts were sent ahead to look for them.

"Barbed wire was connected with mines which went off when the wire was moved. German helmets were left and arranged so they set off mines when they were picked up. Devices were left in towns so that the opening of doors, or the opening of drawers in furniture would discharge mines.

"These were experiences of the Pennsylvania troops from July 12 to August 14, during which time they saw continual fighting from Chateau Thierry to Fismes and Fismette. From July 4 to August 11 Dr. Bulger, of the medical unit, had not had his clothes off. Colonel Shannon had been without sleep for forty-eight hours when Mr. Kelly saw him.

"The continuous combat was also illustrated by the fact that in one of their advances the Pennsylvanians took a detachment of Germans who were asleep.

A German prisoner about 21 years old and over six feet tall was kept by the One Hundred and Eleventh for a time as a sort of side show.

At the time Mr. Kelly saw him he was rolling bandages and appeared perfectly delighted to be captured, as did the majority of the Germans.

"Pennsylvanians were everywhere in France. When he got to Italy the only detachment of men which had arrived there was from Allentown, Pa., Mr. Kelly said.

"United States army ambulance corps No. 1, in command of Colonel E. E. Persons, arrived a few days before us in Italy. It was stationed at Genoa, near the house in which Christopher Columbus was born. I saw Colonel Persons, Colonel Hallet and some of the other officers.

"They gave me a message to deliver to Secretary Baker, asking that the flag offered by the New York Sons of Italy for the first troops to reach Italy should be sent to them.

"There were 2,800 men there. Two sections, composed of forty-five men, one officer, twelve ambulances, one truck, a truck kitchen and a motorcycle side car, had gone to the front with the Italians. Later I saw some of them decorated with the Italian War Cross by the King of Italy.

Petty troubles are caused to vanish by the association of the player piano."
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Owing to the great demand for young men and women with business training, there are many who will enter commercial schools this Fall, and you will be assured of a place, if you arrange early. Call upon us; we shall be pleased to advise you.

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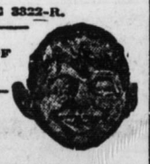
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(Over the Hub)
HARRISBURG, PA. It didn't hurt a bit

RAILROAD RUMBLES

SHOPMEN WILL GET MONDAY OFF

Freight Trains to Be Kept Moving; Expect Official Notice Today

According to an unofficial announcement all railroad shopmen not needed on special war work will get Labor Day off. There will be no shut down in freight traffic. It is expected that N. W. Smith, general superintendent of the Eastern Division, will issue an order to-day. A dispatch from Altoona, says:

"Motive power officials to-day issued instructions to the heads of the various shop departments, advising them that as September 2 is a legal holiday, they are authorized to excuse all employes who wish to be off duty for the day. Operating and engine house employes will be excused from service only so far as this may be done consistent with keeping traffic moving.

Order Differs

"It will be observed that the order differs somewhat from the customary holiday closing orders. It does not decree that the shops will be closed down, although in effect it amounts to the same thing. The order is issued in this way in accordance with the wishes of the Federal Railway Administration, for there are localities where no formal celebrations have been planned where it is possible that most of the men would prefer to work and they will have the privilege of doing so.

"Freight traffic will not be closed down, for with the enormous volume of business growing out of the necessities of the war, such a shutdown would cause a blockade and stagnation. But where men can be excused without detriment to the service, it will be done. The same applies to the engine house employes whose work is necessary to keep traffic moving."

To Operate Railroad Terminals as One Unit

Atlantic City, N. J., Aug. 30.—Broad Street Station, the Reading Terminal and all the other steam line stations and yards in Philadelphia will be constituted one operating unit, administered by a Federal terminal manager, under the provision of rules for the unified operation of terminals, approved in part by the committee on wards and terminals of the American Railway Engineering Association at the Marlborough-Blenheim yesterday.

The new move, designed to speed up war traffic, shorten hauls, increase the mileage rate for all kinds of freight rolling stock and affect large savings, has the sanction of the United State Railway Administration. Charles H. Markham, regional director for the Philadelphia district, was represented at the conference. So also were most of the big eastern and middle western trunk lines maintaining terminals in the chief cities from the Atlantic seaboard to Omaha.

Railroad Notes

Orders advancing a number of Middle Division firemen to extra engineers are effective Sunday.

Reading employes in this vicinity were paid to-day.

Employes of the locomotive shops at Reading will have a flag raising to-morrow.

A number of cars were damaged yesterday at Altoona, in a yard wreck. Several Harrisburg trainmen had a narrow escape.

In the future consignees of cakes, crackers, etc., will not be permitted to remove the contents of the carriers at the freight station and then store them there until later. All shipments of that character must be removed from the freight station.

A meeting of the master mechanics at the different shops and roundhouses on the Reading system was held at the office of Superintendent I. A. Seiders at Reading, yesterday. There was a general talk over the power situation and how to meet conditions.

Chester A. Wampler, a brakeman of the Harrisburg Division, in passing Wyomissing Junction bound west leaned out too far and was struck on the head by a marker of a caboose on the opposite track. His injuries were dressed by Dr. T. G. Binkley, of Sinking Springs.

Luther Kline, an Emaus boy, discovered a broken rail on the East Penn branch, near Macungie, while he was walking along the track. He promptly flagged an approaching freight train and the matter was reported to headquarters and he was given a check for $10 by the company.

P. O. S. of A. Closes State Convention With Award of Prizes to the Paraders

Lebanon, Pa., Aug. 30.—Five thousand members of the Patriotic Order Sons of America, representing the seventeen camps and commanderies in Lebanon city and county, and including more than 500 delegates from various parts of the state, participated in the parade yesterday afternoon, which formed the closing feature of the fifty-third annual convention of the state camp. Harry J. Shenk, a local merchant, was the chief marshal, and more than a dozen bands from nearby cities furnished music.

These prizes were awarded in the parade: Largest number, with band, outside of Lebanon county, to Camp of Roxborough, $100; camp coming greatest distance, to Roxborough, $25; special prize to allied commanderies of Berks, Lebanon and adjacent counties, $75; largest number in line outside of city of Lebanon, to Camp 192, Palmyra, $25; most realistic float, to Comp 65, Lebanon, 25; most elaborate float, Lebanon Chapter Red Cross, $35; second most realistic flat, Camp 691, Reading, $25; largest company Sons of America Reserves, outside Lebanon county, to Company A, Reading, $15. Special prize to Company A, Reserves, Lebanon, $10.

Important legislation affecting the subordinate camps throughout the state was passed at the closing session of the convention yesterday morning. President G. H. Moyer's recommendations, providing Sons of America rest rooms in the rear of the battle lines in France and half a dozen automobile ambulances for the government to be used at the front, providing of equipment for hospitals at home and abroad for war purposes and aid for soldiers and war work wherever possible, were adopted.

It was also decided that the war bonds shall continue, with fifteen members, to meet every three months to carry on above projects into effect, and a war fund of 50 cents per member, exclusive of those in service, was assessed to carry the projects through, the tax being payable this year.

The state camp also went on record favoring legislation to abolish the teaching of foreign languages in Pennsylvania elementary schools.

Charles E. Stees, secretary of the national camp, installed the newly-elected officers, after which the convention adjourned to meet next year in Bethlehem.

"CROW'S NEST" EDITOR MAY GET INTO REAL ONE

Waukegan, Ill. — Chief Yoeman Rhys G. Thackwell, the original conductor of the Crow's Nest column in the Great Lakes Bulletin, official newspaper of the Great Lakes Naval Training Station, left the other day with the aviation forces from the station.

Manus McFadden, another Chicago newspaperman, is now conducting the column.

WAGE BOOST FOR R. R. TRACKMEN

Director General McAdoo Expects to Act Soon; Men Go Elsewhere

Washington, Aug. 30. — Higher wages for railroad track laborers and for certain classes of clerks were recommended to Director General McAdoo yesterday by the board of railroad wages and working conditions. The advances suggested range between 15 to 25 per cent., it is said, and would affect more than 300,000 employes. Mr. McAdoo will act soon on the recommendations.

The board was asked to ascertain the aggregate amount represented by the proposals. This report will be presented within a few days.

Railroads Lose Men

Despite the recent general wage advance for railroad employes, recent reports indicate other industries paying higher wages for common labor have drawn thousands from track maintenance work on railroads, and the corps of workers has been seriously depleted. Consequently wage increases are recommended as an emergency proposition.

All classes of clerks are not expected to share in higher wages. A sliding scale has been recommended, with greatest advances for employes who have served long hours for several years since railroad business began to grow in volume so rapidly.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division — The 110 crew first to go after 4 o'clock: 120, 126, 103.

Firemen for 120, 126.

Brakemen for 110, 120 (2), 126.

Engineers up: Gemmill, Smith, Smith, Stify, Lambert, Bickel.

Firemen up: Miller, Brown, Wolfe, Dickover, Craver, Straw, Buyer, Gara, Kemerley, Paxton, Fry, Grimsley, Harnish.

Brakemen up: Andrews, Mowery, Forrest, Burns, Neidman, Leschner, Walker, Dorsett.

Middle Division—The 215 crew first to go after 1.30 o'clock: 24, 302, 258, 234, 250, 33, 39, 252, 247, 31.

Fireman for 33.

Flagman for 39.

Brakemen for 24, 33, 39.

Engineers up: Rathfon, Blizzard, Kauffman, Lofer, Snyder, Beverlin.

Firemen up: Orr, Harris, Acker, Morris, McNaughton, Hubert, Albert.

Brakemen up: Beers, Weigle, Richards, Wingart, Bowman.

Yard Board—Engineers for 4-15C.

Firemen for 1C, 1-7C, 2-7C, 3-7C, 5-7C, 2-15C, 17C, 32C, 35C.

Engineers up: Coxerly, Mayer, Sholter, Snell, Bartolet, Getty, Sheets, Eyde, Keever, Ford.

Firemen up: Nichol Miller, Wright, Wert, Martin, Yost, Hilmer, Farner, Cordes, Weaver, Soles, Shant, Matter, Heckman, Lewis, Wevodan, Lauver, Ettinger.

ENOLA SIDE

Philadelphia Division — The 212 crew first to go after 3.15 o'clock: 227, 231, 217, 254, 230, 207.

Firemen for 212, 227, 254, 230.

Flagmen for 27, 17, 07.

Brakemen for 12, 31, 17, 54, 30, 07.

Conductor up: Shirk.

Brakemen up: Ellicker, Beers, Kauffman, Studerot, Garlin, Lee, Dunholtz, Schusser, Shelly, Flowers, Smith.

Middle Division—The 101 crew first to go after 1.10 o'clock: 228, 225, 238, 452, 223, 233, 221, 222, 301.

Brakeman for 101.

Yard Board—Engineers for 3d 126, 4th 129, 1st 102, 118.

Firemen for 1st 126, 3d 126.

Engineers up: Ewing, Barnhart, Hanlon, Potter, Quigley, Zeiders, Bair.

Firemen up: Fake, Yeagy, Bruce, Wallace, Miller, Bauscher, Shaffner, Kline, Murray, Lutz, Delix, Bish.

PASSENGER SERVICE

Philadelphia Division — Engineers up: Gibbons, Pleam, Lindley.

Firemen up: Copeland, Spring, McNeal, Althouse, Cover, Everhart.

Middle Division — Engineers up: Robley, Alexander, Keane, Riley, Crimmel, Graham.

Firemen up: Kelly, Kuntz, Gross, Sheets, Zeiders, Fletcher.

THE READING

The 15 crew first to go after 12.45 o'clock: 23, 53, 65, 69, 21, 7, 67, 73, 62, 57, 20, 16, 60.

Engineers for 59, 62, 65, 69, 73.

Firemen for 62, 65, 69, 72, 20, 21.

Conuactors for 62, 72 15.

Flagmen for 53, 59, 65, 66, 69, 73, 15, 20, 21.

Brakemen for 62, 65, 69, 72, 7, 15, 20, 21.

Engineers up: Dowhower, Bruaw, Merkle, Boyer, Billig, Pletz, Beacher, Moyer, Ruth, Ditlow, Wynn, Minnich, Bates, Hoffman, Wireman.

Firemen up: Stone, Booth, Kuntz, Shisslak, Morrison, Beaver, Yingst, Bender, Harris, Shuff, Mereney, Noggle, Keim.

Conductors up: Hetrick, Hall.

Flagmen up: Lineweaver, Lukens, Strohm, Shank.

Brakemen up: Floyd, Ney, Spies, Smith, Troupe, Bowen.

AMERICAN FLYERS DRIVE DOWN HUN

By Associated Press

With the American Army on the Lorraine Front, Aug. 30.—An American patrol of four machines to-day met a German Fokker in the region of Manonville and dived upon it. Lieutenant Armstrong fired 230 shots at the enemy plane. There was a burst of flame from the plane as it turned and made for the German side, falling as it crossed the line at Pont-a-Mousson.

A German triplane swooped down upon the American line near Pont-a-Mousson this morning, showering the trenches with machine-gun bullets. This craft made its escape notwithstanding the violent antiaircraft fire directed against it.

RESORTS

ATLANTIC CITY, N. J.

CHESTER HOUSE, 15 & 17 S. Georgia Ave, nr. Beach. Two squares from Reading Station. $2 daily; $10 up weekly. Mrs. T. Dickerson.

CONTINENTAL
Tennessee ave. near Beach; always open; private baths; running water in rooms; elevator; excellent table; white service; orchestra. Am. plan; $3.00 up daily; $17.50 up weekly. Booklets. Garage. M. WALSH DUNCAN

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Pacific and Arkansas aves. Safely Constructed Bldgs. Wide Halls & Stairways. Elevator, Private Baths, Running Water in Rooms. Bathing from House. Free use of Bath Houses with Shower Baths. Excellent Table and White Service. Orchestra. Garage. Booklet and N. J. Auto Map. PAUL C. ROSECRANS.

BROTHERS IN SERVICE IN FRANCE

CHARLES E. JOHNSON

LLOYD A. JOHNSON

Charles E. Johnson and Lloyd A. Johnson, sons of Mr. and Mrs. Ervin Johnson, 2111 Swatara street, are nforces in France. Both boys enlist ow serving with the United Statesed at the same time, but three weeks after leaving the city they were placed in different units, they were at Columbus, O. Charles has been with the aviation corps in France for eight months and Lloyd, with a balloon squadron, has been there for six weeks.

Accuse Clergyman of Seditious Talks

Boston, Aug. 30. — Charged with violating the Espionage Act by making seditious remarks from the pulpit and in private conversation, the Rev. John Steik, a Lutheran clergyman, known throughout New England, was arrested yesterday.

He is alleged to have said from his pulpit that the explosion at Halifax was "an act of God against the enemies of Germany" and to have entered into a personal attack on Marshal Joffre during the latter's visit in this city. In private conversation Mr. Steik is alleged to have advised young men contemplating enlisting to enter the Germa nArmy and to have offered to help drafted men to escape military service. He is also alleged to have said that the soldiers of the United States would be 'like children when they encounter the Germans."

Lie Given to Foe's Prisoner Claims

With the American Army on the Vesle Front, Aug. 30. — American officers deny the German assertion that 250 Americans were made prisoner in recent fighting along the Vesle, saying that only a few of their men are missing.

The German official report of Wednesday night in recounting the setback to the Americans at Bazoches and at Fismette, said:

"In both enterprises the enemy suffered heavy losses and left more than 250 prisoners in our hands."

Thursday night's German official communication from General Headquarters, says:

"Between the Ailette and the Aisne especially strong attacks of French and Americans failed completely, with xery heavy enemy losses."

ONLY 6 AUTOLESS SUNDAYS IS HOPE, IF ALL MEN OBEY

Cars Idle on Sabbath Will Build Up "Gas" Reserve Quickly

Washington, Aug. 30.—General compliance with the fuel administration's request that automobile owners east of the Mississippi forego the use of pleasure cars on Sunday to build up a gasoline reserve should bring gasolineless Sunday to an end within six weeks, officials said yesterday. They declined to say exactly what amount of gasoline it is desired to store up against possible breaks in the supply or demands from the fighting forces, but they did say that it was not so large but that it could be obtained within the period if the public does its part.

Will Rely on Patriotism

"War needs must be first supplied," said Mark L. Requa, director of the oil division of the fuel administration. "By conserving through the nonuse of motor driven vehicles for a few Sundays and the exercise of care in the use of gasoline and oil during other days, there probably will be no necessity for more severe control. If this program is followed to the extent that the fuel administration believes it will be, a few Sundays will effect the desired conservation."

It was denied to-day that the fuel administration has called upon the automobile clubs and police and other authorities to see that the request of the fuel administration is complied with by motorists next Sunday. Officials reiterated that for the present at least they will depend upon the patriotism of auto owners to refrain from using their cars for pleasure on Sunday and that no official attempt will be made to check up on those who insist on driving on Sunday.

That there will be a general unofficial checking up on "gasoline slackers," however, becomes increasingly evident.

Scores of telegrams have been received from automobile clubs pledging co-operation. It is evident also that patriotic men who keep their cars in their garages will not view violation of the request by others with equanimity. Public opinion generally is expected to prove the most effective police agency.

Giving the Owners a Chance

The suggestion that the police take the numbers of pleasure cars appearing next Sunday was not adopted by the fuel administration. Officials take the position that the automobile owners have a right to show their willingness to obey the wishes of the government.

But the fuel administration has not abandoned its intention of exerting all its power to compel gasoline saving if the present plan fails. If results are not shown, and very soon, an order forbidding the use of gasoline for pleasure on Sunday may be expected, and the fuel administration by the Lever Act will be brought into play. County administrators will be called upon to detect violators and see that their gasoline supply is stopped.

Suggestions that, because Sunday is the day upon which most owners get the best use of their machines another day be made gasolineless instead, poured in on the fuel administration to-day. Officials declined to alter the plan already decided upon, even upon plaintive assertions from roadhouses that their Sunday business would be ruined. Jitney drivers and bus lines are not taking kindly to the request, it is evident, but it seems there will be no modification of the regulation.

VON HINDENBURG ALIVE AND WELL AND IS HOPEFUL

By Associated Press

London, Aug. 30.—Field Marshal von Hindenburg, replying to a telegram recently sent to him by members of the Fatherland party at Reichenberg, Bohemia, asking for some sign that he was alive, is quoted in an Amsterdam dispatch to the Central News as saying:

"I am as right as a trivet and looking calmly to the future."

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Take Horsford's Acid Phosphate
Most beneficial for exhausted conditions due to heat. Non-alcoholic — most refreshing.—Advertisement.

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The New Junior School Plant for young boys is the finest in this section of the United States. This Department accommodates young boys from six to twelve years of age, as day and resident pupils.
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18 to 45
13 Million Americans, Attention!

The victory which precedes peace can be ours next year declared General Peyton C. March, our Chief of Staff, testifying before the House Committee on Military Affairs that "eighty divisions of Americans should be able to bring the war to a successful conclusion in 1919." This is no chance guess of an optimistic conjecturer, says the Philadelphia Public Ledger, but "the considered, sober, carefully tested, checked and rechecked judgment of our 'pooled' military opinion." It affirms that the "policy of putting our heaviest possible punch into next year's campaign is not only the wisest policy . . . but is possibly the only policy that will surely win the war."

The Newark News avers that we "intend to supply all the men necessary, no matter how many that may be" and decides that this number will be that "required to win a political victory over a people whose concept of the world belongs to the age of the mammoth and saber-toothed tiger." What is now needed is quick action by Congress says the Brooklyn Eagle, as "the path to ultimate triumph is plain. We may tread it successfully only by making our military effort in the next six months correspond to the greatness of our resources in men and material."

The leading article in THE LITERARY DIGEST for August 31st provides an illuminating review of the reasons for increasing the draft ages and of the chances for bringing the war to a speedy conclusion and quotes expert opinions as to the best means to be employed for insuring an overwhelming Allied victory.

Other articles of unusual interest in this most stirring number of "The Digest" are:

The Czecho-Slovaks Recognized
Detailing How a New Allied Nation Has Come Into Existence as a Permanent Barrier to Germany's Eastern Ambitions

The New East Front
War Profits and Excess Profits
Branding the I. W. W.
The Laborer Is Worthy of His Hire
Germany's Interest in Mexico's Oil
Germany's Gigantic War Profits
Defeat Scares the Huns
The Importance of the Jugo-Slavs
Grenades to Suit Everybody
Automatic Light Conservation
New Transcontinental Railways
Spraying Smoke Out of Sight
Doctor Sun
Why Germany Destroys Art
D'Annunzio's Latest Exploit
Ukraine in Literature
Prolific Anzac Poets
Jeremiah's Warnings For To-day
Conscientious Objectors in England
Impulse for Daily Work
Relation of Coal to War-Needs of Steel
(Prepared by the U. S. Fuel Administration)
Current Poetry

Many Striking Illustrations Including Cartoons Reproductions, etc.

Motor Trucks, Motor Cars, Farm Tractors, and Motor Equipment

To maintain the efficiency of all motor vehicles that are essential to the winning of the war is a duty and privilege that every motor vehicle owner and dealer recognizes. The Government needs the help of every citizen and the industry of war so dependent on motor vehicles, must be continued at highest speed.

The August 31st issue of "The Literary Digest" is a special Motor Number, containing the announcements of manufacturers of motor trucks, tractors passenger cars, and efficiency-producing motor equipment. If you are interested in motor transportation, you will find this issue of importance.

August 31st Number on Sale Today---All Newsdealers---10 Cents

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