

TOTAL AMERICAN CASUALTIES 407

Deaths Number 255, and Severely Wounded 48; Wounded, 100

TO-DAY'S LIST THE LARGEST GIVEN OUT

Many New Englanders Are Included in the Latest Report

Washington, D. C., Aug. 5.—Casualties among the American troops in the severe fighting which they have been engaged since July 15, when the German offensive was launched and halted at the Marne, now are being reported in the daily lists from General Pershing, though no estimate of the total has yet been received.

Today's army list contained 407 names, the largest number reported in a single day. Of the men named, 203 were killed in action, 37 died of wounds, and 148 were wounded, 48 severely and 100 degree undetermined. The missing in action numbered only three. In addition to the army list, the marine list to-day contained 10 names—nine killed in action and one died of wounds.

Men from 45 states were named in the lists, with no predominating number from any one state. This was taken to indicate that the casualties were scattered through the states. The states not represented in the list were Arizona, Delaware and New Hampshire. An additional list of nearly 300 names, bringing the total for the day to about 700, was checked at the war department today in preparation for publication in the morning papers of to-morrow. No information concerning the list, further than the fact that it was to be issued, was to be had at the department.

Killed in Action. Lieut. Col. J. M. Craig, San Francisco. Capt. Henry H. Worthington, 431 James street, Lancaster, Pa. Lieut. George B. Anderson, Admore, Okla. Lieut. Earle A. Billings, Portland, Me. Lieut. James M. Duncan, Terre Haute, Ind. Lieut. Prector C. Gilson, Carthage, N. Y. Lieut. Glen G. Hall, Haverhill, Mass. Lieut. George W. Kelly, Lawrence, Mass. Lieut. Lambert A. Wood, Garden Home, Portland, Me. Sgt. Francis J. Brown, Englewood, N. J. Sgt. Earl Connor, Quaker City, O. Sgt. Carl B. Davis, Pottersburg, W. Va. Sgt. Rush C. Davis, Harrison, Mich. Sgt. Harry Ireland, Philadelphia. Sgt. Albert F. Johnson, Monmouth, Ill. Sgt. Frank A. Kline, Akron, O. Sgt. Charles A. McDougald, Aberdeen, N. C. Sgt. Leslie Powers, Syracuse, N. Y. Sgt. James Payne, Pleasant View, Ky. Sgt. Hugh M. Wallace, Sussetta, Ala. Sgt. John L. Woolvine, Dubuque, Ia. Corp. Harry F. Bernard, San Diego, Cal. Corp. Andrew Blake, Providence, R. I. Corp. James C. Kirtley, Pottersburg, Va. Corp. Beal M. Darby, North Bend, Pa. Corp. Norman Davis, Mount Carmel, Pa. Corp. George R. Goodrich, Philadelphia. Corp. Neil E. Hillbrand, Chicago. Corp. Edward Hirst, New Bedford, Mass. Corp. Clyde M. Horton, Rehoboth, La. Corp. James T. Jones, Knoxville, Tenn. Corp. Rupert W. King, Troy, Ala. Corp. Felix Krajewski, Brooklyn. Corp. Lawrence C. Lashbrook, Philpot, Ky. Corp. Norman Keatts, Mount Pleasant, N. C. Corp. Charles O. McKenny, Newton, Mass. Corp. Wade H. Miller, New London, N. C. Corp. William W. Mitchell, Edna, Cal. Corp. Lee Phillips, Pikeville, Ky. Corp. Samuel O. Rain, Selma, Ala. Corp. Willet C. Sanford, Morrisville, Pa. Corp. Nute Severson, Seattle. Corp. George D. Sheridan, Sherwood, Tenn. Corp. Arthur H. Skitzes, Delaware, O. Corp. George L. Sklate, Grosby, Wyo. Corp. Harvey Smith, Spring Valley, Minn. Corp. John Sprink, Chicago. Corp. Anthony Stefanovich, Philadelphia. Corp. Arthur G. Beattie, Hall street, Barre, Vt. Sgt. Olive Pike, Fruitville, Tex. Corp. Clarence Sutcliffe, Miami, Fla. Bugler Mark Campbell, Platt, S. D. Mechanic Alfred Hansen, Madison, Wis. Mechanic H. E. F. Johns, Springfield, Mo. Mechanic Leroy Jurey, Philadelphia. Wagoner Henry Lennox, Menasha, Wis. Wagoner W.H. Phillips, E. Youngstown, O. Pvt. Geo. H. Allen, Grand Rapids, Mich. Pvt. Major Anderson, McLansboro, Ill. Pvt. Albert B. Anderson, Humeson, Ia. Pvt. Gilbert M. Albert, Philadelphia. Pvt. Carl C. Adams, New Bedford, Mass. Pvt. Abe Adelman, New York. Pvt. John F. Bates, Boston. Pvt. Clarence L. Berry, West Harwich, Mass. Pvt. Bruce A. Briggs, Hillsdale, Mich. Pvt. Eber R. Burton, Vernon, N. Y. Pvt. Howard Beninger, Lodi, O. Pvt. Joseph Bonin, Cliffside, N. J. Pvt. William L. Brockman, Green Bay, Wis. Pvt. Joseph W. Boyce, Keyser, W. Va. Pvt. Harry Boston, Shady Side, O. Pvt. Archie Boyce, Bethel, O. Pvt. Marshall Blowers, Malvern, Ala. Pvt. Sidney Blair, Andalusia, Ala. Pvt. Wm. E. Brown, Shickston, Wis. Pvt. James Burton, Live Oak, Fla. Pvt. Walter J. Barrett, Booneton, N. J. Pvt. Walter A. Campbell, Hagan, Ga. Pvt. Peter Cawley, 1909 Price street, Scranton, Pa. Pvt. Edward W. Coll, Brighton, Mass. Pvt. Wyatt Covell, Elmira, N. Y. Pvt. Siegel E. Cook, 411 State street, Bridgeport, Conn. Pvt. Lewis D. Crane, Lawrence, Ala. Pvt. Harry Cunningham, Milwaukee. Pvt. Harold J. Cokley, Jamaica, N. Y. Pvt. Joseph A. Collopy, Watervliet, N.Y. Pvt. Riley G. Cope, Hamburg, S. C. Pvt. Iver Dalen, Nekoma, N. D. Pvt. Stephen B. Dahill, New Bedford, Mass. Pvt. James Durand, Springfield, Ill. Pvt. Joseph Demerski, Haydensville, Mass. Pvt. Thomas E. Diamond, Philadelphia. Pvt. Francis Delrick, Philadelphia. Pvt. John J. Dresser, New York. Pvt. Clifford Elam, End, Okla. Pvt. Grover E. Faulk, Dothan, Ala. Pvt. Jesse N. Fielding, Ochlocknee, Ga. Pvt. John J. Flenniken, Knoxville, Tenn. Pvt. Salvatore Fenicchia, Wellsville, Pa. Pvt. Charles H. Falkner, E. Orange, N. J. Pvt. John J. Farrell, Brooklyn. Pvt. Frank Fuller, Las Vegas, Nev. Pvt. Joseph T. Fournier, Fitchburg, Mass.

"HOW IS YOUR LIVER?"

No question is more important. As your liver is so sore you. Take Hood's Pills—best for a sick, torpid, miserable liver, biliousness, constipation, bad taste in the mouth, etc. Sugar-coated, easily swallowed. Do not gripe. Price 25c., of all druggists or promptly by mail of C. I. Hood Co., Lowell, Mass.

Pvt. David Gallagher, Girardville, Pa. Pvt. Lanie Gregg, Fayette, Ala. Pvt. Raymond M. Goodson, Hobert, Okla. Pvt. Bury B. Giddens, Paxton, Fla. Pvt. Ronal Graham, Eclectic, Ala. Pvt. Ernest A. Gedig, Winthrop, Minn. Pvt. Stephen Gold, Bridgeport, Conn. Pvt. Sam Goldberg, New York. Pvt. Frank P. Gigantic, Philadelphia. Pvt. Rufus P. Hendrix, Greenville, Ala. Pvt. James Hamilton, New York. Pvt. Ralph L. Henry, N. Fayston, Vt. Pvt. Herman F. Huske, Elgin, Ill. Pvt. John A. Heintz, Leander, Tex. Pvt. David Hatzmaker, Jacksboro, Tenn. Pvt. Roy S. Hickman, Leola, S. D. Pvt. Mark R. Hart, Denver, Ga. Pvt. John W. Hudson, Edison, Ga. Pvt. John Huston, Wildwood, Pa. Pvt. Henry W. Jones, Jamesville, N. Y. Pvt. Earl Jones, Clarksburg, W. Va. Pvt. Frank Kamienski, 238 Washington street, New Britain, Conn. Pvt. Walter F. Kincaid, Sulphur Springs, Texas. Pvt. Lime Lamore, Haverhill, Mass. Pvt. John B. Lander, Grove Hill, Ala. Pvt. Jas. C. Lampton, Hudson, Ky. Pvt. Angelo Lacrotra, Remson, N. J. Pvt. John A. Lowery, Semmes, Ala. Pvt. Reynaldo Maestas, Cimmaron, N.M. Pvt. Henry Marion, Brooklyn. Pvt. Alfred Martin, jr., Somerville, Mass. Pvt. Alexander Miller, Dahlgren, Ill. Pvt. David Migley, Jamestown, N. Y. Pvt. Rudolph Mike, New York. Pvt. Edward E. Maine, Winnebago, Minn. Pvt. Martin T. Moran, Cleveland, O. Pvt. Walter F. Maxwell, Modena, N. Y. Pvt. Joseph H. Murphy, Hartford, Conn. Pvt. Max W. Mueller, Washington, Mo. Pvt. Robert McKeon, Savannah, Ga. Pvt. Phillip P. McMurrer, Haverhill, Mass. Pvt. Verdie J. McReynolds, Claude, N.M. Pvt. Joe H. Morehead, Memphis, Tenn. Pvt. Frank K. Neugard, New York. Pvt. Carl Norenburg, Appleton, Wis. Pvt. A. H. Noel, Paris, Ill. Pvt. Clist Otto, Detroit. Pvt. Chas. H. Phillips, Alliance, O. Pvt. Joe Peterson, Cleveland. Pvt. Walter Pierce, Orange, Texas. Pvt. Frank Paffa, 1929 Amelia avenue, Scranton, Pa. Pvt. Chas. Prindle, West Springfield, Pa. Pvt. Henry Pappagallo, Hartford, Conn. Pvt. Pietro Pisacreta, Lokoia, N. Y. Pvt. Wm. E. Pegg, New York. Pvt. Otto Parrish, Ozark, Ala. Pvt. James C. Peak, Montgomery, Ala. Pvt. Mike Pullano, Niagara Falls, N. Y. Pvt. Ross R. Reed, Cellwein, R. I. Pvt. James B. Remedios, Rhine, Wash. Pvt. Edward Richards, Whittensville bowling alley, Bridgeport, Conn. Pvt. Albert J. Sekula, Paterson, N. J. Pvt. Ralph H. Saunders, Morgantown, Va. Pvt. Joseph M. Sherwood, Kahuka, Mo. Pvt. Luman K. Sanford, Endicott, N. Y. Pvt. Norman Sharits, Dayton, O. Pvt. William H. Smith, Arlington, Vt. Pvt. Edward D. Suter, Plum City, Wis. Pvt. Alton M. Sherman, Saquoit, N. Y. Pvt. Clarence Sheppard, Millshead, Ky. Pvt. Walter J. Shea, Wilmaricant, Conn. Pvt. James Straynaski, Suquesne, Pa. Pvt. A. E. Spranger, Overbrook, Pa. Pvt. A. J. Summers, Brocton, Mass. Pvt. James Summers, Brooklyn. Pvt. Ephraim Terrell, Teropolis, Wyo. Pvt. Herbert Tognia, Petersburg, Ont. Pvt. Grover H. Thorne, Friendly, W. Va. Pvt. Walter H. Thiemann, Fairmont, Minn. Pvt. Jacob B. Triplet, Huttonsville, W. Va. Pvt. Wm. Taylor, Lagrange, Ga. Pvt. Wm. O. Thompson, Sterling, Utah. Pvt. Ephraim Valley, Hicksville, Mass. Pvt. Arthur Vien, New York. Pvt. Chester R. Viker, Dothan, Ala. Pvt. Frank J. Vnverting, Hackensack, N. J. Pvt. James L. Wadsworth, Genesee, N. Y. Pvt. Henry Wehrkamp, Methuen, Mass. Pvt. Alexander J. Werner, Newburg, N.Y. Pvt. Smith M. Warren, Harrisville, Vt. Pvt. H. J. Wice, Dryburgh, Mich. Pvt. John W. Wolfe, South Bend, Ind.

Died from Wounds Received in Action. Lieut. James P. Arnold, Butler, Mo. Lieut. John B. Safold, Selma, Ala. Corp. Arthur P. Finnigan, Stoneham, Mass. Corp. Richard T. Merry, Ashland, Mass. Corp. Everett L. Ramney, Cornelia, Ga. Corp. Melvin A. Barr, Chicago. Pvt. Stephen Beckford, Chicago. Pvt. Dolphus C. Cooper, Jacksonville, N.C. Pvt. Archie L. Coy, Carson, Wash. Pvt. Steve J. Danzsch, Westhof, Tex. Pvt. Owen Davis, New York Mills, N. Y. Pvt. Harry DeVeny, Dayton, O. Pvt. Carl T. Edwards, Oakland, Cal. Pvt. Luther W. Fisher, Lone Fountain, Va. Pvt. James M. Folds, Bedford, Va. Pvt. Clarence L. Foster, Britt, Ia. Pvt. Almon N. Fowler, Greenbush, Me. Pvt. Fred W. Hoeh, Santa Rosa, N. Y. Pvt. Robert Jackson, Woodhams, N. Y. Pvt. Carl H. Jordan, Janesville, Wis. Pvt. Harry Langley, Popal Bluff, Mo. Pvt. James E. Lees, Boston. Pvt. James D. Lynch, Anaconda, Mont. Pvt. James McCoy, Ashley, Pa. Pvt. Harry D. Madison, Cambridge, Idaho. Pvt. Arthur S. Meyer, Lebanon, Ill. Pvt. Louis S. Miller, Iron, Ia. Pvt. Walter J. Payne, Geneva, W. Va. Pvt. Mike Podensny, Toledo, O. Pvt. Herman O. Schultz, Waukesha, Wis. Pvt. Charles B. Scott, Switzville, Pa. Pvt. Frank W. Shaw, North Freiburg, Mo. Pvt. Roy W. Smith, Indianapolis. Pvt. Joseph J. Tomahack, Peru, Ill.

BOMBARDMENT OF PARIS RESUMED

The Long-Range German Guns Went Into Action Again This Morning.

Paris, Aug. 5.—The long-range bombardment of the Paris region was resumed this morning.

PERSHING GETS GRAND CROSS.

Legion of Honor Awarded by French Government.

Paris, Aug. 5.—General John J. Pershing, commander-in-chief of the American expeditionary forces in France, was awarded Saturday the grand cross of the Legion of Honor by the French government. Premier Clemenceau sent the following telegram to General Pershing: "I take great pleasure in informing you, my dear general, that the government of the French republic has decided to confer upon you the dignity of the grand cross of the legion of honor. The government desires to recognize by the distinction the eminent qualities that you have displayed and the remarkable services rendered by you in organizing so promptly and efficiently the American forces in France."

FAIR WARM WEEK AHEAD.

No Showers After Tuesday and Temperatures Above Normal.

Washington, D. C., Aug. 5.—Weather predictions for the week beginning today, issued by the weather bureau, include: North and middle Atlantic states: Showers Monday or Tuesday; fair thereafter. Temperature somewhat above normal.

Building for the Future.

The Mexican editors to whom President Wilson's memorable address on the relations of their country to the United States was delivered are to see a good bit of this country before going home. They have been entertained in New York City and Boston, yesterday were guests of the General Electric company in Schenectady, and to-day are to be welcomed in Buffalo. They will also go to Detroit, Chicago, Minneapolis, San Francisco, Los Angeles and San Antonio. Visitations of this kind are not rare, as past experience has shown, but that they are calculated to beget better understanding will not be disputed. At the dinner given by the Boston Chamber of Commerce one of the guests, Leopoldo Z. Plowes, said the editors would return with a profound conviction of the friendship of the United States for Mexico. He summed up in a characteristic way by saying: "You are a great nation and have a great soul, and the protection that you have given to your women is an assurance of the protection you would give to the small nations to the south of your country." The root of the matter was in that saying, and it was put with carrying power. On the side of this country, Lieut. Gov. Coolidge was applauded when he said that when Americans go to Mexico and obtain privileges they should remember that the government and the people of Mexico have rights that no government or people can take away. "Let us cooperate," said he, "to carry the western civilization to a higher point than anything it has yet attained."

PIMPLES ALL OVER FACE AND BODY

Turned to Blotches. Disfigured Face Very Much. Cuticura Completely Healed.

"I broke out in small pimples all over my face and body. They soon turned into blotches that were large, and very red, and disfigured my face very much. They itched and burned and I kept at them so that I irritated the breaking out. I could hardly sleep. "The trouble lasted three weeks before I used Cuticura Soap and Ointment. I was soon relieved and I used about one cake of Cuticura Soap and one box of Cuticura Ointment when my face was completely healed." (Signed) Miss Eva Dusseau, 14 Avery St., Providence, R. I., Nov. 23, 1917. Use the use of all doubtful soaps. Use Cuticura for all skin purposes. Sample Cuts Free by Mail. Address: Postcard: "Cuticura, Dept. H, Boston." Sold everywhere. Soap 25c. Ointment 25 and 50c.

Submarine Gets One More

Fishing Schooner Nelson A. of Yarmouth, N. S., Was Sunk on Saturday Off the North Atlantic Coast. The Crew of the Vessel Was Landed at a Canadian Port To-day.

A Canadian Atlantic Port, Aug. 5.—The fishing schooner Nelson A. of Yarmouth, N. S., has been added to the list of vessels sunk by a German submarine off the north Atlantic coast. The crew of the schooner landed here to-day and reported their vessel was destroyed last Saturday.

The Murder of Gen. Von Eichhorn.

Coming so close as it does upon the killing of Count Von Mirbach, the German ambassador at Moscow, the death of Gen. Von Eichhorn, the German governor general in the Ukraine, strongly indicates that underground Russia has again taken up its familiar weapons, the pistol, the knife and the bomb, for a merciless kind of warfare, never to be condoned except in the weak who are trampled under the despot's iron heel, yet one of Germany's greatest poets, in a time when Germany still worshipped freedom, glorified William Tell in a famous drama upon which fell modern Germany's frowns. William II, before being apprised that his favorite Gessler's wounds had ended fatally, made haste to send him a telegram of sympathy. Yet even if the fanatics of the revolution had not decried a new terrorism, the deeds of Eichhorn in the Ukraine since he became governor last April, were such as must have exposed him constantly to peril from an outraged and infuriated people.

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WAR RISK INSURANCE.

Recent Changes in Law May Cause Some Misapprehension.

All signs point to a shortage of straw hats next season, and much higher prices on such hats as may be obtainable.

For this reason it would be a good move on your part to buy a new straw hat that you can use the balance of this season and have it almost new for next summer.

We have a nice selection of all styles of stiff straws and some splendid values in Panamas. Look them over.

Moore & Owens Barre's Leading Clothiers 122 North Main St. Tel. 275-M

immense military plant we are erecting in France. We don't hear much about this. Occasionally a fugitive paragraph brings to us a bit of intelligence on the subject, but so far, as we know, there has been no adequate description of it, probably for military reasons. But we do know that British observers are immensely impressed with it, one of them remarking only recently, that we now have docking, rail, and depot equipment capable of handling 5,000,000 men.

A news despatch that came last evening gives us a glimpse at what we have reared in France in less than 16 months. Our war department has ordered 610 locomotives, and is about to place an order for 10,000 freight cars, for use on our military railroads in France. It will be observed that this is not a French government order. These locomotives and cars are to be part of our own rail equipment.

What we have done is to build some 800 miles of railroad in France, with immense docks back of it, and great depots along its course. Think of it! It is as if France had come to our country to make war, had taken Portsmouth, for example, built more docks there, and desiring a base on the Great Lakes, had constructed a complete, perfectly equipped railroad system to Cleveland. This, of course, is a rough comparison. We would not convey the impression that we have a single stretch of road of this length, but we have what would amount to a line connecting the ocean with Lake Erie.

And it is all our own. We have made and transported the material for it. We have built it. We have equipped it out of our own shops—the roads, the docks, and the supply depots. It is one of the most fancy-touching incidents of the war—the creating of a really great railroad system in a year, 3,000 miles from our own seaboard. It is said that what with our overseas port and rail development we have cut down the time of a New York to Paris trip to five days, but that is another story. Here is this amazing demonstration of determination and efficiency.

Well, probably this was one of the things the Hollander saw. It would do us all good to see it, and to feel it, too—to feel the gripping conviction that despite obstacles innumerable we are going to win. We have the strength of a million men, and every foot of wood we can produce, and all the productive energy of our country go into the business. It has a convincing effect, even to think about it.—Manchester Union.

American Food Exports.

The exports of food from the United States for the European allies and our army at the front have reached enormous quantities and values. Though they fluctuate in details, they maintain a high level on the whole. It is interesting to observe the variations, the increases or decreases in the supplies of different articles sent abroad. In the 12 months ended June 30, 1918, the total value of all descriptions of exports was \$5,928,000,000. Compared with the total for the immediately preceding 12 months, that was \$362,000,000 less, which may be regarded as a not inconsiderable decrease. Nearly two-thirds of this decrease was due to a heavy reduction in the quantity of wheat exported. It was only 34,118,000 bushels, against 149,831,000 in the previous year. Yet the allies really took nearly as much as before—only, they took it in the shape of flour. The flour exported in the year ended June last was 21,880,000 barrels, whereas the quantity in the year ended June, 1917, was but 11,942,000, worth \$151,665,000 less than last year's quantity. Turning to the other grains and omitting details of the comparatively small ups and downs, we may say that in the fiscal year 1918 the exports of barley, corn, oats and rye together amounted to 185,353,000 bushels, or 2,047,000 bushels more than in the fiscal year 1917.

What did we send out of the country in beef, bacon and ham? Look to these things for the great increases in the food supplies which America places on the tables of her comrades in arms and of her own growing forces in the field. In the year which ended with last month the United States supplied more than 370,057,000 pounds of fresh beef and more than 97,366,000 pounds of canned beef,

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What we have done is to build some 800 miles of railroad in France, with immense docks back of it, and great depots along its course. Think of it! It is as if France had come to our country to make war, had taken Portsmouth, for example, built more docks there, and desiring a base on the Great Lakes, had constructed a complete, perfectly equipped railroad system to Cleveland. This, of course, is a rough comparison. We would not convey the impression that we have a single stretch of road of this length, but we have what would amount to a line connecting the ocean with Lake Erie.

And it is all our own. We have made and transported the material for it. We have built it. We have equipped it out of our own shops—the roads, the docks, and the supply depots. It is one of the most fancy-touching incidents of the war—the creating of a really great railroad system in a year, 3,000 miles from our own seaboard. It is said that what with our overseas port and rail development we have cut down the time of a New York to Paris trip to five days, but that is another story. Here is this amazing demonstration of determination and efficiency.

Well, probably this was one of the things the Hollander saw. It would do us all good to see it, and to feel it, too—to feel the gripping conviction that despite obstacles innumerable we are going to win. We have the strength of a million men, and every foot of wood we can produce, and all the productive energy of our country go into the business. It has a convincing effect, even to think about it.—Manchester Union.

American Food Exports.

The exports of food from the United States for the European allies and our army at the front have reached enormous quantities and values. Though they fluctuate in details, they maintain a high level on the whole. It is interesting to observe the variations, the increases or decreases in the supplies of different articles sent abroad. In the 12 months ended June 30, 1918, the total value of all descriptions of exports was \$5,928,000,000. Compared with the total for the immediately preceding 12 months, that was \$362,000,000 less, which may be regarded as a not inconsiderable decrease. Nearly two-thirds of this decrease was due to a heavy reduction in the quantity of wheat exported. It was only 34,118,000 bushels, against 149,831,000 in the previous year. Yet the allies really took nearly as much as before—only, they took it in the shape of flour. The flour exported in the year ended June last was 21,880,000 barrels, whereas the quantity in the year ended June, 1917, was but 11,942,000, worth \$151,665,000 less than last year's quantity. Turning to the other grains and omitting details of the comparatively small ups and downs, we may say that in the fiscal year 1918 the exports of barley, corn, oats and rye together amounted to 185,353,000 bushels, or 2,047,000 bushels more than in the fiscal year 1917.

What did we send out of the country in beef, bacon and ham? Look to these things for the great increases in the food supplies which America places on the tables of her comrades in arms and of her own growing forces in the field. In the year which ended with last month the United States supplied more than 370,057,000 pounds of fresh beef and more than 97,366,000 pounds of canned beef,

Don't Be Bald

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Parisian sage is not expensive. It's a scientific preparation that supplies all hair needs—a clean, non-sticky, antiseptic liquid that is sold by E. A. Drown & Co. and drug stores everywhere, with guarantee to give you perfect satisfaction or money refunded.

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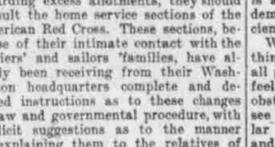
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