

VACATIONS AGAIN GREET RUSSIANS AFTER EIGHT YRS.

Industrial Folk, as Well as 'High-Ups,' Enjoy Summer Outings.

MOSCOW, Sept. 4.—Everybody in Moscow seems to be seeking vacations. I want to visit the big locomotive factory outside Moscow, and I learn that it is shut down for two weeks for the workers' vacations. I call on commissars for interviews and am told that they have grown out to Berlin by airplane for a month's rest.

It would not seem so strange in America, where life has settled into the summer vacation habit. But these are the first vacations there have been in Russia for eight years. This is the first summer they have not had either a war or a famine on their hands. It is the first summer when people have dared to draw breath.

Well "Worn Out." They are pretty well worn out, lots of them. It isn't only Lenin who goes away to the country, while all the press correspondents chase interviews about his health and C. G. P. members and Helsingfors send out reports that he is murdered. It isn't only Tchicherin who takes a month off in the clean, comfortable country districts of Germany, while the wild foreign rumors say he has been discredited for his actions at Genoa and lost his job.

Hundreds of thousands of "responsible workers" in Russia have been working just as hard. They are suddenly scattering, to the mountains of the Caucasus, to the seashores of Finland, to the quiet hotels of Germany.

A "responsible worker" is a man who takes the place in Russia held by captains of industry in America. Usually he is a communist, but not always. He gets no more wages than other workers, often not as much as the skilled technicians under him. Bill Shafroff, head of Naphtha Export and formerly head of Siberian railways, told me that he paid his highest engineers five times what he got himself.

"Bosses" Not Highly Paid. "I got 150 bucks a month and gave them 750. I would have paid anything I had to for the kind of help we needed." But Bill, on his lower wage, was a "responsible worker." He got the fun of managing railroads and seeing a country develop under his hand. That is some fun. If you have the strength for it, it is a man's fun, not a weakling's. Some of our dollar-a-year men tried it at Washington.

This summer all the responsible workers get vacation. They can go anywhere they like within reason, with all expenses paid. They need it, too, for though the five-year pull of building a stable political government is over, the 50-year pull of building a prosperous economic system is still ahead.

The folk who stay in town are also taking vacation. Every night the summer theaters are jammed with people, though the serious theaters are closed. Roof gardens are going, boulevards and parks are crowded, and the Sunday trains to the country are so full that men and girls sometimes ride on the couplings between the cars, holding on by the roof.

I went last night to a "summer theater." I don't know where the money comes from. There are dozens of summer theaters like this, and all are full.

Not Art, Just a Show. The performance was merely a "show." None of the high art that Moscow is famous for. Just a New York or Coney Island type of comedy. These folk weren't out for uplift, but for relaxation.

Blind Man, Recovering Sight, Marvels At Flapper's "Hottentot Styles"

PHILADELPHIA, Sept. 4.—(By N. E. A.)—Suddenly recovering his sight after three years blindness, Dr. Lemuel J. Deal, 81, sees only one change in the times—African Hottentots seem to be setting that fashion! "Look at the flappers," he says with eyes sparkling. "Half short, bobbed and crinkly. Skirts knee length and earrings dangling. Just like African wild folk!" But the aged physician likes it. "It is youth bubbling over," he says. "The pleasantest thing in the world."



DR. LEMUEL J. DEAL.

Rail Strikes--1,000 In Last 40 Years

WASHINGTON, Sept. 4.—If the threatened general railway tieup, resulting from the strike of the railway shop crafts spreading to the operating brotherhoods and maintenance of way unions develops, it promises to be the climax of nearly 40 years of intermittent strife between railway workers and operators.

In that time there have been approximately 1000 strikes affecting the transportation end of railroads. The larger part of these have been local, affecting only one road, or perhaps only one division or yard of one road. But approximately a score have been sufficiently widespread seriously to affect the public welfare.

The workers have lost the majority of these strikes. The United States commissioner of labor, covering the period from 1881 to 1905, shows the following: Number of strikes, 566. Percentage of successful strikes, 13.68. Partially successful, 16.56 percent. Failed, 75.8 percent.

Probably the most "successful" strike ever called by the workers was that ordered in the summer of 1916 by the railroad brotherhoods, but which never went into effect. Rush Law Through. To meet the demands of the workers at that time and forestall what was feared would be a nation-wide stop of transportation, President Wilson addressed a special message to congress and the Adamson law was rushed through house and senate, and signed by the president on the day preceding the date the strike was to become effective.

A record of the more important transportation strikes, running back to the historic general strike on the Pennsylvania railroad in 1877, which was one of the most violent labor struggles in American history, follows: 1920. On April 29, a strike of switchmen and yardmen in Chicago and other principal railroad centers was called by local leaders. This strike was repudiated by the national officials of the switchmen and yardmen, and branded as "outlaw."

1919. A strike of shop workers, in which between 40,000 and 50,000 men walked out, was called because of dissatisfaction based on claims that wages had not advanced proportionately to the cost of living. The strike was called off by union leaders on the promise of the national government to attempt to bring down the cost of living.

1902. Freight handlers on Chicago roads struck July 13, for increased wages and recognition of union. Increases in pay granted, but recognition of union refused.

1894. The great "Pullman strike" in the Pullman shops at Chicago. This developed into a general strike and boycott of Pullman cars, in which a total of 100,000 men were involved. It was the result of the panic of 1893, following which the Pullman company cut wages 25 per cent, but declined to cut rents on the company houses in which a large part of its workers lived.

rampant in Pittsburg. The entire state militia was ordered out and fighting spread. Fifty-three persons were killed and more than 100 injured in the clashes. Strikers seized trains on the Pittsburg, Fort

Wayne & Chicago and ran them three days after the road officials had ordered service stopped. Gov. Hartranft appealed to President Hayes for federal aid and Gen. Hancock was dispatched to Pennsylvania with federal troops. A state proclamation was issued calling on all people to organize and arm against rioters.

FRENCH DON'T LIKE SMOKE WHILE DINING PARIS, Sept. 4.—To the French eating is sacred. It is not to be profaned by smoking between courses any more than one would light up a cigar in a church. A favorite story in Paris tells of a young French woman in a dining car who expressed the annoyance of the other passengers at the table when a young Englishman pulled out his pipe and calmly lit it between the fish and the meat courses.

WHEN MEN FITCH CAMP! They usually find out that something in the line of toilet articles has been forgotten. Talo powder, shaving creams, shaving powders, soaps, razors—we've got them all at regular prices. GOLDIE MANN'S FOUR STORES

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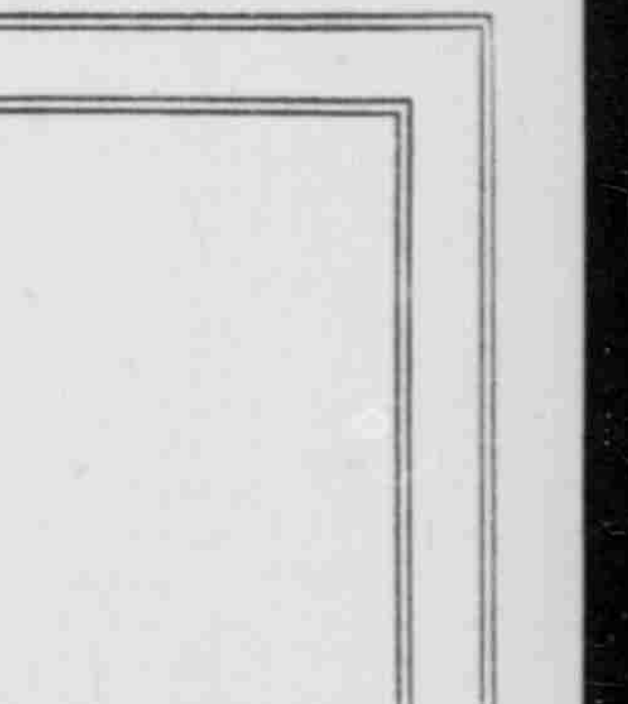
They drove through in their car, making the trip to Plymouth in a day. Dewey Reynolds will leave soon for Lexington, Va., where he will be one of the instructors in the college at that city; he will teach chemistry. Miss Miriam Kehler, county nurse, has returned from Petosky, Mich., where she has spent some little time during the hay fever season. Miss Lytle Morris, who has been there for several weeks is expected home Tuesday.

ALWAYS TIRED NO AMBITION

Nervous and Dizzy, Everything Seemed to Worry Me. How I Got Well

Larwill, Indiana.—"My back was so bad I could not do my washing. I was always tired out and had no ambition, was nervous and dizzy and everything seemed to worry me and I had awful pains in my right side. I felt badly about four years and could not do my work as it should have been done. I saw Lydia E. Pinkham's Vegetable Compound advertised so much and it did so many people good that I began to take it myself. I am feeling fine now and everyone tells me they never saw me looking so well. I live on a farm, do all my work, and have three little girls to take care of. I am recommending this medicine to my friends and know it will help them if they use it like I do." — Mrs. HENRIETTA LONG, R. R. 3, Box 7, Larwill, Indiana.

Many women keep about their work when it is a great effort. They are always tired out and have no ambition. When you are in this condition give it prompt attention. Take Lydia E. Pinkham's Vegetable Compound, for it is especially adapted to correct such troubles.



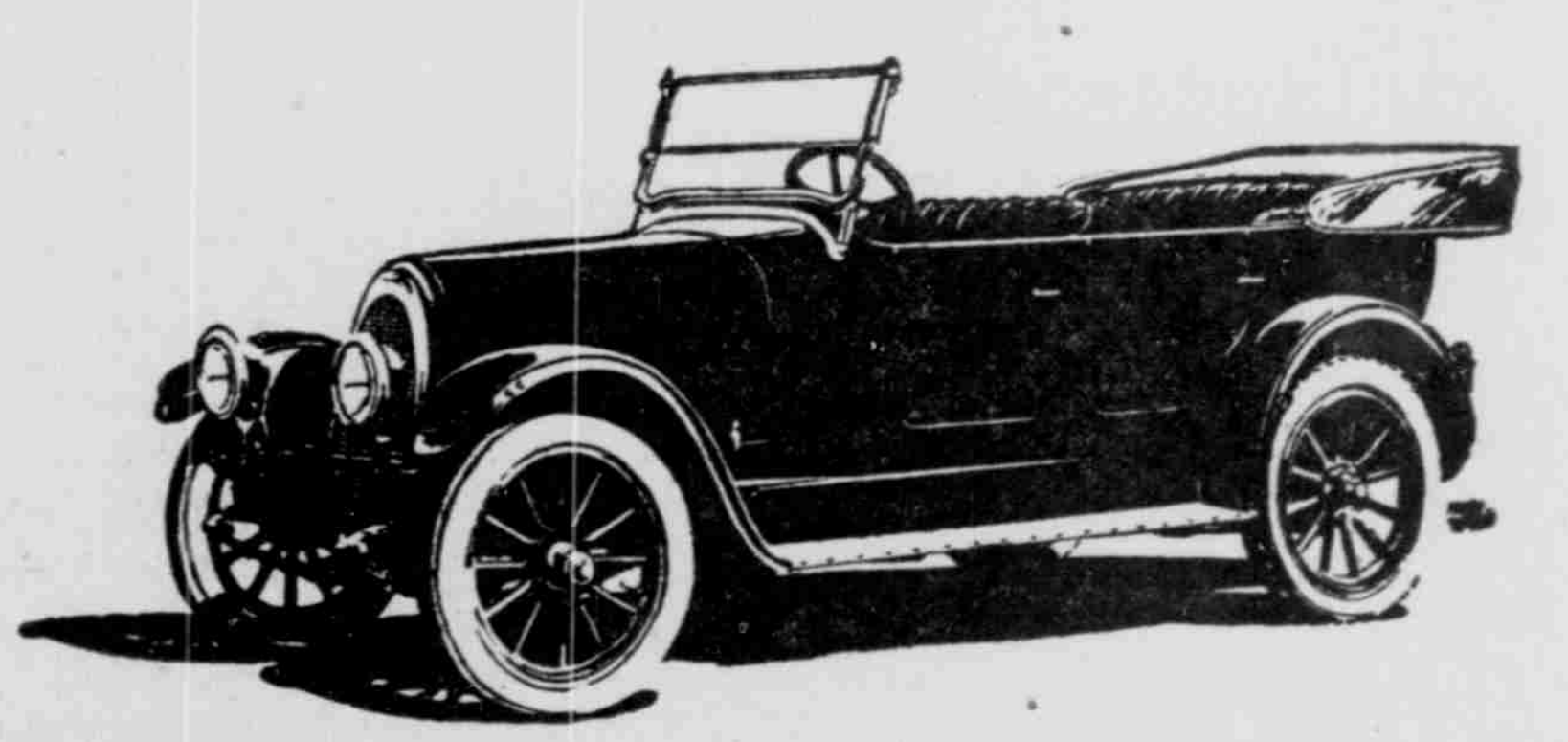
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The FRANKLIN SIX

NEW MOTOR

More power; more speed; more economy New pressure air-cooling system—the highest development of motor cooling New demountable rims Lowest price in 20 years

The New Car—Series 10—Has Just Arrived It will give you the finest ride you have ever had



Touring Car \$1950 Runabout \$1900 Sedan \$2850 Demi-Sedan \$2250 Coupé \$2750 Demi-Coupé \$2100 Brougham \$1750 Touring-Limousine \$3150 (All prices f. o. b. Syracuse)

FRANKLIN-MARMON CO.

511-515 Lincoln Way West Main 212

Budweiser advertisement featuring a bottle of beer and the text 'Tastes just as good as ever' and 'Budweiser Everywhere'.

Cuticura Soap Complexions Are Healthy advertisement.