GERMANS TRAIN HEAVY GUNS ON ANTWERP TO CRUSH BELGIAN FLANKING ASSAULTS

through the lines. Wounded officers who have come back from there declare the fighting is like the pendulum of a clock, first one side having the advantage and then the other.

Every effort of the Allies to gain a foothold either in St. Quentin or in the territory immediately to the north between the armies of General von Kluk and Von Boehm has failed. As it is considered essential that the German line be broken there, additional reinforcements are being sent, and the battle continues without interruption day and night.

Sir John French, the British field marshal, commanding the British forces, is calling upon War Secretary Kitchener for more men. If the Allied line could be reinforced with 100,000 fresh men at this juncture it is believed that the battle would see its conclusion within 48 hours.

That the Kaiser personally is directing the offensive movements of the German army in France was the belief expressed today at the headquarters of General Gallieni, French Military Governor of Paris. Evidence that the Government holds the same opinion is contained in the following sentence of the official statement issued last night:

"These (German) attacks were made with a uniformity which denot in- structions from the highest command to seek the solution of the battle."

Thus it would seem for the time being, the German Emperor has assumed the task of his General Staff.

That the losses are growing heavier, due to the increased ferocity of the attacks, is shown by the greater numbers of wounded that are being brought from the battle ground. Especially heavy are the losses on the Oise, Aisne and Somme Rivers, where the French are trying to encircle General von Kluk's army and are meeting with violent counter attacks.

It is impossible to estimate the staggering loss of life that has resulted in the present conflict, but it is unofficially estimated that the Germans have lost 200,000 men in killed, wounded and captured since they invaded France.

The desperate efforts of the Germans to smash the allied line indicates that they are endeavoring to conclude the engagement before England can send another army to reinforce the Allies.

It is reported from the front that an epidemic of typhoid fever has broken out in the German army and that thousands of soldiers are in the army hospitals suffering from this disease or from measles or dysentery. The troops, worn to the point of exhaustion by the continuous fighting and marching, fell easy victims to disease when subjected to the inclement weather which has been prevailing.

The battle continues to rage day and night. When the soldi.rs are not under rifle fire, they are facing the hail from machine guns. When they are not in machine gun range, they are under bombardment from artillery and howitzers.

Some of the troops have ! under fire continuously for more than 360 hours, and the only sleep they have been able to get is snatched in the trenches while artillery is crashing around them and bullets are humming overhead.

Both sides have all their forces engaged. The only means of strengthening weak points on the battle line is by moving troops from some other point of the front.

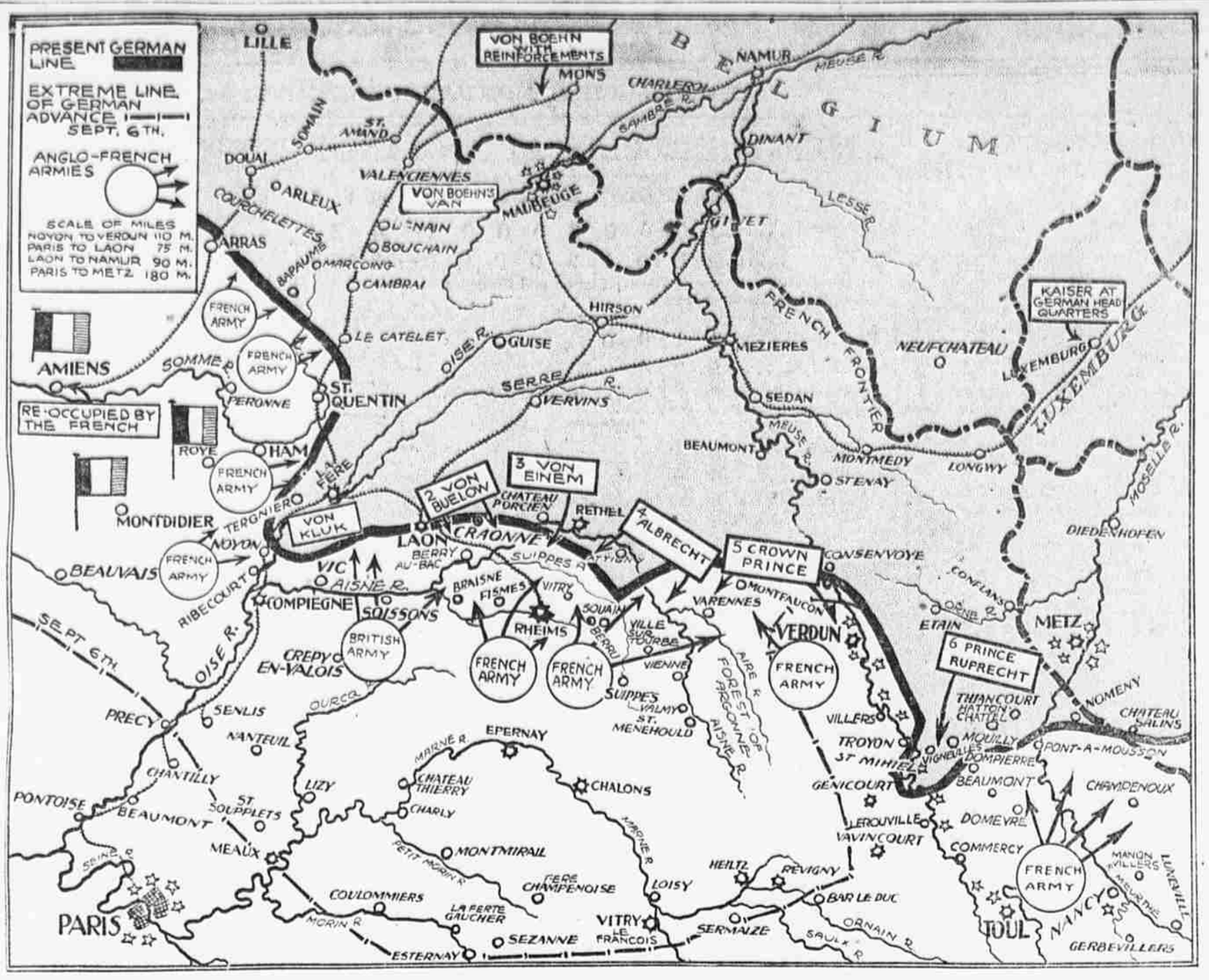
It seems inevitable one the other of the armies must break under the terrific strain. This week, the third of the fighting, surely will see the tide of victory swing to one side or the other.

At the eastern end of the battle front, where, it is generally believed, the Germans have managed to secure a foothold on the west side of the Meuse south of Verdun, the invaders are struggling most vigorously to swing their line to the northwest and thus form a complete circle of steel around Verdun and its forts.

Still farther to the west along the Aisne and up the Oise there is constant fighting. The bloodiest struggle, however, is taking place in the triangle formed by the towns of Ribecourt, Bapaume and Hirson.

Wounded soldiers from the front declare that the people at large can have no conception of the tremendous nature of the war operations. The meagre official bulletins convey only a feeble idea of the vastness and violence of the struggle.

The strain of this modern fighting is something never known before, and this conflict probably will go down in history as the longest battle known to mankind.



The new German battle line in the southeast, near the Verdun-Toul line of forts, runs from St. Mihiel, where they crossed the Meuse, past Dompiene, reoccupied by the French, to the northwest of Pont-a-Mousson. In the centre the French have repulsed their offensive at Berru, near Rheims, regained Berry-au-Bac, north of the Aisne, and while von Kluk has pushed in near Noyon, and Ribecourt, over the Oise, the French claim to have made gains along the Oise, north of the Aisne and near the Somme, and even north of it in the St. Quentin, Peronne, Bapaume region.

PART OF MEUSE FORTS SILENCED, BERLIN SAYS

BERLIN, Sept. 28.

Part of French forts along the Meuse, south of Verdun, have been silenced after heavy fighting on both sides. The offensive movement of the Germans continues without severe check.

Discussing the actual fighting, the War Office declared that heavy losses have been inflicted on the Allies by German bayonet charges, and that the Allies have been obliged to call upon their reserves to strengthen their lines. It is stated that, although the range and service of the enemy's artillery has materially improved, the Germans continue to gain ground. The Allies have been heavily reinforced on the German right, it is stated, and are making a supreme effort to outflank the German line and to break through at several points.

On the ights of the M use the Germans continue to maintain their advantage and are in strength on the west bank of the river. The bombardment of the ... s south of Verdun continues with perceptible success, according to the General Staff.

the German right it is stated that the fighting is of the most bitter character, with the enemy plainly throwing all of his available force into the fight in the effort to break through the German line. It officially is stated that at no point has he been successful, while at a number of points the Germans have advanced their lines.

Attempts on the part of the Belgians to make a successful sortie from Antwerp have been frustrated and many prisoners and an armored car have been taken.

The official statement follows:

"The offensive movement of our troops continues without severe check. Heavy losses have been inflicted upon the enemy by our bayonet charges and they have had to bring up their reserves to strengthen their lines.

"At the eastern end of the battle line, our artillery has silenced part of the forts on the Verdun-Toul line and we have succeeded in crossing the Meuse. The passage is being sharply resisted.

"In the centre we continue to gain despite the enemy's heavy artillery fire, which is now showing better aim.

"On the west we have held all the ground we gained, though the enemy has received large reinforcements and is making counter attacks. These, however, have been repulsed."

BRITISH THINK WINNING MOVES ARE BEING MADE

LONDON, Sept. 28.

The British War Office is more optimistic than at any time since the closing days of the Battle of the Marne.

It is believed probable that Indian troops, who came by way of the Suez Canal and not across Canada, despite all reports to the contrary, have entered the field of action. There are many significant things that would bear out this, but the censorship prohibits their being sent out at the present time.

The battle must be won on the left flank if at all, and the British experts believe that the winning moves are now being made.

The Government press bureau issued the following official statement this evening:

> Last night the enemy attacked our lines with more vigor, but no more success.
>
> There is no change in the situation. Germans gained no ground. The French advanced here and there.

Reports from Berlin, received through Holland and Denmark this morning which assert that the Germans have gained ground in the encounters of the last two days, are discounted by the dispatches from Belgium telling of the success of the Belgians in driving the Germans in that country into the territory south of Brussels. An unconfirmed rumor that Mons has been burned is generally credited, and it is taken to indicate that the Germans have abandoned that line of communication.

If it is true that Mons actually is burning, it may mean that the British-French armies are in strong force and have raided the German communications far north of the point where up to the present any fighting has been reported. The English people are placing great hope on this report, but it is not confirmed from any source that carries official weight, and extend for the last few days has been a most unreliable rumor factory.

More significant than anything else, however, are the circumstantial reports received here from Belgium sources that an epidemic of typhoid and allied diseases has broken out in the ranks of the German army, and that their horses are suffering from glanders. These reports came from so many sources that they are generally credited. The worst cases are in the valley of the Dendre River, near Termonde, where it is reported 700 men have already died of typhoid and other infectious diseases.

The military experts say that disease can be expected at this time now that the war has been in progress eight weeks. The rivers of Belgium and France have been utilized by both sides to get rid of dead men where there was no time to bury them. Then the cold rains, which have now prevailed for more than two weeks, have added to the difficulty of gathering the wounded. Many bodies remain unburied, putrefying in the water sheds of ... rivers.

The suffering of the wounded as the result of the weather conditions is fearful. Those who cannot drag themselves to places of shelter simply die where they fall, as pneumonia follows in nearly every instance. In addition, wounds that ordinarily would be clean now get filled with mud, and infection follows as a matter of course.

In this respect it is stated that the Germans have suffered far more than the British or French, who have maintained their field hospitals at full strength and have rushed their wounded well into the south immediately after first aid has been applied.

RUSSIAN "STEAM ROLLER" CRUSHES FOES IN GALICIA

Austrian Third Line of Defense Routed as Czar's Troops Reach Tarnow and Seize Carpathian Passes.

PETROGRAD, Sept. 28.

The Austrian troops have been routed from their third line of defense in Galicia. The Russians are approaching Tarnow, only 70 miles from Cracow, and have also captured Uzsok and Szavtana, Hungarian town on the southern slope of the Carpathian Mountains. They have captured the town of Przemysl at the point of their bayonets, but the garrisons of some of the forts there continue to hold out.

This news is given in a statement issued by the General Staff today. It shows that the Russian steam roller is progressing with amazing rapidity and that only a stiff defense at Cracow and along the line from there to Thorn, East Prussia, can prevent the Russian armies from being well on their way to Berlin within a very short time. The General Staff is pushing the army forward with all possible haste, hoping to avoid a winter campaign for the capture of the German capital.

The Russians are today in force at Tarnow. Although they are unable to move with the great speed shown in the early days of the Galician operations, because of the swollen rivers and marshy condition of the territory through which the army is advancing, the Russian forces are declared in today's War Office report to be making steady progress.

The Russians are moving steadily forward in four separate movements. The bombardment of Przemysl continues with one of the main forts already reported as occupied by the Russians. It is stated here that the Russians have again taken a number of guns and that the Cossacks are cutting to pieces the rear guard of the retreating Austrians.

Through the pass at Uzsok troops are pouring upon the plains of Hungary to strike the Austrians in the rear and cut off communication between Kaschau and Cracow. At Uzsok and Szavtana, which lies near the source of the river Ung, the Russians captured thirty guns, 4500 prisoners, many rapid-firers and large quantities of ammunition and supplies.

Part of the forces under General Von Colrad at Przemysl succeeded in cutting their way through the Russian lines west of that fortress in an attempted retreat, but they were pursued by large forces of Cossacks and suffered terrible losses, says the official report. Some of the Austrians succeeded in reaching Jaslow and joining other forces there, but they lost every gun that they attempted to take with them.

JAPANESE AIRMEN BEAT OFF ASSAULT OF GERMAN CRUISERS

Tsing-Tao Defenders Hemmed in Within Five Miles of Town in 48 Hours' Anglo-Japanese Attack.

TOKIO, Sept. 29.

Japanese troops have fought their way to a point only five miles from the main fortifications of Tsing-Tao, according to an announcement issued this afternoon. The German legation admits that the forts' defenses have fallen back on their main lines, according to dispatches from Pekin. It is said the fighting has continued for more than 48 hours.

It is officially announced that three German warships bombarded the right wing of the Japanese army attacking Tsing-Tao until a Japanese aeroplane flew over them and forced them to divert their fire. The Germans have been hemmed in within five miles of Tsing-Tao, according to the official statement.

The Japanese casualties so far as ascertained are given as three killed and 12 wounded. The German casualties are said to be 312.

The Germans were surprised in the trenches and many were bayoneted, when the allied British and Japanese troops made their main attack.

According to the statement, the fight began on September 26. German gunboats bombarded the positions of the Japanese troops. Japanese aeroplanes proved effective in reconnoitring expeditions and are reported to have escaped unharmed.

The morale of the German defending force at Kiao-Chau is on the wane, it is reported here. Some of the soldiers have deserted, escaping by land or sea. Through them it is learned that, despite the determination of the Governor of Kiao-Chau to fight to the last, the party which advocates timely surrender is asserting itself. It has found its defenders even among high officials of the army. Some of these advocates of surrender have been shot, while many have been sent to the first line of defense.

The German flying machines have been damaged and can no longer serve a useful purpose. The food supply is cut off by the strict blockade of the Japanese navy and is daily diminishing. Whatever is replenished comes only through the smuggling of Chinese junks. The supply of materials for the making of bread is also stopped, consequently the output is greatly restricted. Scurvy is gradually increasing. As the British troops have landed and joined the Japanese army, it is expected that the general assault on the fortress will soon commence.

PEKIN, Sept. 28.

It is learned from Wei-Haien in Shantung, that a second detachment of Japanese troops arrived there at sundown on Saturday with 15 cart loads of ammunition and supplies. Other troops have advanced west along the railway and hold Fangtse, where the Germans flooded the coal mines before their departure. All the Chinese miners fled.

The American mission is crowded with women of all classes from the city and country districts. They are said by the correspondent at Weihsien to fear both the Japanese and the Chinese soldiers.

LONDON, Sept. 27.

An agency dispatch from Pekin says it is officially announced there that Pei-ho was occupied on September 27 by a small Japanese detachment, which repulsed 300 Germans.

SOCIALISTS WORK FOR PEACE

LUCERNE, Sept. 28.—At a conference of influential Swiss and Italian Socialists held here resolutions were adopted pledging the Socialists to do everything in their power to end the war as quickly as possible.

CARNIVAL OF SAFETY AGAIN DELIGHTS LARGE AUDIENCE

Convention Hall the Scene of a Series of Practical Demonstrations.

The Carnival of Safety, for the third time at Convention Hall, Broad street and Allegheny avenue, this afternoon, presented to an interested public a series of practical demonstrations designed to point the way to the prevention of accidents.

Through the untiring efforts of Mrs Joseph R. Wilson, chairman of the Home and School League Arrangement Committee, and Mrs. Edwin C. Price, the league's president, the carnival is receiving wide-spread publicity, and the sanction and support of the city officials. Safety devices and the use of them in the event of immediate danger are exhibited by municipal departments, private corporations and civic associations, in booths that line both sides of the hall.

The afternoon program, which was seen and heard by a large audience, began with the unfurling of the American flag and the singing of "America" by the Boy Scouts in conjunction with the audience. Under the careful direction of Scout Masters Rosenheim, Hitchcock and Patton, the boys went through a lightning semaphore drill. This was followed with an exhibition drill by the Fire and Police Department, and a demonstration by public school children.

Dr William C. Jacobs, Acting Superintendent of Schools, issued instructions to all public schools in the city that classes which desired to attend the sessions of the Carnival of Safety during school hours would have permission to do so. The superintendent said that the lessons taught by the various exhibits and the fire drills were important to every child, and that each teacher had been instructed to talk to the pupils on safety and to urge them to have their parents take them to at least one session of the carnival.

TAX RATES FOR TEN CAMDEN COUNTY DISTRICTS RAISED

Hearing Will Be Granted Those Desiring Lower Levy.

Tax rates in ten of the districts in Camden County, N. J., have been increased, and those desiring a lower rate will have to file their application with the County Board by Wednesday of this week. The greatest increase is in Waterford township, where the rate has been advanced from $1.55 to $2.53.

Until last winter the rate was limited to $2.01. If a district wanted a higher rate, application had to be made to the County Board, which at that time could authorize a rate no higher than $2.01. This law has been repealed by the New Jersey Legislature, and at the present time there is no limit to the tax rate.

The total gross ratables in the 21 districts is $91,707,604, an increase of $1,111,293, or 4.64 per cent. over 1913. The rates per $100 in the various districts are:

	1914.	1913.
Camden City	$2.00	$2.00
Gloucester City	2.23	2.00
Borough of Audubon	2.02	2.01
Borough of Chesilhurst	2.25	2.00
Borough of Collingswood	2.37	2.26
Borough of Haddonfield	2.39	2.31
Borough of Haddon Heights	2.30	2.12
Borough of Laurel Springs	1.89	1.64
Borough of Merchantville	2.24	2.24
Borough of Oaklyn	1.93	2.20
Borough of Woodlynne	1.94	1.98
Township of Berlin	1.74	1.78
Township of Centre	2.07	2.01
Township of Clementon	1.60	1.56
Township of Delaware	1.49	1.53
Township of Gloucester	2.27	2.14
Township of Haddon	1.80	1.76
Township of Pennsauken	2.39	2.31
Township of Voorhees	1.68	1.70
Township of Waterford	2.53	1.55
Township of Winslow	2.10	2.12
Average	2.18	2.04

OLNEY WANTS ENGINE ROOM

Committee Asks Director Porter to Remodel Police Station.

A delegation representing the Olney Improvement Association called upon Director Porter today and requested that the old 35th District Police Station, at Rising Sun lane and Summerville street, be remodelled. They asked that part of the station house be set aside as a fire-engine room because the nearest fire station in the vicinity, that in Branchtown, is too far distant from Olney to answer an urgent call. Director Porter promised to take the matter into consideration. The delegation was composed of J. Frederick Burkhart, John R. Richards, Milton Wolf and John Hartman.

GERMANS BESIEGE ANTWERP IN FIERCE ASSAULT ON FORTS

Reinforcements Move Forward in Several Directions in Campaign to Occupy New Belgian Capital.

ANTWERP, Sept. 28.

The Germans are shelling the outer fortifications with heavy guns. Already they are reported to have caused damage to Forts Vachem and Wavre and to the chain of fortifications which connect them. The forts are responding vigorously to the fire.

The guns used are those with which the Germans yesterday bombarded Mechlin, killing many worshippers as they left church and setting fire to many buildings, including the hospital of the Little Sisters of the Poor. Fort Strombaut is reported to have been practically destroyed by the German shels.

So far as the bombardment of the defenses of Antwerp is concerned it is believed that the present action is intended to keep the Belgian army inside of the fortifications. The guns used are of the heavy ordinary siege type and not the caterpillar pieces that caused the losses of Liege and Namur. Antwerp is quiet and the General Staff shows no concern over the latest development.

Belgian refugees are pouring into Maestrich, owing to the burning of a nearby village by the Germans. They say that eight Belgian soldiers succeeded in cutting the railway, and that a German train in consequence was thrown into the ditch. In revenge the Germans burned the village.

Unconfirmed reports state that the city of Mons, headquarters of General Bochn, commander of the German army sent to assist General von Kluk, is burning and that the railroad broke on the main line between Mons and Brussels at Blerick has been blown up, cutting railroad communication between the German forces at Brussels and Mons.

Travelers arriving from Ghent predict heavy fighting there in the near future, as the Germans are making every effort to penetrate to Antwerp. They have been repulsed again near Termonde, in the vicinity of which they managed to destroy several villages by a withering scrapnel fire.

It is evidently the Germans' intention to force their way through to St. Nicolas, if possible, and complete the ring of investment around Antwerp. Their bombardment of the city must be deferred, however, till their big guns are brought near enough to be effective and the concrete emplacements for them have been completed.

CHICKEN THIEVES WELCOME

Police Yearning for More After Being Rewarded for Capture.

Police of the Branchtown station are yearning today for more allowed chicken thieves to capture. They caught two Saturday, and as a result were presented with a dozen fat hens by Mrs. Josephine Cowceo, of Wyncote, whose coops had been robbed. The two men, Pasquale Gallaro and Julius Sandino, of 1923 North Fairhill street, were turned over to the Montgomery County police today.

Gallaro and Sandino were arrested early Saturday morning. They had three suitcases, containing 43 chickens, whose perks had been wrung. All were returned to Mrs. Cowceo.

JAPAN GUARDS COAL SUPPLY

MANILA, Sept. 28.—The Japanese Government has instructed Japanese coal dealers in Manila not to sell coal without receiving a bond for twice its value and to insist upon a Consular inspection. Its action was caused by reports that German vessels have been loading coal here to supply German war vessels in the Pacific.

NEW MILEAGE BOOK ON TWO RAILROADS IN EFFECT THURSDAY

Reading's Interchangeable, an Innovation, Good on 25 Other Lines—P. R. R. Unchanged.

Mileage books of the Philadelphia and Reading Railway Company and the Pennsylvania Railroad Company, under the new rates which were increased from 2 to 2¼ cents a mile, and which go into effect on Thursday, will be good on many railroads on which the books were not accepted formerly. The changes will be most drastic on the Reading.

The mileage books of both companies which formerly sold for $20 will be advanced to $22.50, and the interchangeable books will sell for $25, with a rebate of $2.50 when the covers are returned to the company. Formerly the latter book sold for $25 with a rebate of $5 when the cover was returned.

The interchangeable book of the Reading, which is an innovation with the company, will be good on 25 railroads other than the Reading itself, and the company's regular mileage book, formerly the only one issued, and which was interchangeable to a limited extent, will be good on 10 railroads other than the Reading.

No change will be made in the book issued by the Pennsylvania Railroad restricted to the company's lines, but the interchangeable book will now include the New York Central, Central Railroad of New Jersey, Reading, West Shore and several other railroads.

The interchangeable mileage book of the Reading will be good on the following railroads:

Baltimore and Ohio Railroad (between all stations east of Ohio River, including the line Pittsburgh, Pa., to Mt. Jewett, Pa., and Pittsburgh, Pa., to Kenova, W. Va., inclusive except that tickets will not be accepted for intrastate travel in West Virginia).

Bath and Hammondsport Railroad (between all stations).

Buffalo, Rochester and Pittsburgh Railway (between all stations).

Buffalo and Susquehanna Railway (between all stations).

Central Railroad of New Jersey (between all stations, except that tickets will not be accepted on Shetty Hook Route, steamboats on N. Y. and L. B. R. R., except for travel en route between two stations on the C. R. R. of N. J., passing over the N. Y. and L. B. R. R. on trains of the C. R. R. of N. J.).

Chautauqua Traction Company (between Buffalo, N. Y. State Line, N. Y., and intermediate stations on L. S. and M. S. Ry. and Jamestown, N. Y., via Westfield, N. Y., and between Buffalo, N. Y., Prospect, N. Y., and intermediate stations on Pennsylvania Railroad and Jamestown, N. Y., via Mayville, N. Y.). Not good locally between Chautauqua Traction Company stations.

Chesapeake and Ohio Railway (between all stations east of and including Kenova, W. Va., except that tickets will not be accepted for interstate travel in West Virginia).

Coal and Coke Railway (between all stations).

Cornwall and Lebanon Railroad (between all stations).

Cumberland Valley Railroad (between all stations except locally between and including Harrisburg, Pa., and Lemoyne, Pa.).

Delaware, Lackawanna and Western Railroad (between all stations, except for local passage on ferries between New York, N. Y., and Hoboken, N. J.).

Erie Railroad (between all stations east of and including Youngstown, O.; Oil City, Pa.; Dunkirk, N. Y., and Suspension Bridge, N. Y., except locally on ferries between New York, N. Y., and Jersey City, N. J.).

Lake Shore and Michigan Southern Railway (between Buffalo, N. Y., and Youngstown, O.; between Buffalo, N. Y., State line, N. Y., and intermediate stations, and between Buffalo and Jamestown, N. Y., via Westfield, N. Y.; between Oil City, Pa., Du Bois, Pa., and intermediate stations; between Dunkirk, N. Y., Titusville, Pa., and intermediate stations on R. A. N. Y. and P. Ry. from Buffalo, N. Y., State Line, N. Y., and stations intermediate thereto to Pittsburgh, Pa., and stations east thereof on Pittsburgh and Lake Erie Railroad).

Lehigh Valley Railroad (between all stations).

Mt. Jewett, Kinzua and Bliterville Railroad (on trains between Larabee, Pa., and Smethport, Pa., only).

New Jersey and New York Railroad (between all stations).

New York and Long Branch Railroad tickets will be accepted on a through Pennsylvania Railroad train as part of a continuous journey, as follows: Between a station on the Pennsylvania Railroad, east of Perth Amboy, N. J., and Trenton, N. J., or a station west thereof; also between Allentown, N. J., or a station west thereof, and a station on the New York and Long Branch Railroad, north of Sea Girt, N. J., to and including Long Branch, N. J., also between Bay Head, N. J., or a station west thereof, and a station on the New York and Long Branch Railroad north of Bay Head, N. J., to and including Long Branch, N. J. (Use C. R. R. of N. J. trains, see Central Railroad of New Jersey). Tickets will not be accepted for local passage on New York and Long Branch Railroad).

New York Central and Hudson River Railroad (between all stations, except that tickets will not be good for use by way passengers between stations upon the main line between Albany, N. Y., and Buffalo, N. Y. It will be good between Albany, N. Y., and Buffalo, N. Y., proper).

New York, Philadelphia and Norfolk Railroad (between and including Delmar, Del., and Cheriton, Va., and Crisfield, Md.).

New York, Susquehanna and Western Railroad (between all stations).

Pennsylvania Railroad, Philadelphia, Baltimore and Washington Railroad, West Jersey and Seashore Railroad (between all stations, except that tickets will not be good for local passage between stations on the line between Philadelphia (Broad street station), Pa., Bryn Mawr, Pa., Darby, Pa., Angora, Pa., or North Philadelphia, Pa., or between Camden, N. J., and South Camden, N. J., or Pavonia, N. J., or between Pittsburgh, Pa., and Wilkinsburg, Pa., or between Calvert, Md., and Cockeysville, Md., on Bond street branch to Baltimore, Md., or between Jersey City, N. J., and Marion, N. J., or locally on the N. Y. and L. B. R. R.).

Pittsburgh and Lake Erie Railroad (between all stations east of and including Pittsburgh, Pa., from Pittsburgh, Pa., and stations east to all stations on the L. S. and M. S. Railway, between State line, N. Y., and Buffalo, N. Y., inclusive, from Pittsburgh, Pa., and stations east to all stations on the Erie Railroad, east of and including Union City, Pa.). Not good locally between P. and L. E. R. R. stations west of Pittsburgh, Pa.).

Pittsburgh, Cincinnati, Chicago and St. Louis Railway (between Pittsburgh, Pa., and Wheeling, W. Va., only, but not to, from or between intermediate points).

Western Maryland Railway (between all stations except that tickets will not be accepted for intrastate travel in West Virginia).

Wilkes-Barre and Eastern Railroad (between all stations).

The Reading mileage book, not having the interchangeable feature, will be good on the following railroads the same as the interchangeable: Baltimore and Ohio, Buffalo and Susquehanna, Buffalo, Rochester and Pittsburgh, Central Railroad of New Jersey, Lehigh Valley and Pittsburgh and Lake Erie; also the Susquehanna and New York, Central Railroad of Pennsylvania, Cornwall Railroad and the New York Central within the State of Pennsylvania.

LOCAL FIRE RECORD

		Loss.
P. M. 11:20	1821 S. 6th st.; store and dwelling of James Brown	$700
A. M. 12:30	6025 Market st.; store and dwelling of P. J. Monahan	$1000
3:30	30th st. and Powelton ave.; shed of the Pennsylvania Railroad	Trifling
4:06	1659 Frankford ave.; store and dwelling of Max Kesin	Trifling
4:34	1247-1249 N. Howard st.; paint shop and of E. Spangler & Co.	$30,000
9:45	633 Wilder st.; dwelling occupied by Morris Amen	Trifling
11:30	25th st. and Susquehanna ave.; fence of the American Mechanics' Cemetery	Trifling
Noon. 12:00	513 N. 24 st.; store and dwelling of Frank Fredericks	Trifling
P. M. 12:47	Rear 2025 D st.; stable of Frederick Frys	Unknown