ued from Page One perally taken by private engineering firms, they are insistent that increased or returns be used to subsidize the system in accordance with promises made people. In favoring the abolition of exchange tickets, the right of the ty to ask for reduction of fares and an iron-clad provision for no bobtailing. hile opposing the Board of Supervising Engineers as proposed and the present wording of the lease in the matter of guaranteed dividends for the company, n is apparent that the firm has sustained virtually all of the vital objections the lease made by A. Merritt Taylor and has confirmed in the main public hisctions of other sorts heretofore registered.

Virtually all of the members of the board of directors of the Chestnut treet Association, of which Ellwood B. Chapman is president, will attend the transit hearing tomorrow, it was announced at the headquarters of the

association today.

FORD, BACON & DAVIS URGE REVISION OF TRANSIT LEASE

By the proposed board of control to

be established under the present proposal

the city secures by a practical working

method an equal voice with the company

in supervision and control of operation of

the company's present system as well as

of transit facilities furnished by the city.

This is an important advantage obtained

This is an important advantage obtained over the 1916 proposal, which contained no definite effective provision for control by the city.

(b) City's right to finance equipment. The present proposal reserves the right to the city to furnish and finance tracks, third rail, signals and rolling stock for use with the city's transit facilities. Assuming that the company would have to pay 6 per cent for this financing and the city 4 per cent, we have estimated that this should result in an average saving to the city of more than \$400,000 annually.

(c) Saving in abatements

to the city of more than \$400,000 annually.

(c) Saving in abatements.

Under the present proposal the company will continue for the forty-year period to make all of the annual payments to the city provided by the 1907 contract. Under the 1918 proposal the city sinking fund payments were deferred for five years and the paying charges and tax on excess dividends were eliminated entirely. We have estimated that this abatement of paym. 2ts by the company under the 1916 proposal would have amounted to between \$43,657,000 and \$45,950,000 less the city's earnings under the 10-90 division in excess of the city's interest and sinking fund charges.

MAKES SUCCESTIONS

MAKES SUCCESTIONS

MAKES SUCGESTIONS

(a) The right of the city to apply to the commission for a reduction of fares should be specifically referred to.

While, as pointed out in our previous report, it will probably be necessary in order to meet all charges during the early years of operation of the rapid transit facilities to make charges averaging higher than a five-cent rate of fare, our estimates for the entire period of the contract show that an average of five cents during that period would probably produce a fair return to city any ompany, and consequently during the later years of the contract it may be possible to operate at less than a five-cent fare.

We are informed that under the existing law the Public Service Commission has a right under the act establishing it to fix just and reasonable rates and that after application for an increase of rates under Article XXIII it would have the right to change the rates from time to time by increasing or reducing them. As there is a specific provision in the present proposal providing that the company and the city join in an application to increase the rates, it would seem wise to insert at the conclusion of the second paragraph of Article XXIII a statement somewhat as follows:

Nothing herein shall prevent the commission raducing the faces from time

Nothing herein shall prevent the com-mission reducing the fares from time to time or the city making application to secure a reduction.

(b) The city should have the right to

commute company's payments or appro-priations from general taxation into re-

priations from general taxation into reduction of fares.

If it should be found after the rapid transit system is in full operation that abnormal increases in taxable values have thereby been produced and that the city is in a position to devote a portion of its tax or other revenues, such as the payments by the company under the 1907 contract to the support of the city bonds issued for rapid transit construction, the city should have the company's agree-

The statement of Ford, Bacon & Davis joint control over company's present New York. Sept. 4, 1917.

Mr. William S. Twining, Director Department of City Transit, Philadelphia. Dear Sir-We have, at your request, examined the proposed ordinance compris-ing a contract with the Philadelphia Rapid Transit Company for the mainte-nance and operation of unified transit fa-

slittles in the city of Philadelphia, which we understand embodies an arrangement lting from recent negotiations by your partment and its legal advisers with

that company.

It is our understanding that you desire our opinion of and suggestions concerning this proposed contract, both by itself and in comparison with the company's offer of December 20, 1918, upon which latter offer we presented to you a memorandum report under date of March 9, 1817.

For purposes of convenience, we will refer to the proposed ordinance, dated August 17, 1917, as the "present proposal" and the offer of December 20, 1916, as the "1916 proposal."

In general, we would state that in the present proposal there have been secured for the city three fundamental and controlling advantages which eliminate the principal objections to the 1916 proposal, as follows:

First. Priority of income return on y's investment over dividends on com-

city's investment over dividence of pany's stock.

Second. Avoidance of city guarantee of dividends on company's stock.

Third. Establishment or city's investment on a firm financial basis of assured income, thereby releasing the city bonds from the debt limit and thus enabling further transit or port development. COMPARISON OF PROPOSALS

COMPARISON OF PROPOSALS
Under the present proposal there would be paid into the City Treasury interest and sinking fund charges, cumulative, on the city's bonds issued for transit facilities before any dividends are paid to the company's stockholders.
Under the 1915 proposal there were to be paid to the company's stockholders 5 per cent dividends on the present \$30.000,000 of stock before the payment of interest and sinking fund charges on the city's bonds issued for transit facilities, and such payments of company dividends were to be cumulative and virtually guaranteed by a provision permitting the com-

and such payments of company dividends were to be cumulative and virtually guaranteed by a provision permitting the company to charge for transfers in case of deficiency in earning such dividends.

We believe that the question of whether the city's fixed charges or the company's dividends be paid first is one of vital importance, as we have estimated that for the first fifteen years' operation of the unified system, with five-cent fares and free transfers, with a 5 per cent annual dividend on company's stock, there will be a total deficit of from \$30.388.000 to \$57,916.000, as per estimates A and B, in our previous report. During this period the largest deficit in any one year is estimated at from \$4.120.000 to \$5.916.000.

It should be noted that in this way, under the present proposal, the burden of proof is placed on the company instead of on the city; in other words, the company has to prove in a case before the Public Service Commission what is a fair rate of dividend on its stock and whether it is conducting efficiently the passenger transportation business in Philadelphia.

Under the present proposal, the com-

Under the present proposal, the company's dividends in the series of subtractions from gross revenue come after the sily's fixed charges. It is provided that beginning at the date the contract becomes effective the maximum dividend rate shall not exceed 6 per cent cumulative, although during the period of continuance of exchange tickets, or until the operation of the first section of the Broad street subway and delivery loop. 5 per cent per year is the maximum dividend that may be paid.

It should be noted that these rates are maximum limits and that there is the possibility, due to conditions of the business, that these maximum dividends will not be carned and paid. While the city specifically concedes the fairness of a 4 per cent dividend rate and agrees to join the company in appealing to the Public Service Commission to order a just and reasonable fare if 4 per cent is not paid, the public is assured by this procedure before the commission that the reasonableness of the company's dividend rate will be judicially passed upon by this duly constituted nublic body after a thorough consideration of all the facts; with the further assurance that such determination, as far as the city is concerned, cannot exceed 6 per cent unless produced by the proposed fifty-sifty division between city and company of further surplus earnings. This appeals to us from the standpoint of the public as a better method of determining this dividend rate than fixing the minimum rate of 5 per cent as per the 1916 proposal without judicial and scientific determination.

DIVIDEND RATE

DIVIDEND RATE

It should be understood that the dividend rate of 5 per cent fixed and guaranteed by the 1916 proposal was a minimum rate, to be deducted before the city obtains any part of its interest and sinking fund charges. If and when the earnings were sufficient to pay any part of the city's charges, the company was to deduct 10 per cent of the amount earned in excess of its dividends, which would give the company one-ninth of the amount payable to the city. Therefore, when the earnings became sufficient to pay the city's charges in full the company, in addition to its 5 per cent, would be receiving one-ninth of the amount of the city's revenue, and this would equal approximately 2 per cent on the company's stock, making a total of 7 per cent. If in the later years the earnings should increase sufficiently to pay back the city's deficits in the earlier years the company's addition to its 5 per cent on would result in total dividends to the company of as much as 9 per cent per year and upward in such later years.

Consequently, under the 1916 proposal, when the city earns its fixed charges from the transit facilities, the company would receive more than 7 per cent proposal, when the city earns its fixed charges from the transit facilities, the company's dividends with the prospect of 9 per cent pr more before the expiration of the lease.

By reason of the leeway of surplus income, represented by company's dividends coming after the payment of the fixed charges on city bonds issued for transit facilities, there is provided under the present proposal an assured income for these city bonds entirely independent of the fixed charges by general taxation. This would avoid a temporary increase in the seneral tax rate which we estimated under the 1916 proposal at as much as 35 cents on the \$100, although this will probably be at the experise of temporarily increased fares, which may be at the discretion of the commission, by a charge for transfers or the establishment of a zone system, and not necessarily by fat in

company.

This might be accomplished by a clause to the effect that:

At any time while the question of fare revision is before the Public Service Commission the city may by ordinance waive a portion (properly limited as to amount and period) of the interest and sinking-fund charges payable to it under Item 7, and such desire and intent on the part of the city shall be placed before the Public Service Commission to be taken into consideration in fixing the rates of fare.

(c) Abolition of processing the constitution of the city shall be consideration.

(c) Abolition of exchange tickets.

As three-cent exchange tickets will virtually all be abolished automatically by the operation of the new rapid transit lines with universal free transfers, the question of immediate abolition involves the further use of exchange tickets for only about four years, or until the Broad street subway is opened. The total revenue in question for four years' continuance would be less than \$3,000,000.

SOME ALTERNATIVES The various alternatives that have been

proposed are:
First. For the company to give up exchange tickets without remuneration.
Second. For the company to give up exchange tickets after reimbursement therefor out of the city treasury, as provided, in effect, by the 1916 proposal. Third. To continue the use of exchange tickets, as at present, until the commencement of operation of the Broad street subway, but limiting the company's dividend during such period and giving the city a share in the revenue from such exchange tickets during this period, as provided in the present proposal.

Fourth. Immediate abolition of ex-change tickets and compensation to the company by some concession in the con-tract which would not involve a draft on the city treasury.

If it be deemed advisable that ex-changes should be abolished immediately and that the city should reimburse the company therefor until the opening of the Broad street line, our foregoing sugges-tion (c) would provide a means of so

doing.

(d). Advisability and composition of Board of Supervising Engineers.

We believe that a board of control should be established to vest in the city a proper degree of control over the unified transportation system and to insure by joint authority of city and company the smooth operation of this contract. We question, however, the advisability of the proposed method of constituting such a board.

LIKE CHICAGO BOARD

LIKE CHICAGO BOARD

The proposed board is modeled after the Chicago board, which was established in the Chicago board, which was established in the Chicago traction settlement of 1907. The establishment of this Chicago Board of Supervising Engineers, which we believe was originally suggested by us, was necessary from the city's standpoint and desirable from the standpoint of the company because of the fact that at that time there was no city board or department authorized to deal with transit matters, nor was there any State regulatory body to act in a judicial capacity between the municipality and the company.

In view of the fact that the City of Philadelphia has already established the Department of City Transit with a complete and efficient engineering organization, which in our opinion is fully able to join with the company in the supervision and control of these facilities, and inview also of the fact that the Public Service Commission of Pennsylvania is established by law to pass in a judicial manner upon any dispute which may arise between these two contracting parties, we believe that so far as possible the details of constructionand operation under the proposed contract should be left in the hands of such legally constituted authorities. On the other hand, we recognize the feasibility or necessity of enlarging as far as may be by ordinance in connection with the proposed contract or by statute the powers of the Department of City Transit as representing the city's interest. Our suggestion as to this board is that the Director of City Transit represent the city and that the company appoint and pay for its representative, who, together with the city's representative, should be empowered to add to the board a third member appointed by the Public Service Commission. In this way we believe that the workings of the contract would be more smoothly and efficiently conducted without chance of friction between two differ-

ent city representatives, and with saving of expenses to the city. CONTROL OVER ROUTES

(e) Control of board over routes already adopted.

In Article III of the present proposal it is provided that "no transit facilities provided by the city shall become a part of the unified system unless the board shall have approved the same."

both as to specification and cost. We believe that it should be made clear that this does not apply to the general features of routes already adopted by ordinance and referendum of the people, and, as we understand it, such application was not intended.

(f) Specific provision as to company's dividends.

We understand that the intention of the present proposal is to limit the rate of

We understand that the intention of the present proposal is to limit the rate of company's dividends paid under Item 8 to 6 per cent as a maximum, but as there may be some question as to the wording of Articles XXII and XXIII in this connection, we would recommend under Item 8, deductions from gross revenue. Article XXII, that a clarifying statement be made that no guarantee of any rate of dividend is implied thereby.

(g) Limitation of right of city to require company to furnish equipment. Under the second paragraph of Article V we would recommend that while the city retain the option to require the company to supply tracks, third-rall, signals and rolling stock, it should not be limited by the provision as to the company's ablity to secure funds at not exceeding 6 per cent interest. In other words, the city should have the right to require the company to turnish these items at a rate of interest to be approved by Councils provided the city did not desire to furnish them at a less rate of interest.

There are several other suggestions of

of interest.

There are several other suggestions of There are several other suggestions of minor importance that we have brought or will bring to your attention informally. In conclusion, we believe that the present proposal constitutes a business-like basis of contract, fair alike to the company as to the city, and permitting during the long seriod of the lease reasonable adjustments of operating conditions, practicable regulation of rates of fare and comprehensive development and extension of both rapid transit and surface lines. Respectfully submitted.

FORD, BACON & DAVIS.

TWO MEETINGS TAKE UP SMITH-MITTEN GRAB

The Smith-Mitten transit lease was considered at two meetings today. The inland transportation and municipal affairs nittee of the Board of Trade disussed the lease at a meeting at noon today in the Bourse, but deferred action. A special subcommittee, however, was appointed to attend the public hearing tomorrow and report their opinions back to the commit-tee. A special meeting of the board of directors of the United Business Men's Association was held at 3 o'clock this

Association was held at 3 o clock this afternoon at 1915 Arch street. The lease was also taken up there.

William Hancock, city member of the board of directors of the Philadelphia Rapid Transit Company, has issued another statement criticizing former Transit Director A. Merritt Taylor for his opposition to the Swith-Mitten lease. to the Smith-Mitten lease.

Elwood B. Chapman, president of the Chestnut Street Business Men's Association, has made public an exchange of letters between himself and Charles L. Fluck, president of the Northwest Business Men's Association, upon the transit lease. Mr. Chap-man upholds the Taylor plan for the elimination of exchange tickets against the attacks of Mr. Fluck.

LANCASTER HISTORIANS GUESTS OF JUDGE BROWN

Society Entertained at Home of Chief Justice of the Supreme Court

LANCASTER, Pa., Sept. 6.—The Lan-caster County Historical Society was en-tertained today by Supreme Court Chief Justice J. Hay Brown at his country home. Oak Hill, Paradise. Exercises were held, celebrating the founding of a Huguenot Set-tlement under Madame Ferree at Oak Hill tlement under Madame Ferree at Oak Hill and Lafayette's birthday. Lafayette, when in America, held a re-ception at Paradise for the descendants of

hese Huguenots.

A historical address was given by Judge Charles I. Landis, of Lancaster, on Mary Ferree and her settlement, and another by Thomas L. Montgomery, State Librarian

PEACHES PLENTIFUL. SO CAN ALL YOU CAN

Food Commission of Home Defense Committee Will Give Instructions to Housewives.

If you can can, can as many peaghes as you can, and do it today if you can If you can't can, you can request the Food Commission of the Philadelphia Home Defense Committee, 730 Widener Building, for canning instructions. They also furnish directions gratis upon re-quest for the drying and preserving of peaches. This delectable fruit is now sell-ing for twenty-five to seventy-five cents per carrier of nine quarter pecks, and the crops are rotting on account of the plenti-

Whiting has made its appearance in the tocal fish market. Coming from Boston this is still high Local fish are selling at a cheaper price, and cold storage fish are selling at a still lower price. These are marked with the cold storage stamp. The list issued by the food commission today follows:

VEGETABLES Abundant-Watermelons, peaches, cab-bage, eggplant, celery, lettuce, squash, pep-

Normal-Plums, corp. turnips, lemons cantaloupes, onions, beets, oranges, pota-toes, sweet potatoes, garlic, green string beans, carrots, cucumbers, apples, parsley.
Scarce—Cabbage, pineapples, lima beans,
pears, blackberries, bananas, raspberries,

l	F1891	
ı		20
١	Dressed weak (medium)	
l	Dressed weak (large)	14c to 10c
ı	Round trout	10: to 11:
Į	Creakers (medium)	Sc to 10
ł	Croakers Clarge)	110 to 120
î	Porgies	12: to 13:
	Sen buss	150 to 160
1	Butter (medlum)	Se to 7:
ł	Butter (large)	12c to 14c
١	Hallbut	25c to 28c
Į	Steak cod	14th to 15c
١	Plukes	12c to 14c
1	Pelleek	14: to 16:
1	Hound mackerel	18c to 20c
ł	Lorge bake	15: to 16:
į	Medium hake	1 the Lee 1 %.
ı	Spanish muckerel	12 Sec. 244 2505
1	Riu-fish	286 to 306
Į	Dressed eels	The to 15
ł	Dressed salmon	22c to 24c
١	Dressed white cattish	15c to 16
١	Dressed red catfish	
١	Heddock	11c to 12c
ı	Large bonito macherel	The to In
	Small bonito mackerel	100 100 100
1	Round cels	120 10 130
1	Sea robins	A4c 10 12
1	Shark	Se to 4
ı	Shark	dr. 10 4
1	Whiting	200 (Eq.) (Eq.)

Lancaster Builder Dies

LANCASTER, Pa., Sept. 6.—D. H. Rapp. sixty-nine years old, of Millersville, died last night. He was a prominent building ontractor and among the large building Catholic Church, Philadelphia. He was a prominent Knight of Columbus.

PAPERS OVER TRANSOM NOT FILED, COURT SAYS

Denies Petition of Philadelphians as Nominees for Judgeship-General Hulings Loses, Too

The Dauphin County Court refused today the petitions of Frank J. Mathews and T. W. Twibill to compet the secretary of the Commonwealth to certify them as candi-dates for Common Pleas Judge in Court No. 5. Philadelphia. They threw their nomnating petitions over the transom on the night of the last day for filing for the night of the last day for filing for the primaries, having arrived in Harrisburg after the office was closed. The papers were found the next morning, and the secetary refused to receive them, which ruling

to be a candidate for Congress in the Oil City district was also refused. Hulings mailed his petition by registered letter the day previous to the last day for filing and papers did not arrive on time.

Philadelphian Killed by Train

TRENTON, Sept. 5.—Charles Slyvester, an employe of the Kelly Construction Company, of Philadelphia, was killed by a train on the Philadelphia and Reading Railway near Hopewell resterday. The Kelly Company is engaged in laying tracks at that

H. K. Mohr in Hospital

Howard K Mohr, former Mask and Wig star, now affiliated with the Philadelphia Electric Company, is in the University Hospital, recovering from an operation for ap-pendicitis. Physicians say his condition is satisfactory. He lives at the Aldine Hotel.

Ship Arrivals

Following is the United States Governnent list of vessels arriving from foreign countries at ports on the Atlantic coast and Gulf of Mexico for twenty-four hours ended September 4, 1917, as posted today in the custom house. The list shows an arrival of forty-eight vessels, of which fifteen are American, twenty British, seven Norwegian and one each Greek Belgian, Danish, Jap-anese, Italian. The nationality of the remaining vessel is unknown;

naining vessel is uninown:

Andreas, Greek; Astee, Norwegian; AngloMexican, British, B. B. Hardwick, British
schooner; Bessie L. Morse, British schooner;
Bramell Polit, American, Beştia, Norwegian;
Carolinian, American, Caiumet, American,
schooner, Diamond Field, American schooner;
Daniel M. Murre, American, Exilida, British
schooner, Flora M. British schooner; Flandres, Belgian, Hattie Darling, Beigian schooner;
Harald, Norwegian; Harewood, British; Limon,
American, Hattie Darling, Beigian schooner;
Harald, Norwegian; Harewood, British; Limon,
American, Hattie Darling, Beigian schooner;
Harald, Norwegian; Marewood, British; Limon,
American, Balance, Merican, Minish;
Limon, American, Molina, Norwegian; Margaret, J.
Sanford, Moorish Prime, British; Glearylee,
British; Seythian, British; St. Hugo, British
Singleton Palmer, American, Schooner; Santa
Maria, American, Silvia, Italian; Siljestad, Norwegian; Santuree, American; Stowdon, American
wegian; Santuree, American; Stowdon, American
bark; Scotia Queen, British schooner; Tivives, American; Tsushina Maru, Japanese, Tennyson, British; Ventura de Larrinaga, British
Vik, Norwegian ship; Vasari, British; W. S
M. Bentley, British schooner; Wallace, British
schooner.

COMES FROM ARGENT AT BEHEST OF DRAF

Hill Houston Appears Before Appeal Board for Return Till His Number Is Called

Coming all the way from Argentine to register, Hill Houston, of 5325 Chestnut street, appeared before the Draft Appeal Board No. I to get their O.K. on the permission of his district board to go back to Buenos Aires until his number is called.

He plans to join the aviation division of the Argentine army as soon as he returns so that he will be ready to go right into the flying corps here when he is notified. He has been pronounced physically fit.

He has been pronounced physically fit.

Houston is proud to be an American in the Argentine Republic. On the evening of the day that news reached Buenos Afrasthat the United States had declared was on Germany, the band of the Military Chibwas pulled into the street, and 25,000 persons marched around the streets with the band at their head playing the "Star Spangled Banner" and all trying to sing it. "It was a great thing to be an American," said Houston, in speaking of that night; "It was the most inspiring thing in the world to see the enthusiasm and acclamation of the people of that great South American republic."

The people of the Argentine, according to

ican republic."

The people of the Argentine, according to Houston, are 90 per cent pro-Ally. They are extremely friendly to the people of the United States, he added.

Houston played second base on the base-ball team of the National City Rank in Buenos Aires, which won the championship of South America this year, and has an attractive gold watch charm as a record of of South America time year, and has an attractive gold watch charm as a record of the event. Eddie Warner, former Pittaburgh National League baseball club pitcher, and the 1915 All-America halfback, King, of Harvard, played on the team. One of the games, before the American and British communities under the auspices of their respective Ambassadors, drew the largest body. games, before the American and British communities under the auspices of their re-spective Ambassadors, drew the largest body of Americans ever assembled in the Argentine. Houston said, numbering some 3000.

Houston is with one of the largest coal importing firms in Buenos Aires, an Ameri-

BLAME WORRY FOR DEATH

BLAME WORRY FOR DEATH
WILKES-BARRE, Pa., Sept. 5.—Dead in
City Hospital, Mrs. Sadina Zelinsky, twenty-eight years old, of Newark, N. J., ispronounced a victim of worry brought on by
the arrest of her husband on charges of
taking money from two other women whom
he is said to have promised to marry. The
husband, Waiter Zelinsky, was arrested
April 23. He was charged with taking \$750
from Stanisla Pelitsko, of Buffalo.
Mrs. Zelinsky hurried from Newark to
help her husband, and after many attempts
to straighten out his supposed dealings with
the other women she became violently ill.
Zelinsky was permitted to remain at her
bedside.

Just from

the Obens

Ge phy.

Victor

Highscore

Cake

Crisco

for Frying &

Fresh

Sugar.Top

COOKIES

PURE

Cider or White Distilled

VINEGAR

20° lb.

Shortening

33C can

Our Stores Welcome You

Vacation Days are over; and everywhere there's a "settling down" into the usual routine of home life. Our business swings into full vigor and the Autumn test of worthiness begins. Regular customer-friends know how trustworthy we are; but if you, Mrs. Housewife, have not been dealing with us, we cordially welcome you to our stores and ask YOU to make the test.

Our Fancy Creamery Butter, 52c h. The highest quality that the best creameries in the country can produce.

Our Choice Creamery Butter, 47° lb.

DRIED BEEF. 0c **Best New**

Potatoes

Oc 1/4

Post

Large

FAT

Mackerel

Good

Laundry

Coasties

Of phy.

Sliced COFFEE, 21c Maneeda

find its equal at anything near the price. A wonderful coffee value; a blending of smoothness, richness and pleasing flavor—and that's the reason the sales are running into millions and millions of pounds.

Our Very Best Black or Mixed TEAS

There's wise economy in every ounce you buy. These teas meet the demand for individual and distinctive quality at REASONABLE PRICE. Put the kettle on and test a trial package—your critical friends will ask for a second cup; and you'll find the same persuasive quality in every brewing.

Our Famous 45c TEAS High Quality Assam & Ceylon-Blend

These teas represent very much more than usual value, and we unhesitatingly recommend them to most exacting tastes. They're pleasing testimonials to the good judgment of those who use them; teas that should

Our Prices are food for thought

Campbell's Tomato Soup, 10c can Heinz Beans, 14c, 20c can Fancy Shrimp, 11c can Very Choice Pink Salmon, 17c can Choice California Asparagus, 13c can Potted Meats, 5c, 9c can
Curtice Strawberry Jam, 20c jar
Fresh Shredded Cocoanut, 4c, 8c pkg.
Jell-O, 8c pkg. Marshmallow Whip, 9c, 14c pkg.
Very Good Cornstarch, 8c pkg.
Baking Powder, 4c, 8c, 15c can
Cracker Dust, 10c lb. Bread Crumbs, 10c pkg.
Fipe California Prunes, 14c lb.
Choice Pears (large cans), 15c
Pure Jelly, 12c glass Seedless Raisins, 13c pkg.
Extract for making Root Beer, 8c bot.
Hires' Root Beer Extract, 13c bot.
Good Gelatine, 9c pkg. Choice Rice, 8c lb.
Large Grain Rice, 10c lb.
Macaroni, 10c, 12c pkg. Noodles, 5c pkg.
Mason's White Shoe Dressing, 8c bot.
Chase-O, 4c pkg. Fairy Soap, 5½c cake
Washing Soda, 3 lbs. for 5c Good Cleanser, 4c can Sardines, 7c can Potted Meats, 5c, 9c can

Fine Quality Beans, 14

American Stores Company

And Conveniently Located in Cities and Towns

EVERYWHERE IN PHILADELPHIA

PENNSYLVANIA, NEW JERSEY, DELAWAY

Selected beans packed with a delightful tomato sauce

eirce Business dministration

Calling a thing something it is not, does not make it so. It is easy to call an inadequately equipped and organized series of classes a "Business School."

> The history of its graduates within a few years proves whether it really was a Business school or merely a Place to teach Bookkeeping.

This Fifty-three-year-old institution cannot patent the name it originated, "Business School," nor its method of teaching, -yet while the first is used by imitators the second still remains exclusively-and successfully-Peirce's.

DAY school opens September 10; night school, September 17. Office open daily for inspection of School.

Peirce School

Business Administration AMERICA'S FORÈMOST BUSINESS SCHOOL Pine Street, West of Broad, Philadelphia

(Send for 53d Year Book)