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Through the ATLANTA FIRE

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PAUL CRET PRAISES PENN MEN IN SERVICE

University Professor Proud of Work Americans Are Doing at Front

Paul Philippe Cret, professor of design in the Architectural School of the University of Pennsylvania, is now attached to the first division of the American expeditionary force in France with the commission of Interprete Stagiaire. Professor Cret has written a letter about his experiences to the editor of Old Penn.

The University instructor was in France during the summer of 1914, when the war broke out. On August 12 he was called to the service of the French army and assigned to the Fourth Battalion of Chasseurs and sent to Ypres. He was at the battle of Arras in December, 1914, and in the Vosges (Alsace) in January, 1915. He was later assigned to the Forty-seventh Division of the General Staff, and in 1916 was sent to the topographical section of the Forty-seventh Division of Chasseurs, and was in the battle of the Somme. He was in the battle of the Aisne last summer, and received his present commission with the American expeditionary force last September. Professor Crete writes:

"I have had the pleasure of being somewhat in the employment of the University since last September, being assigned to an American division last September. And I know that you feel that the men fighting in France are nevertheless carrying on the work of Pennsylvania. I have met two Pennsylvania men already—Lieutenant Redfield, Arch. Sp., 1914, and Lieutenant Eastland, of the Medical School. I met Lieutenant Eastland at the first field hospital which had to attend American soldiers wounded in warfare. I went through the trenches where American boys were standing for the first time face to face with the common foe, and I felt happy to be able to be there. If I studied in this country it is in the United States that I have tried to do my lifework, and where I hope to keep trying to improve it later on. I will have had the honor to serve the United States in another way that I had not dreamed of; I am glad of the opportunity, anyway. The splendid effort of the University is quite in keeping with its traditions."

FEDERAL TRADE BODY TO STOP FUTURE LEAKS

Revelation That Packers Got at Secret Files Causes Housecleaning

WASHINGTON, Jan. 28.

An immediate "housecleaning" by the Federal Trade Commission to check further "leaks" of important information is to be undertaken. One official at least is already slated to go.

Letters just unearthed in private files of Chicago meat packers during the progress of the commission investigation show packers in August, 1916, obtained from secret files of the commission copy of a complaint of Representative Doolittle, of Kansas, urging a probe of the packing houses.

R. C. McManus, special packer attorney then in Washington, wrote Henry Veeder, personal secretary to J. Ogden Armour:

"Complaints filed with the Federal Trade Commission are privileged, and not available to the public. However, herewith is the Doolittle complaint."

Veeder, questioned by Special Investigator Twombly when he discovered this letter, is believed to have named the official responsible for the leak.

Careful internal grooming of the entire commission staff was expected to discover just how far "slush funds" may have seeped through into the personnel.

Hearings in the packing-house probe were to be continued early today with further sensational developments in the congressional lobby. Additional evidence tending to prove the existence of a gigantic buying combine, including all of the "big five" packers, will be submitted by Francis J. Heney, the commission's counsel. Private correspondence, memoranda and records from the packers' private offices are expected to disclose how the packers pooled their daily purchases and divided the animals on a prearranged percentage basis.

Revelations along this line, it was forecast, will show the "big five" buyers were instructed to let speculators and independents "lead off" in the early morning buying. Correspondence laying bare the pace-setting scheme that packer representatives later might "break" the market probably also will lend further support to Heney's contention that the packers were in complete control of market prices at all times.

ENEMY ALIENS ARRESTED

Seven Caught in Round-Up in Baltimore Saloons

BALTIMORE, Jan. 28.—United States Marshal Stockham and deputies rounded up seven enemy aliens in saloons at Locust Point, near the railroad shipping terminals. The prisoners are charged with being in restricted zones. Six of the men came to this country on the former interned German steamships Neckar and Rhine. All the men under arrest were taken to jail and Marshal Stockham has reported their arrest to Attorney General Gregory.

As a result of the shipyard fire Friday night and similar supposed incendiary acts in the last twenty-four hours in Baltimore and vicinity, the number of guards was increased in the shipping district last night and Federal officers were busy looking up enemy aliens.

CALLS STATE FIREMEN TO CAPTURE FIREBUGS

Judge Bonniwell Urges 150,000 Volunteers to Guard Against Treachery

The alarming increase of incendiarism, causing a loss of more than $60,000,000 worth of property, food and munitions in the last nine months and believed to be due in large part to the activity of German agents in this country, has caused Judge Eugene C. Bonniwell, president of the Firemen's Association of Pennsylvania, to issue a special appeal to the 150,000 firemen of Pennsylvania to exert every energy to the prevention and detection of incendiary fires and to constitute themselves "the keystone of the State defense against treachery and destruction."

The State has been divided into seventeen districts by Judge Bonniwell, and chairmen appointed in every district as the nucleus of an effective organization to combat the firebug. The seventeen chairmen are to constitute the State Firemen's Committee of Public Safety.

A full list of committee appointments and county vice presidents was named by Judge Bonniwell. On the law and legislation committee Senator William C. Sproul, candidate for Governor, was named. City Solicitor John P. Connolly, of Philadelphia, was again named solicitor for the organization. John T. Young, former battalion chief of Philadelphia, is on the executive committee.

Fire, which raged nearly all day long and which gave rise to strong suspicions of incendiarism yesterday, destroyed several buildings of the Ibbston estate at the corner of Front and Laurel streets and did damage estimated at $250,000. Among the establishments wrecked by the flames were the Union Ribbon and Carbon Company, manufacturers of typewriter ribbons and carbon paper; Bangnow & Hall, Inc., manufacturers of trunks; the De Witt R. Henry Company, confectioners, and the Lenox Shoe Company.

Owing to the severe cold and the driving snow the fire was an especially hard one to fight. Dense clouds of smoke caused by the burning of quantities of carbon paper added to the difficulties of the firemen. The bursting of an ammonia tank in the yard at the back of the buildings imperiled the lives of the men in its vicinity and a number of firemen were compelled to jump out of windows to places of safety.

The proximity to the scene of the fire of a number of pattern shops and factories doing war work led to the suspicion that the fire was the work of a German spy, and a cordon of police was thrown around the buildings to prevent the escape of any suspicious characters. Later it was said that no evidence had been discovered to show that the fire was of incendiary origin.

The nearby buildings were coated with ice from the water thrown over them to protect them from the flames. Coffee and sandwiches were served to the firemen by residents of the neighborhood.

A thrilling rescue of six small children and an aged woman was the feature of a fire at the home of Benjamin Solomon, 1310 South Fifth street. The building and its contents were destroyed.

The first floor was occupied as a store and the front portion of the second floor as a residence by the family of Solomon. The only persons in the building at the time of the fire were the six children of Solomon and their grandmother, Mrs. Beckie Wolf, seventy years old.

The fire was discovered by Policeman Goeble, of the Moyamensing avenue and Dickinson street station, who turned in the alarm. The escape of Mrs. Wolf and the children was cut off by dense smoke, and Goeble, together with Max Lehrman, of 1340 Lettgow street, and Joseph Lichteman, of 444 Wharton street, groped their way through the smoke and carried the woman and children to safety.

LIQUOR MEN TRAITORS, BRYAN TELLS "DRYS"

"They Woulud if Ptrmitted, Destroy Soldiers' and Sailors' Minds," He Says

NEW YORK, Jan. 28.—Placing liquor men in the class with traitors because "they would, if permitted, sell to our soldiers and sailors even now that which would destroy their bodies and minds and leave the country defenceless," William Jennings Bryan made an appeal for ratification of the national prohibition amendment as a patriotic duty.

"National prohibition is close at hand," said the former Secretary of State. "It is coming whether the State of New York approves or not, but we would rather have New York arrayed on the right side of this great question."

The Commoner came to New York especially to launch the campaign in this State for ratification of the amendment, making the visit at the invitation of Dr. D. Leigh Colvin, secretary of the National Prohibition party; the W. C. T. U. and the Young Men's Club of the Chelsea Methodist Episcopal Church. He spoke in the afternoon to a crowd which filled the Fort Washington Presbyterian Church to overflowing, many standing to hear him and many more being turned away. Last night he spoke along similar lines before a large gathering at St. Paul's Methodist Church.

ACCUSED OF STEALING AUTO

Young Man Held in Bail on Larceny Charge

Ervin Dessin, twenty-seven years old, 6026 Sarah street, who is accused of stealing an automobile belonging to M. J. La Roach, 1214 North Broad street, was held in $600 bail for a further hearing by Magistrate Wrigley, at the Germantown avenue and Lycoming street police station this morning.

Dessin was arrested last night by Policeman Winning, after he collided with a street lamp at Broad and Kerbaugh streets. At the hearing this morning he said that La Roach knew he had taken the car. Over the phone, La Roach denied knowing him.

HOTELS RESIST ATTACK

Mechanicsburg Men Expected to File Supplemental License Petitions

CARLISLE, Pa., Jan. 28.—Petitions supplemental to the original requests for licenses are expected to be filed today by the owners of all the hotels in Mechanicsburg and by the Bowmansdale House, against which remonstrances were presented by temperance workers on the ground of "no necessity."

Publication of the names of signers by the W. C. T. U. has resulted in recent years in a decrease of the number of signatures. The license court will sit on Tuesday. Many licenses under fire last year are free from complaints, temperance workers, with the exception of those in and near Mechanicsburg, having decided to work for the passage of the constitutional amendment.

Wilson May Be Out Today

WASHINGTON, Jan. 28.—President Wilson was not troubled so much yesterday by the cold which has kept him indoors since Friday, and Secretary Tumulty said he probably would be out today.

PLEA FOR PORT OF PHILADELPHIA LAID BEFORE DIRECTOR M'ADOO

Transportation Committee of Allied Trade Bodies Shows Means of Unraveling Tangle

Future of Philadelphia's Superior Port Facilities Now Up to McAdoo

USING the facilities of the port of Philadelphia is now up to Director General of Railroads McAdoo.

Through his assistant, A. H. Smith, of New York, the facts have been placed before him by Director George S. Webster, of the Department of Wharves, Docks and Ferries.

The commercial emergency committee of the Allied Trade Bodies of Philadelphia last Saturday sent Mr. McAdoo a letter showing how freight is congested because enough ships are not sent to the port of Philadelphia.

Congressman John R. K. Scott has told Mr. McAdoo that the Garfield suspension order was without results in Philadelphia's tributary territory because shipments from that territory continued and are continuing through the port of New York.

Investigation by the EVENING PUBLIC LEDGER has disclosed the following advantages of the port of Philadelphia over the port of New York:

NEW YORK	PHILADELPHIA
Delay caused by lighterage, which is an essential of that port.	Railroad facilities eliminate lighterage.
Delay of from five to fourteen days caused by extra ninety-mile haul from Pennsylvania and western manufacturing district.	Extra ninety-mile haul eliminated.
Piers piled to overflowing with freight and excess piled high in streets adjacent to piers.	Piers filled to only 15 per cent of capacity.
Ships delayed at piers by lack of bunker coal.	Plenty of bunker coal available.
Ships lying idle in harbor waiting berths to be vacated by coalless boats.	Only one-third of berths in port occupied.

All of these facts were laid before Mr. McAdoo by Director Webster, through Mr. Smith's office. Mr. McAdoo has all the necessary data available.

The question has been put up to Mr. McAdoo. What will McAdoo do?

USE of the port of Philadelphia to untravel the freight tangle and to hasten the shipment to France of munitions and supplies is now up to Railroad Director General McAdoo.

All the facts concerning the freight congestion, so far as it affects or could be affected by this port, have been placed before Mr. McAdoo. He has been advised as to the facilities of the port, which would make for quicker shipment at lower rates. He has been told that there is sufficient bunker coal here for all the ships that can be sent here.

The commercial emergency committee of transportation of the allied trade bodies of Philadelphia has sent him a letter suggesting coordination between the United States Shipping Board and the department having the responsibility of the freight situation. It is now up to Mr. McAdoo to act.

An early reply is expected from Mr. McAdoo to the letter sent Saturday by the emergency transportation committee. This letter was signed by the chairman, Ernest T. Trigg, president of the Chamber of Commerce, and the secretary, Emil P. Albrecht, of the Philadelphia Bourse.

Besides the letter sent to Mr. McAdoo, that official has the information forwarded to A. H. Smith, his assistant, in charge of all the railroads east of the Mississippi, last Thursday. Director George S. Webster and Assistant Director Joseph F. Hasskarl, of the Department of Wharves, Docks and Ferries, went to New York on that day. Mr. Smith had been called to Washington, but the Philadelphia officials laid before his secretary, M. J. Alger, all of the data showing the facilities of the port of Philadelphia. Mr. Alger promised to bring these before his chief, so that all the data is now available for Mr. McAdoo, four days having elapsed in which there has been ample opportunity for its transmission to him.

Director Webster and Assistant Director Hasskarl placed before Mr. Alger a chart of the port of Philadelphia, showing that only a third of the berths in the port are being used. The chart showed further that the piers in the harbor are filled to an average of only 45 per cent of capacity. Some few are filled to 100 per cent. Others vary from 10 to 80 per cent.

In addition to the chart, data was given showing how easily large supplies of bunker coal can be made available here; how lighterage can be done away with in the local port, eliminating delay and expense caused by the necessity of lighters to New York; how from five days to two weeks can be saved by elimination of the extra ninety-mile haul to New York, and many other self-evident facts.

Mr. Alger then admitted that ships are being held at piers in New York by lack of coal, and that others are waiting for berths to be vacated by these coalless boats. On that day there were more than eighty such ships in the port of New York. All could have been put into immediate use by simply diverting them to the port of Philadelphia, a matter of only twenty hours' run.

It is estimated that only one-fifteenth of the coal needed for a trip to Europe is needed for the New York-Philadelphia trip. Much delay could have been overcome by giving fifteen of the ships lying idle in New York the coal supply of one foreign vessel, and ordering them to Philadelphia. One vessel for foreign service would have been lost, but fifteen would have been gained, giving a net gain of fourteen ships. These fifteen ships could have been diverted to Philadelphia, loaded and on their way before they gained berths in New York.

Keen observation is not needed to discern the logic of the argument.

What step will be next taken by the committee from the allied trade bodies is now dependent upon a reply from Mr. McAdoo. Congressman John R. K. Scott on Saturday laid before the railroad director a plan whereby Atlantic seaports would receive for shipment to Europe all the freight from their tributary territories. He showed Mr. McAdoo that the Garfield suspension order proved of virtually no avail in Pennsylvania and western manufacturing centers because shipments continued to New York. This added to the jam already there.

The question has been placed before Mr. McAdoo. It is up to him to reply with action.

FRIENDS SAY O'NEIL IS CERTAIN TO RUN

Brumbaugh May Announce His Attitude Toward the Candidacy Today

HARRISBURG, Jan. 28.

With the arrival here today of J. Denny O'Neil from his home in McKeesport a definite announcement of the Brumbaugh Administration regarding his candidacy for Governor is expected. Both the Governor and O'Neil have said that harmony is not possible with the Penrose brand of politics, and compromise with the Sproul ticket is therefore looked upon here as impossible.

While the harmony work of State Chairman Crow in Philadelphia may result in John R. K. Scott being placed on the Sproul ticket in place of Senator E. E. Beidleman, of this city, as the candidate for Lieutenant Governor, and this may bring about a coalition with the Vares, it is known here that O'Neil would not get off the primary ticket.

There is but one contingency that could arise that would bring about the withdrawal of Mr. O'Neil now, it is said by his close friends, and that is the complete retirement of the Sproul-Beidleman-Woodward ticket and the naming of a ticket that would stand for the policies Mr. O'Neil has been fighting for, including prohibition and equal suffrage.

While the Governor and Attorney General Brown have both indorsed O'Neil "as the sort of man" who ought to be the anti-Penrose candidate, both have left loopholes in their indorsements through which they could emerge whole if some other independent compromise candidate should be selected.

For instance, it is pointed out at the Capitol, that if Chairman Alney, of the Public Service Commission, could be the compromise candidate, what the Governor and Brown have said about O'Neil could be aptly applied to him. Alney, who opposed Penrose in the senatorial primary in 1914, however, could not be very well a compromise candidate. The Olivers, it is understood here, have not given up entire hope of forcing George E. Alter on the party as a possible compromise. He has been a straight Republican and has a large independent following.

Counties Must Aid Roads

MAUCH CHUNK, Pa., Jan. 28.—Judge Barber handed down an opinion in which he upholds the constitutionality of an act passed by Legislature of 1917 requiring certain counties in certain instances to assist townships in the construction, repair and maintenance of main traveled or trunk roads other than State or state-aid highways, and providing the method of procedure. This act was fathered by Senator Warner, of Weatherly.

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is not withering the good looks of women who use our Skin Food. Intense cold and harsh winds can easily be defied by this harmless cleanser, softener and nourisher. Convenient tubes, 35c. Luxurious jars, $1.
LLEWELLYN'S
Philadelphia's Standard Drug Store
1518 Chestnut St.
Llewellyn's Pure Bath Soap, 12c
Six cakes, 62c

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Saves Coal
We Equip Heaters, Ranges & Stoves
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116 N. 11th St.
Agents Wanted Everywhere

DR. CLEMENT A. FOGARTY
Philadelphia physician, who has been made a captain in the King's Regiment, British army

SPEAK IN ALL TONGUES AGAINST DISLOYALTY

Five Thousand Men Begin Drive in City and State for Undivided Allegiance

While Secret Service agents are busy ferreting out the agents of Teutonic culture this week, a corps of speakers under the direction of the public safety committee will fight all manner of sedition in Philadelphia and the rest of the State. Five thousand speakers will launch an attack in many languages on "wrongheadedness, nonresistance and divided allegiance."

"Tomorrow public schools will be used in the loyalty drive. There will be 200 speakers in Philadelphia, and they will make addresses in Polish, Hebrew and Italian, in addition to English. Many of the orators served as "four-minute-men" during the recent Liberty Loan campaign. The campaign got away to a flying start yesterday, when several addresses were made in churches.

Mrs. Brooks Recovering

Mrs. Walter B. Brooks, Jr., of Baltimore, a daughter of Mrs. E. T. Stotesbury, who has been seriously ill in the Ritz Carlton Hotel in New York, is recovering, according to a dispatch received here.

DOCTOR FOGARTY WINS BRITISH CAPTAINCY

Valor and Efficiency Rewarded by Commission in King's Regiment

Dr. Clement A. Fogarty, who left Philadelphia last summer as a lieutenant with the Jefferson Hospital unit, is now a captain in the King's Regiment.

Word of his promotion was received today by Captain Fogarty's father-in-law, David Humphreys, of 202 Filbert street. The physician's advance, it was learned, was due to his general efficiency and self-sacrifice.

On reaching England, Doctor Fogarty was first assigned to duty at the Kensington Hospital. His initiative and energy, together with a genial disposition, soon attracted the attention of the military authorities in London. In a few weeks Doctor Fogarty was made assistant chief of the hospital.

At the special request of British military officers he was assigned to the King's Regiment and accompanied it to France as King George himself went along on a tour of inspection.

During the offensive at Cambrai, Captain Fogarty was right on the firing line and took an active part in chasing the Huns as well as caring for Allies who fell.

The cheerful way in which the Sammees go into battle, Doctor Fogarty says, has brought warm commendation from the British and French officers. In recent letters to his wife, who lives at 1832 North Eleventh street, Captain Fogarty says the Sammees are anxious for decisive action.

Prior to his military experience Captain Fogarty was attached to the visiting staff at St. Agnes's Hospital and was also chief resident at St. Christopher's Hospital.

MOTHER CANNOT FEED HER SMALL DAUGHTER

Husband Is War Veteran, Son With Army, but Woman Is in Dire Need

Mrs. Margaret Wilson, 1550 Marlborough street, was found in destitute circumstances today and was found to be unable to get food for her little four-year-old daughter.

Her only son is with the United States expeditionary forces in France, and on last Thanksgiving Day her husband suffered a paralytic stroke, brought on by hard labor, and has been in the Philadelphia Hospital ever since. He was a Spanish War veteran and received a medal from Woodrow Wilson when the President was Governor of New Jersey.

Mrs. Wilson is suffering from an affliction which makes it impossible for her to stand, and she is unable to obtain any money. She is two months in arrears with the rent and has been threatened with ejection. There have been many days when she has not been able to get bread even for her little girl.

Mrs. Sarah W. Shearer Dies

ATLANTIC CITY, Jan. 28. — Mrs. Sarah W. Shearer, wife of Isaac D. Shearer, of 1131 Green street, Philadelphia, died suddenly yesterday at a hotel where she had been staying for three weeks. Death was due to heart disease. The body was sent to Philadelphia.

SNOW AGAIN CLOGS SHIPPING OF COAL

Reading Company Clears 1000 Cars, 400 Below Its Average of Work

READING, Pa., Jan. 28.

Because of the snowstorm the hard-coal shipments from the Reading Company's collieries were only 1000 carloads of forty tons each. The company in normal times sends 1400 cars to market. Every available engine was put on the road, but the size of the trains had to be cut down on account of the cold weather. Of yesterday's shipments, it is not believed that Philadelphia will get more than the daily average of the last week, but this will not be known until today.

The congestion of freight and coal cars on the Shamokin division has been somewhat relieved.

SHAMOKIN, Pa., Jan. 28.—With passenger crews and engines in coal and freight service, local yards and colliery sidings virtually were cleared of anthracite, but there were unusually heavy movements of bituminous coal. In consequence, the blockade continues.

Railroad officials reported last night that anthracite shipments toward Philadelphia were heavy, but added that it was doubtful if consignments would pass the blockade east of Tamaqua. The president of the Reading, Agnew T. Dice, and to plan for a more effective schedule for other officials of the system conferred crews.

POTTSVILLE, Pa., Jan. 28.—Another snowstorm, the sixth within a week, passed over this region, and derailments and lack of locomotives almost caused a general collapse of coal shipments. Three of the derailments occurred within sight of the Philadelphia and Reading Railway classification yards at St. Clair, where 800 cars loaded with coal had accumulated.

Large numbers of derailments take place every day, due to the snow and ice surrounding the tracks. As snow falls almost constantly, it is impossible to remedy this situation.

HARRISBURG, Jan. 28.—Coal shipments east were not heavy, although the Pennsylvania and the Reading companies said the snow had retarded shipments but little. In the Harrisburg yards of the Pennsylvania seventy-five carloads of anthracite and 175 of bituminous cleared on east-bound trains, and at the Enola yards 118 carloads of bituminous. At the Rutherford yards of the Philadelphia and Reading Railway 210 carloads of coal went east.

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that when you motor you will not have tire trouble? We can show you how.
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To-morrow—Tuesday

The First Clover Day of Our Golden Year

The January Sales of our Golden Year have been the greatest winter sales in the history of the Store. It is not only natural to expect the first Clover Day of the Golden Year to be our greatest, but it has been a part of our plan to make it so. To the thousands of customers who know the wonderful advantages of Clover Day, and to those who do not know—if perchance there be any not familiar with America's best-known EXTRA-VALUE EVENT—we announce for to-morrow—

1000 Different Clover Day Specials
Every One at a Substantial Saving

Many January records have been broken by various departments this month, but to-morrow all former one-day records for January will surely be exceeded by the entire Store. EVERY DEPARTMENT has been called upon to contribute liberally of special values for to-morrow—whether the merchandise could be obtained in the manufacturing market at a saving, or whether it be necessary to take it from regular stocks and reduce the price.

There will be no *Golden Special* to-morrow—because scores of the Clover Day lots are of the character of *Golden Specials*.

Look for the FOUR-LEAF CLOVER SIGNS, printed in green—they SHOW THE EXACT SAVING on each of the Clover Day Specials.

February Sale of Furniture
To-morrow Inspection Day

The February Furniture Sale of the Golden Year starts on the first day of February, but the Furniture is all ticketed, and TUESDAY, WEDNESDAY and THURSDAY will be days set apart for INSPECTION and COMPARISON. Please remember that the Furniture Clover Specials are ready for immediate purchase and delivery; but the FEBRUARY SALE FURNITURE will not be taken from the floor until the February Sale begins. SELECTION MAY BE MADE, however, and Furniture held for delivery in February.

→ Furniture, Third Floor; Metal Bedsteads and Bedding, Fourth Floor

MARKET STREET EIGHTH STREET FILBERT STREET — STRAWBRIDGE & CLOTHIER — MARKET STREET EIGHTH STREET FILBERT STREET

Chalk this up where you'll see it first thing Tomorrow Morning

Perry's Overcoats and Suits are reduced in Price!

Reductions on—
$15 & $18 Overcoats
$20 & $22.50 Overcoats
$25 & $30 Overcoats
$35 & $40 Overcoats
$45 to $60 Overcoats

Reductions on—
$18 & $20 Suits
$25 & $28 Suits
$30 & $35 Suits
$38 & $40 Suits

¶ For years and years it has been our custom to reduce our prices at the end of each regular season, and we are adhering to that custom this Winter in spite of the fact that duplicates of these very garments will cost us a great deal more money than these did—in spite also of the fact that we kept the regular prices of this season down to very nearly normal by our early purchases of the merchandise for these Overcoats and Suits!

¶ Perry Clothes are Good Clothes — the best that we know how to make — and we've been over fifty years learning how—so, when you can get them at a reduction, you are getting the essence of a bargain!

¶ Get this point also—next Fall and Winter, similar values in Overcoats and Suits will cost you a lot more money than you ever paid before!

Practice foresightedness and buy Now!

JOIN UNCLE SAM'S THRIFT CLUB
BUY WAR SAVINGS STAMPS

PERRY & C
"N. B. T."
16th & Chestnut