Spa Reports Complete Acceptance of Conditions Laid Down by British

ARMIES STILL ADVANCE

By the Associated Press

armistice with Poland have been accepted by the Russian Bolshevik governent, according to a Spa dispatch to the

An Exchange Telegraph dispatch from Berlin today quotes the newspaper would decline all proposals for peace with Poland and would not lay down her arms until a Bolshevik Poland was abo established in place of the present capi-talistic state.

London, July 15 .- The note of the British Government to Soviet Russia agreeing to continue negotiations for a sumption of trade relations and pro-sing an armistice between Soviet Rus-

Law, the government spokesman. The note takes cognizance of the acof trade relations and the cessation of hostilities and agrees to a resumption of negotiations for definite trade relations as soon as the Russian delegates return to England. Then proposing an armistice with Poland, the note said:

"The Soviet Government repeatedly has declared its anxiety to make peace with all its neighbors. The British Government is no less anxious to restore synon of national talent.

with all its neighbors. The British Government is no less anxious to restore peace throughout Europe and therefore proposes the following arrangement with this object in view:
"That an immediate armistice be signed between Poland and Soviet Rus-sia under which hostilities shall be sus-

pended. That the terms of this armis-tice provide, on the one hand, that the Polish army shall immediately withdraw to the lines provisionally laid down last year by the Peace Conference as to the castern boundary to which Poland is entitled to establish a Polish adminis-

"On the other hand, the armistice should provide that the army of Soviet Russia should stand at a distance of fifty kilometers east of this line. In eastern Galicia each army will stand on the line they occupy at the date of the

conference sitting under the auspices of the Peace Conference shall assemble in London, to be attended by repreentatives of Soviet Russia, Poland, Lithuania, Letvia and Finland, with the object of negotiating a final peace between Russia and its neighboring states. Representatives of castern Ga-licia also would be invited to London to state their case."

#### Shamrock Looks Like Beaten Boat

ed from Page One

broke out a baby jib and pro-At this time the signals A R S the sort to fill the oper set on the regatta committee tug. Dougherty, went scurrying down coast to set the windward mark.

Resolute which was near the light-ship, jibbed, and, hauling her sheets, went over the line, taking the wind over her starboard bow, forty seconds after the signal was sounded. Shamrock crossed at 12:01:38.

Three minutes after crossing Resolute

went off on the port tack, and Sham-rock followed suit. It was at this junc-

and the ocean was blotted out as though a ghostly curtain had been lowered.

When after a few minutes' cessation nations. When after a few minutes' cessation another rainstorm came it seemed certain that the race would be called off.
But this was no ladies' race. When at 1 o'clock the clouds broke there were of Shamrock. signaled the Governor of Smith to stand ready to tow. In a jiffy the racers stalling along on the star-

At 1:10 it was evident that both as a football eleven goes through sig-skippers were looking for head winds, ual practice before the start of a game.

Official Measurement of Shamrock and Resolute

Sall area—Shamrock, 10,459.4 square feet: Resolute, 8775.
Length over all—Shamrock, 110.38 feet: Resolute, 109.34.
Length on water—Shamrock, 75 feet: Resolute, 74.97.
Quarter beam length penalty—Shamrock, 3.97 feet: Resolute, 1.23.
Racing length—Shamrock, 78.97 feet: Resolute, 76.29.
Displacement—Shamrock, 3579 cubic feet: Resolute, 3550.
Paright penalty—Shamrock, 0.58 feet: Resolute, 36.20.
Rating measurements—Shamrock, 94.4 feet; Resolute, 83.5.

forth served materially to ease his mind of the strain which he confessed was

down in the note sent to Moscow by Premier Lloyd George relative to an of face the ordeal. Both Mr. Burton, who sailed the Shamrock, and Mr. Nicholson, her designer, were, on the contrary, in a charming mood of equanimity. One could not be quite sure was altogether fatalistic.

Pravda one of the Russian Bolshevik men who within a few hours were to organs, as declaring that Soviet Russia go to sea and fight for the blue ribbon of the ocean. Neither, for that matter. did the afterguard of the Resolute. He spry Scandmavian seamen were on deck about the same time as those aboard the Shamrock, and her mainsail was courting the breezes not a few min-utes after the challenger's great stretch of canvas was set

Charles Francis Adams, skipper of the defender, stepped into a launch and was ferried over to the Resolute not long after Mr. Burton reached the deck Soviet forces and General Wrangel, the anti-Bolshevist commander in the Crimea, was read in the House of Commons yesterday by Andrew Bonar Law, the general law, the general law and the House of Law, the general law and law and law and law and law and law and look and his manner gave to his sloop. Mr. Adams, with his eye-glasses, round red face and flapping hat, looked as much the Bostonian as a man can look, and his manner gave

no hint of preoccupation.
"What do you think of the allowance The note trices cognizance of the ac-properties of the Russian Soviet Govern-ment of the principles laid down in the British memorandum of July 1, and of the basis of agreement for a resumption of trade relations and the cessation of hostilities and agrees to a resumption

synod of national talent.

Experts Aboard Yachts

On the Shamrock were the following sperts: William P. Burton, who diexperts: rected the yacht throughout the race and who handles the wheel on the wind; Colonel Duncan Neill, steersman of the sloop when she is sailing with the wind astern: Claude Hickman, the navi-Captain Albert Turner, the professional sailing master, and Captain Diaper, of the twenty-three-meter Diaper, of the twenty-three-meter Shamrock. In addition there was Sher-man Hoyt, of the New York Yacht Club, who acted as the representative of the defender on the enemy's deck. Resolute had the following after-

Charles Francis Adams, the guard: "That as soon as possible thereafter skipper: John Parkinson, steersman of the sloop off the wind; George Nichols, rear commodore of the New York Yacht Ciub, navigator: George Cormack, timer; Chris Christiansen, professional sailing master, and John Christiansen, mate. The Royal Ulster Yacht Club's representative on the Resolute was H.

L. Garrett. The rival sloops lay about half a mile apart and when the Shamrock had got her mainsail jacket adjusted many glasses were directed upon it from the

deck of the Resolute.

"Will you have one like it?" was the question hurled from a press launch to the directors of the Resolute. There was a wave of the hand, but there was no doubt that if Shamrock won today's event the defender would come to the line next Saturday with something of the sort to fill the opening between the deck of the Resolute.
"Will you have one like it?" was the line next Saturday with something of the sort to fill the opening between the

Barryton, and the mark boat. It was fascinating to watch the ugherty, went scurrying down the white-clad scamen of the two sloops as coast to set the windward mark.

In the meantime the two racers were fighting out their windward battle. The struggle involved effort on the part of the Shamrock first to point up to windward of the Resolute and thus slide into the ward of the Resolute and thus slide into the ward of the Resolute and thus slide into the weather better the weather berth, failing to do this because of the defender's ability to sprint and also because of sharp handling of this boat.

The challenger eventually accepted in making the emerald racer ready for the leeward berth, confessing defeat.

The preparatory signal was supplyed by the day's test was snappy and cohesive

The challenger eventually accepted the legward berth, confessing defeat. The preparatory signal was set on the Barryton at 11:45, and from that time until the yachts were sent away there seemed little doubt in the minds of those who had closely followed the preliminary jockeying that Resolute was the boat which, under existing conditions, was holding the trump cards, so far, at least, as jockeying for the start was concerned.

Storms Blot Out Ocean

This was made evident when promptly at noon the signal to start was sounded from the Barryton.

Resolute which was near the lightabip, jibbed, and, hauling her sheets, went over the line, taking the wind over the start of the day's test was snappy and cohesive as the most exacting sea martinet could wish.

First of all the jibs and staysails of the two yachts were sent wriggling up the stays in stops and when this done the two yachts were sent wriggling up the stays in stops and when this done the two yachts were sent wriggling up the stays in stops and when this done the two yachts were sent wriggling up the stays in stops and staysails of the two yachts were sent wriggling up the stays in stops and staysails of the two yachts were sent wriggling up the stays in stops and staysails of the two yachts were sent wriggling up t to do their share of the duty of patroling the course there would have been little

Sandy Hook Gloomy

rock followed suit. It was at this juncture that the rainstorm broke.

The afterguard of both sloops were prepared for the downpour, however, and the driving rain gleamed against their oilskins. Then with a roll and a roar the storm changed into a spectacular thunder and lightning display, and the ocean was blotted out as though a ghostly curtain had been lowered.

When after a few minutes' cessation

Sandy Hook Gloomy
Sandy Hook, at best, is a gloomy, with its deso-late dunes and its forests of scrub pine and tamarack. So this morning as a background for the two cup racers it to be reperiod to the wind breezed up again to six knots at this point.

The wind had hauled to the west-ward, letting the yachts up so that they nearly pointed for the turning mark.

Yankee Crew Skilled

the racers stalling along on the star-board tack with the wind pretty well abeam. It was obvious that Shamrock had cut down the Resolute's lead. Both boats were sailing without jib topwere sailing without jib top-evidently preparing to set big the idea being to stretch sails and to

skippers were looking for head winds, for they sent up the baby jibs, which had been doused when the storm broke. Both boats were well in-shore now and it was possible to get almost an exact idea of the lead which Resolute held.

Passing a fixed point on Navesink Beach, the defender was timed at 1:20 and the challanger at 1:20:45.

This meant that Resolute's lead of one minute and thirty-four seconds at the start had been reduced to a fraction less than a minute.

At 1:20, deciding that the first leg the cup course. The ruling of the At 1:20, deciding that the first leg would not involve windward work, the baby jibs were lowered and Hesolute sent up a No. 2 reaching jib topsail. Sham rock hoisted a farger kite, and thus, with the wind holding not more than seven miles an hour, the two boats kept

with the wind holding not more than seven miles an hour, the two boats kept on their way down the coust.

Ten minutes later both boats doused their reaching holdsails, and while Ressandlute set a small reaching jib, Shamof thek sent up her baby jib.

as thathere seemed no definite idea on army her boat what the wind intended to either At 1:40 Shamrock, for some reast True went off on the port tack. But a challenger held on to port for ten portes and then came back to star-like and the backwind on the cause machines might prove sadly detrimental to the racing craft below.

Airplanes Spectacular

They contributed a new feature to America's Cup racing, these flying craft, and a highly spectacular one. As the time of the start drew near eight or ten of them were counted in the air; some of them were counted in the air; some of them were output in the start drew near eight or ten of them were counted in the air; some of them were counted in the air; some of them were cavering the

stroyers, spouting black smoke from their funnels as they proceeded to the various stations assigned to them. Sin-ister, black, ubiquitous, one fancied that daring indeed would be the steamboat skipper that dared disobey the injunc-tions against encogning upon the path tions against encroaching upon the path of the racers.

Then came a group of tugboats, some of them brave with banners and streamers, denoting that the vacuum cleaners' association of the Bronx Elks or some other body of good fellows had chartered that boat as a means of cheering on the defender. on the defender.

Democratically beam to beam with some towing craft which but yesterday perhaps had had a line of garbage scows astern, moved a palatial steam yacht. while not far astern would be a modest motor yacht. The Fall River liner Ply-mouth came rolling into view well laden with passengers, nine-tenths of whom probably were unable to tell a sloop from a schooner, but all eager to witness absorbing event of this day.

Of other sizable craft there was who salled the Shamrock, and Mr. Nicholson, her designer, were, on the contrary, in a charming mood of equanimity. One could not be quite sure whether they were buoyed up by extreme optimism or whether their mood was altogether fatalistic. case altogether fatalistic.

At all events, they did not suggest some to station allougside the old yellow Alleen Morse, under the command of Ambrose channel light vessel which for Captain Blix, steamed away to set the some who within a few hours were to to sea and fight for the blue ribbon of to sea and fight for the blue ribbon.

And the command of Captain Blix, steamed away to set the turning mark—a white float carrying a red ball—off the proper position fifteen. New York harbor.

We see no longer an ocean, lonely and inscrutable; on the contrary it is now an expanse of salt sea humanized. It is as though through se maritime city, some new risen Atlantic had reared itself above the waves. There is the sound of jazz music from boat orchestra as hardly meet for the murmurs that come from the vast lungs of the deep; there are tootings of whis-tles, some hourse, gruff, others almost silly in their shrill tremolo.

A power yacht cuts across the bows of a heavily-moving tug, which gives forth sharp outbursts of angry whistling. while the curious throaty yelps of de-stroyers hastening to intercept some craft who has got herself into waters where she is distinctly to stop, add to the confusion

Milk Bottle, Of Course

There comes a flash from the High-ander. Is it a heliograph signal? No indeed, it is some one casting a bottle overboard. Is it a milk bottle? Why, of course it is. What other sort of a bottle could it be? There is to be noted diminution in the size of the fleet. We do not see the tall craft of other when government regulations permitted steamboats to go to sea with ittle regard for life-saving accommo

But times are different. Now a craft ust carry so many lifeboats and other life-saving appliances per so many passengers that few of the excursion fleet found it worth while to go into the game of bearing spectators to the Hook for these cup race events. As a con-sequence the three-deckers were few and far between today. It was as though the breed of American craft had suddenly lost stature without decreasing in numbers. For, so far as numbers were concerned, there were apparently as many hulls afloat off Sandy Hook today as there ever were in previous cup But, as indicated, they were mainly tugboats and steam and power yachts and auxiliaries. Then there were the seaplanes darting overhead, appearing and disappearing in the haze.

Lipton's Yacht Crowded

Lipton's Yacht Crowded

And, finally, dominating the seene, the graceful cup racers, their sails fitting as neatly as drumheads, glistening in the sun and dipping like seagulls as they swung in and out of stays, darted with the wind beam, or with lightened sheets heeling to the breeze. Sir Thomas

Sample of this weather, "said Captain Adams, "and I believe Resolute will give a good account of herself."

"Sir Thomas's ship should make it interesting." added the American skipper, as he surveyed the green-bodied Shamseck from whee terms of the stays. sheets heeling to the breeze. Sir Thomas Lipton's Victoria trailed Shamrock

a word or a smile from the genial baronet has in the last week felt privileged to suggest that an invitation was due to see the races from the vantage point of the Victoria. As a consequence the table of Lipton's secretary, Mr. Westwood, yesterday suggested the receiving desk of a mail-order house. But since the Victoria is not a Noah's Ark nor an ocean liner, most of the suggestions were not heeded.

American Sloop Half Mile Ahead

flattening out the sea so that it was as mooth as a mill pond. The yachts apparently were making poor time.

Vivid lightning flashed in the sky and the torrential rain drove passengers from the decks of excursion boats to the cabins below. At 1 o'clock rain was falling with the intensity of a cloudburst and visibility at sea was limited to a few cable lengths, thus making it dangerous for the racers should they be close together. With the last downto indicate that anything more than the ordinary tuning up spins lay ahead. stagger in the sudden blow.

Yankee Crew Skilled

After having broken out their baby jib tepsails, both skippers in a hunt for a better breeze took them in again and broke out larger topsails in their place. The yachts stood along at an even keel and there was hardly any quartering wave as they moved along the Jersey

It turned out to be a typical cup race day after all, with a flat sea and dead air. In the handling of the head sails, Resolute's crew showed to advantage over the sailors of the challenger.

The Resolute did not take in her baby jib until about thirty seconds after the Shamrock had done so, but the American skipper was able to break out his larger jib topsail nearly a minute before the British crew could get their's

Behind the yachts on both sides of the racing lines steamed the excursion ficet in serried line. A diversion of the afternoon race was the grounding of an arrial naval cruiser bearing some spectators. The plane was ashore on a sand pit on the mouth of the Shrewsbury

river. The course of the race was southwest by south.

The wind, which early had a velocity of ten miles an hour, dropped out as the morning advanced and came in fitful puffs from the southwest about six knots in strength. Gray clouds came out from behind the Jersey headlands. screening the sun and giving a constant threat of rain. Off shore the haze was

threat of rain. Off shore the haze was thick and curtained the Ambrose light vessel from the shore observers.

The wind rame in cupfuls out of the west at 11:30 o'clock, and the sun made a brave effort to pierce the clouds.

The breeze was scarcely strong enough to stir the flags on the racing craft. Resolute reached the start at 11:15, but Shamrock was pearly half an hour late.

The declaion by the race committee

**Odd Facts Concerning** 

America's Cup Race

original America cost about \$20,-The sails of many of the modern cup defenders and challengers alone cost

petitor.

The cup was first won by the America
in a race around the Isle of Wight on
August 22, 1851.

to the turning mark—a white float carrying a red ball—off the proper position fifteen miles away.

The yachts moved at fair speed in is the mild airs as they jockeyed for positions behind the starting line. The two sloops stood inshore on the port tack, with Resolute to windward. They came about and stood upon the line. At 11:55 the warning signal was blown and a white ball hoisted.

In her almost barren hold the starting line.

Resolute. Off For Starting Point

Shamrock was the first to get up her mainsail. It was a fine piece of cloth and seemed visibly larger than Resolute's mainsail, which was hoisted shortly after.

The defender kited her largest club topsail, while the Irish sloop also sent up a club topsail of large area. The two fraction is the starting line.

Resolute. disdainte.

that was on the victorious yacht Amer-ica and boxes of four-lesf clovers from

macy of the sea, cast his eye to weather and remarked:
"If the wind will hold its present strength, I'll ask nothing better for my Irish challenger. The Shamrock IV is a fine boat, and I hope to win."

A gentle rain fell in the night, and with clearing weather an even wholesail breeze sprang up from the south-west that held true through the morn-ing hours. Weather sharps said the breeze would haul more into the west by noon, which would give the sloops a fifteeen beat to windward down the Jersey coast and a run home. Jersey coast and a run home.

There was a gentle swell to the sea, and the red-hulled Ambrose Channel Light vessel, where the yachts were to make the start, swung lazily on her anchor chains. Not a crested wave was

Crews Astir Early Captain Burton had his crew up with the sun, and before 6 o'clock

sailors rowed from the tender Killarney and send headsails up with stops, "My opinion is that the first hour of America's cup contest," said the Sham-rock's skipper, "We will then know what each sloop can do." Skipper Adams also had Resolute's crew early astir and ready to make

Covers were removed from the de-ender's mainsail and headsails slowly

Shamrock from whose towering topmast fluttered Sir Thomas's flag.

lands to witness the contest. Some of these were armed with ancient marine glasses and draw telescopes whose power of magnifying was of such un-certain quality that one could see nearly as well through one end of the glass as the other.

The breeze was still holding directly out of the southwest at 9 o'clock at ten knots and lumber hookers offshore stood along to the southward on the starbard tack making good time, which presaged a fast race for their lighter sisters, the cup yacht sloops.

Sailing conditions provided for a pre-paratory signal at 11:45 (10:45 stand-ard time), wind and weather permit-ting, with a warning signal ten minutes later. The starting signal was set for 12 o'clock (11 o'clock standard time), with a handicap time to be taken two minutes later.

minutes later.

The American chef on Sir Thomas's steam yacht Victoria was not dismayed this morning by Shamrocks from Ireland stored in the hold of the challenger

for good luck.

"That won't help any." he said, as he wagered a \$5 bil with Sir Thomas's valet, who put up a pair of his employer's cast-off trousers.

Captain Burton planned to carry a the heavy handicap which Shamrock carries in allowing Resolute a time allowance of seven minutes and one second in a thirty-mile race.

This smaller topsail is expected to

This smaller topsail is expected to reduce Resolute's time allowance to six minutes and forty-six seconds. Shamrock must not only beat the American defender boat for boat, but accumulate such a time advantage over a thirty-mile course as to nullify the big allowance given Resolute because of her smaller sail and spar measurements.

In her almost barren hold the Shamrock has stored her mascots. They
comprise the wooden American eagle
that was on the victorious yacht Amerwhere she made a turn and headed away to the eastward for the starting

ica and boxes of United States.

Sir Thomas Lipton, making his fourth attempt to lift the bottomiess pewter mug, emblem of sailing supremacy of the sea, cast his eye to weather macy of the sea, cast his eye to weather and remarked:

Shamrock sollowed the head-sails and standing away toward the starting line, a half mile or more astern of the American sloop.

The race committee boat, the ocean and remarked:

The race committee boat, the ocean tug Barrington, came up to the Ambrose lightship and took her position at the starting line at 10:45 o'clock. She was soon followed by a line of excursion craft, crowded with passengers, who lined the rails from stem to stern, watching the two racing sloops as they slid easily through the water seaward in the light airs.

The ocean was as smooth as a mill pond. Here and there large soft spots were observed, evidence of the fifful breeze that sometimes blew eight knots.

were observed, evidence of the fitful breeze that sometimes blew eight knots in strength and then fell away to an Irishman's hurricance, which is up and down the mainmast.

Hunting for vagrant winds was ap-

parently not to the liking of Captain Burton, for on the way to the light-ship he took a tow, while Resolute moved on under her own sail.

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Resolute slipped easily through the water under the command of Skipper Adams, a descendant and namesake of challenger to remove sail covers a former ambassador to Great Britain and himself now treasurer of Harvard

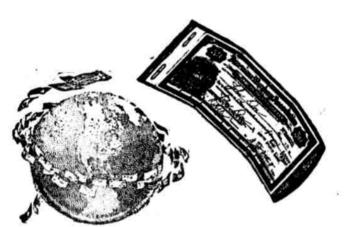
University.
The excursion fleet clustered around the starting line like minnows around a bread crumb and set up a smoke screen that would have been the envy of any convoy service. The haze was so thick that spectators on shore could not see the lightships and the sloops were lost to view within three miles of the start-

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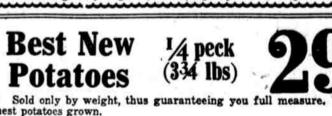
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