NEWS OF STEELTON

Thomas Resigns to Take Position Under Son

William Thomas, general foreman

HARRY I. DOWNS
Harry I. Downs died suddenly at his home, 321 Swatara street, yesterday afternoon shortly before 5 o'clock. Death was attributed to heart failure. He was apparently in splendid health. He leaves his wife and four children. He was employed in the local plant as a boilermaker. Funeral arrangements will be announced later.

AND NOW BEER GOES
THE WAY OF WHISKY

The saloons of Steelton appear rather odd with the removal of its beer signs, the result of the prohibition enforcement law. A number of saloons are dispensing the one-half of one per cent. stuff to such patrons as can be satisfied with that rather doubtful beverage.

GREAT FOR ECZEMA AND OLD SORES

I Guarantee My Ointment. Says Peterson. of Buffalo, "I wan to ut to get a large 35 cent box of Peterson's Ointment to-day.

"The member, I stand back of every box. Every druggist guarantees to refund the purchase price if Peterson's Ointment doesn't do all I claim." It guarantee it for ezema, old sores running sores, salt rheum, ulcers, sore nipples, broken breasts, liching skin, skin diseases, blind, bleeding and itching piles as well as for chafing, burns, scalds, cuts, bruises and sumburn."

"I had 30 running sores on my leg for 11 years, was in three different hospitals. Amputation was advised. Skin grafting was tried. I was cured by using Peterson's Ointment."—Ins. F. E. Root, 287 Michigan street, Miffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peterson Ointment Co., Inc., Buffalo, N. Y. Mail orders filled by Peters

CATARRH destroys your Health. Quick Relief By Using The Man-Heil Automatic Inhaler Ask Demonstra or

Gorgas' Drug Store 16 North Third Street.

Hold Surprise Dinner

G. H. Muth, whose resignation a in the steel foundry of the local superintendent of the quarries takes plant, has tendered his resignation effect to-morrow, was pleasantly plant, has tendered his resignation to take effect early in November. He will leave for Wilkes-Barre to take a position as general foreman in the Vulcan Iron Company upder his son, Richard W. Thomas, who is assistant superintendent of the plant.

Thomas entered the local steel plant March 9, 1892, and has filled various positions since then, but never out of the local plant. For fifteen years he was night foreman in the steel foundry. His resignation is thought to be the result of his desire to be with his son, who but recently was released from service in the chemical warfare department.

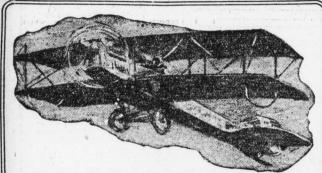
HARRY I. DOWNS

Harry I. DOWNS

Harry I. Downs died suddenly at

a wonderful success. The hall was crowded to the limit with prettily dressed couples, most of them in costumes. Music was furnished by an excellent orchestra. This was the first big affair given by the newly-formed colored post.





Take A Beautiful Flight and Have A Bird's-eye View of

HARRISBURG, DAUPHIN, STEELTON, MIDDLE-TOWN AND NEW CUMBERLAND IN OUR CANA-DIAN CURTIS AEROPLANE, IT IS GREAT. EX-ARMY AVIATOR DIEHL AT YOUR SERVICE.

\$15.00 Per Flight

Attention—to young men or women who want to become aviators or expert mechanics: We advise you to enroll now. Our unlimited course, \$100 includes automobiles and aeroplanes. Make application at once.

Auto & Aeroplane Mechanical School

Harrisburg Airdrome,

When you puff up on a

King Oscar Cigar

You're getting a darn good smoke for the money. Care, brains, experience and the desire to do the right thing takes care of that.

7c at All Dealers

John C. Herman & Co.

Harrisburg, Pa.

GRAPE JUICE'S PROGRESS SLOW

in Honor of Muth With Dry Era it Becomes Hope of Growers-First Made in 1869

alconolic wine in communion service.

He believed the grape juice would become popular with both ministers and physicians, but in this he was disappointed. Instead, many of the leading clergy of his day dubbed him a religious fanatic, arguing that only pure wine and no substitute would be tolerated for communion service. At the same time physicians called him a medical crank, claiming that unfermented wine would cause a lot of trouble by fermenting in the of trouble by fermenting in

of trouble by fermenting in the stomach.

Nevertheless he continued the manufacture of grape juice, which developed as a business very slowly, for several years, when he transferred all interests to his son, who made every effort to popularize the beverage, but progress was slow and disappointing. But the son, being full of pluck, kept on pegging away as he felt sure that victory would come some day.

In the early nineties the father, having accumulated considerable money, again took up the work with the son and started an advertising and selling campaign, and the turning point seemed to be reached at the World's Fair in Chicago in 1893. The business grew rapidly, and today four large factories, two in New York, one in Pennsylvania and one in Canada, are busy turning out the product.

Grape Juice Without Sugar

In Canada, are busy turning out the product.

Grape Without Sugar

The originator died in 1904 without having made any money, but he left the world a rich legacy in pointing out a new use for our native grapes. The manufacture of fruit juices is an out-growth of the canning and not of the wine industry. The preserving of fruit consists in saturating the fruit pulp with cane sugar to a point where decay is prevented because of the large amount of sugar. On the other hand, canning consists in destroying all of the ferment-forming organisms by a sufficient amount of heat. In the latter case sugar may be used for flavoring, but not for keeping quality.

His first factory was the home

y. His first factory was the home His first factory was the home kitchen, and the storage building was his barn. He used sugar to help preserve the juice, but noticing that sugar was apt to destroy much of the delicate flavor and aroma of the grape, he gradually reduced the amount of sweetness, and developed methods of perfect sterilization until finally he discovered that the

methods of perfect sterilization until finally he discovered that the best grape juice is made from fully matured and well grown Concord grapes and without the use of sugar.

Increase in Factories

During the past nineteen years many new grape juice companies sprang up, located mainly in New York, Pennsylvania, Ohio, Michigan and California. There were 165 companies in this country in 1914.

Grape buyers paid \$10 a ton for grapes in 1897, but the price gradually increased until 1918, when they paid \$60. So with the increase in manufacture of grape juice and, of course, increased consumption, new markets will spring up for the grape and it is possible to still make the production of that fruit profitable.

Army Will Dispose of \$1,800,000 Wortth Steel **Products in November**

The director of sales of the war department, through Colonel J. B. Kemper, recruiting officer, has issued the lowing statemen:

The surplus property division of the office of the Quartermaster General, of the Army, is offering for sale un-

of the Army, is offering for sale under sealed proposals and by negotiation large quantities of steel products, including barbed wire, poultry netting, steel sheets, angle fence posts, screw posts, corrugated steel roofig, steel "!" beams, expanded metal, steel sheets, tool steel, new fabricated boilers and boiler tubes located in various parts of the country and valued at approximately \$1,800,000,000.

The greater part of the material

The greater part of the material effered is new but some of it has been exposed to the weather. Inspection of its condition is advisable before bids are submitted. No bids subject to inspection will be considered. The quantities offered for sale may vary, particularly in the case of the galvanized poultry and barbed wire, portions of which may be withdrawn to be disposed of by other methods of sale. In offering materials undersealed bids, the minimum unit on which bids will be accepted have been made sufficiently small to make the stocks available to small jobbers, retailers and individual users.

Sealed bids will be opened on the following material at 10 o'clock on the morning of November 20, 1919, in the office of the surplus property division, Munitions Building, Washington, D. C.

SAND

CLEAN, good River Sand.

Free from dirt and other harmful matter.

May be used for any purpose where good sand is required.

United Ice & Coal Co. Forster & Cowden Sts.

RAILROAD NEWS

Results For First Week

es	First Made in 1869								
ly							Icrease or		crease in
n	Grape growers of the country are		19	18	19	19	Decrease in	Ier	ease or
1e	wondering whether the popularity							1	v.
	of grape juice will increase rapidly					-	, t	- +	Total Casualties per cent.
)-	enough to absorb the great surplus	The state of the state of the state of	7	Injured	7	Injured	Killed per cent	Injured per cent.	Tie e
ie	left by the prohibition of the mak-		e	=	le	=	e e	in o	en .
1-	ing of wine and prevent a great		Killed	E .	Killed		E E	nj er	as as
r.	slump in the market.		-			-	4 4	I d	HO 0
re		Philadelphia	2	17	0	34	Inc. 100	Dec. 50	Dec. 44
۸.	surplus will be used by people mak-	Middle	1	21	0	16	Inc. 100	Inc. 31	Inc. 37.5
L.	ing their own wine at home. The	Schuylkill	0	21 0 0	0	4	Dec. 100	Dec. 100	Dec. 100 Dec. 100
5-	rest must go into grape juice or be	Tyrone	0	0	0	3	Dec	Dec Dec. 100	Dec. 100
)-	exported against a product which	Cresson	0	0	- 0	6	Dec	Dec. 100	Dec. 100
).	can be produced elsewhere more	Altoona Shops	0	27	0	36	Dec	Dec. 25	Dec. 25
r,		Total 1st 7 days.	3	65	1	99	Inc. 200	D 04	Dec. 32
	Slowly people are coming around	Total 1st a days.	0	0.0	1	39	1nc. 200	Dec. 34	Dec. 32
	to grape juice. Many still never use								
S-	it. Yet there has been a steady		AD	n	ATT.	1	THIND	TUICIO	NIC
	growth in the use of the drink so	APPHAL H	1 DK		NH.		IWUII	IVINI	1
	urgently put forward by William	THE PRIME	OI	U	1 117	1	IIIOD	TITOLO	110
200	Jennings Bryan. Made First at Vineland		-	-		1	** * * * * *		-
D	It was in 1869 that one of the	NO ACCU			DA	VI	HAV	L' ATT	
w'	earliest attempts to popularize grape	NO ACCII	ועו	11	DA		IIA V	LAUU	
···	juice was made. At Vineland, N. J.,								
d	a man whose name still stands in the		-			1			
ıs	grape juice world conceived the	Philadelphia D	ivis	ion	Safe	etv	Special E	fforts to	Be Mad
	idea of making unfermented wine,								
111	which he offered as a substitute for	Committee S	how	s W	here		For t	he Final	Drive
у	alcoholic wine in communion ser-							717	
1e	vice.	Some Fe	II D	own				Tomorrov	V
y-	He believed the grape juice would		_						
								The second secon	

The Philadelphia division so far has not had a clear day in this "no accident" drive, and we stand alone in this distinction on the Eastern Pennsylvania division. All the others have come across with at least one clear day.

good work."

Improper flag protection; three men disciplined. "This is such a serious violation of rules. We are surprised that men will knowingly fall for it."

Shiphing

surprised that men will knowingly fall for it."

Shirking duty; five men disciplined. "These men evidently do not read the Discipline and Safety Bulletin, or if they do, public opinion does not appeal to them."

Sleeping on duty; three men disciplined. "If men will not take proper rest at home they are surely not in condition to work safely."

Over running stop signal; one man disciplined. "Of course we do not over run stop signals intentionally, yet the fact remains we do get by them and sometimes with disastrous results. Everlasting watchfulnessis the price of safety.

New Signal System For Pennsy Lebanon Branch

A force of men employed in the signal department of the Philadelphia division, Pennsylvania railroad with headquarters at Middletown, are engaged installing a complete interlocking signal system at Mt. Gretna. This will be a great convenience in train movement there in the future. The old method will be abandoned. This system will control tracks East and West, for some distance.

Positions For Motor

The United States Civil Service Commission has issued the following:
The United States Army is definitely launched in the field of vocational training for the motor transport corps. It has no option in the matter, for men skilled in automotive vehicle operation and repair do not exist in anything like adequate numbers for the requirements even of civil life, and the war with Germany has demonstrated that no matter how good our Army may be in other respects, its efficiency will be conditioned by that of the motor transport. Therefore, the Army is organizing schools to train men in various branches of automobile repair, construction, and operation. They are real schools under trained teachers, where the time of the pupil is wholly devoted to receiving instructions. Apart from the inilitary necessity, the automotive industries will benefit by the establishment of this training system.

The United States Civil Service The United States Civil Service

the automotive industries will benefit by the establishment of this training system.

The United States Civil Service Commission is receiving applications to fill 150 positions of assistant instructors in motor transport training schools. The entrance salaries range from \$1,800 to \$2,400 a year. Detailed information may be obtained from the United States Civil Service Commission, Washington, D. C., or from the secretary of the U. S. Civil Service Board at the post office or custom house in any city.

The above notice was brought to the attention of Colonel J. B. Kemper, recruiting officer, in charge of the Harrisburg district, and he desires to bring to the attention of every young man in the district the fact that there are openings in the motor transport corps for enlistments for a period of one year for those with prior service, and for three years for original enlistments. The General Depot Mo. tor Transport Corps, Camp Holabird, Md., is the largest of the kind in the country, and every opportunity is afforded there for the training necessary to attain the degree of competency required by the Civil Service Commission for the position of instructor.

ALWAYS AT IT.
[From San Francisco Chronicle]
"I know a man who is at the
turning point of his life every
night."
"How can that be?"
"He tends the big revolving light."

HAVE ACCIDENTS

All divisions on lines east of the Pennsy had clean records yesterday but the Philadelphia and Middle di-visions. The only accidents reported were on these branches of the main-

as	The Philadelphia division so	Pennsy had c'ean records yesterday					
he	far has not had a clear day in	but the Philadelphia and Middle di-					
im	this "no accident" drive, and we I	visions. The only accidents reported					
nly	stand alone in this distinction on i	were on these branches of the main-					
ıld	the Eastern Pennsylvania divis-	line. The total number of accidents					
ce.	ion. All the others have come	yesterday was away below that of					
ed	across with at least one clear	the same date last year.					
at	day.	The big drive will end at midnight					
lot	-Safety Committee.	to-morrow. Notices calling attention					
he		to the last day went out this morn-					
he		ing. More posters and cards were					
ch	If there is any doubt about the	distributed and the local safety com-					
ly,	Philadelphia division safety com-	mittee will be on the job until the					
15-	mittee not being on the job in the	campaign is over.					
ho	"no accident" drive just glance at	Committee Meeting					
he		The meeting scheduled for to-mor-					
nd	the following." Here is an extra dis-	row afternoon will be held at the P.					
ng	cipline bulletin which was sent out	R. R. Y. M. C. A., instead of the					
ay	vesterday telling the men what the	Pennsylvania railroad station. It has been called for 2 o'clock and is the					
ıld	Committee found during their daily	regular monthly meeting of the Di-					
	Committee found during their daily	vision Safety Committee. Reports					
er.	rounds:	will be presented and plans com-					
ole	Observing and promptly reporting	pleted for the final day. The results					
ith	brake shoe dragging under passen-	of yesterday on the Eastern division					
ng	ger train; freight brakemen com-	follow:					
n-	mended. "We are glad to mention	October 29					
at	this commendation. It helps some	1918 1919					
93.	to know the boys are alert and on	Divisions K. I. K. I.					
to-	the job."	Philadelphia 0 6 0 5					
ew	Carelessness and inattention to	Middle 0 3 0 3					
ne	duty; 118 men disciplined. "Com-	Schuylkill 0 0 0 0					
he	parisons are odious—sure they are.	Juniata 0 0 0 0 0					
	Look at this 82-66-72, and now our	Tyrone 0 0 0 0 0					
1.	record is 118. We don't appear to	Cressen 0 2 0 0					
h-	give this question proper thought.	Altoona Shops 0 10 . 0 0					
he	This Sound Light press to modes tooms						
nt-	as if we have a speciail license to do	Total 0 21 0 8					
uit	as we please, and we please to be						
n-	careless."	Standing of the Crews					
ry.	Displaying markers improperly;	HARRISBURG SIDE					
in	two men disciplined. "We called	Philadelphia Division. — The 113					
ne	your attention to this dangerous practice just a few days ago. It's	crew to go first 4 o'clock: 125, 129,					
re-	bad business finding a red rear end	107, 127, 106, 112, 115, 103, 110, 101.					
int	on a curve at night even if it is on	Engineers for 125.					
n-	the ajoining track."	Firemen for 107, 112, 115, 101.					
he	Draft collisions; forty-one men	Conductors for 106.					
uf-	disciplined. "That's just twenty-	Flagmen for 110.					
at-	four less than the last report. That's	Brakemen for 113, 125, 115, 103 (2),					
or	a pretty good decrease. Keep up the	101.					
al-	good work."	Engineers up: Miller, Lowery, Mc-					
200	Improper flag protection; three	Curdy, Brown, Shoaff, Graybill Ryan,					
me	men disciplined. "This is such a	drace, Wikel, Blue.					
ng	serious violation of rules. We are	Triemen up. Stitzer, Gingrich, Hiler,					
elp	surprised that men will knowingly						

101.
Engineers up: Miller, Lowery, Mc-Curdy, Brown, Shoaff, Graybill Ryan, Grace, Wiker, Shue.
Firemen up: Stitzel, Gingrich, Hiler, Ellis, Drake, Chorpening, Stauffer, Mc-Knokley, Raup, Myers, Fry, Westfall.
Brakemen up: Reigel, Zellers, Kautz Etzwiler, Mace, Eichelberger, Singleton, Martin, Alberts, Schreffler, Hornick, Courtney.
Middle Division. —The 236 crew to

ton, Martin, Alberts, Schreffler, Hornick, Courtney.

Middle Division. —The 236 crew to go first after 3.30 o'clock: 214, 38, 27, 26, 15, 221.

Engineers wanted for 33, 27.

Firemen wanted for 38, 27.

Conductors for 38, 15.

Brakemen for 38 (2).

Engineers up: Buckwalter, Gray, Crammer, Earley, Richards, Rowe, Kreiger, Sweger, Leib, Snyder, Feiser, Firemen up: Reeser, Wright, Rowe, Clouser, Myers, Stover, Burkheimer, Gutshall, Kint, Humphreys, Buss, Gilbert, Pannebacker, Arndt.

Brakemen up: Stoininger, Kurtz, Alter, Deckard, Dissinger, Lentz, Cassatt, Buffington, McNaight, Shelley, Hoffman, Yingst, R. E. McCarl, Shade, Depugh, Deaner, Methias, Shelley, Yard Board—C Trick—Engineers for 11, 12, 4, 15, 32, 35.

Firemen wanted for 1, 7C, 12C, 1, 15, 4, 15, 16, 29.

Engineers up: Miller, Biever, Essig, Myers, Nye, Crow, Boyle.

Firemen up: Henderson, Selway, N. Lauver, Dill, Gormley, Wirt, Klineyoung, Mountz, Bartless, Shearer, Shopp.

Transport Instructors
United States Civil Service Control of the States Civil Service Engineers for 247, 251, 4232

Engineers for 247, 251, 4232.
Firemen for 219, 211, 223.
Conductors for 219, 251.
Flagmen for 247.
Brakemen for 238, 221, 228 (2), 229
232, 208 (2).
Brakemen up: Harman, Smith.
Shank, Swartz, Shaffer.
Middle Division. — The 125 crew fo
go first after 3.45 o'clock: 117, 217,
10, 130, 129, 224, 124, 107.
Engineers for 103, 129,
Firemen for 130, 129,
Fingmen for 130, 129,
Flagmen for 130, 129,
Brakemen for 130, 129,
Brakemen for 130 (2), 129 (2), 124.
Xard Barte. — Engineers wanted

Brakemen for 130 (2), 129 (2), 124.

Yard Hoard. — Engineers wanted
for 3rd 126, 135.

Firemen wanted for 102, 2nd 102.
1st 126, 1st 129, 1st 104.

Engineers up: Lutz, R. H. Fortenbaugh, Quigley, Hinkle, Sheaffer, Capp. G. L. Fortenbaugh, McNally, Feas, Herron, Bish.

Firemen up: Ready, Kipp. Albright, Eichelberger, Metz, Garlin, Meck, Steffee, Morris, Walters, Campbell, Weaver, Handiboe, Rider, Snyder.

PASSENGER SERVICE
Middle Division. — Engineers up:
J. W. Burd, C. D. Hollenbaugh, H. F.
Groninger, S. H. Alexander, A. J.
Wagner, T. B. Heffner, W. G. Jamison,
J. H. Ditmer, W. C. Black, L. R. Ricedorf, H. M. Kuhn, J. Crimmel, H. F.
Staurt

Staurt Engineers wanted for 25, extra

r. Firemen wanted for extra at 1 p m., Philadelphia Division. —Engineer's up: R. B. Welsh, J. C. Davis, C. H. Seitz, H. Smeltzer, E. C. Snow. Engineer's wanted for none. Firemen up: J. S. Lenig, R. E. Bea-

Firemen wanted for 94, 20.

THE READING
The 69 crew to go first after 1 o'clock: 57, \$11, 18, 62, 72.
The .106 helper crew to go first after 12.15 o'clock, 107, 102, 103.
Engineers for 55.
Firemen for 69.
Conductors for 55,
Flagmen for none,
Brakemen for 55.

Firemen up: Heisey, Chrismer, Sipe, Saul, Burtnett, Fitzgerald, Grunden. Orndorff, Emerick, Snyder, Myers, Kochenour, Keim, Kuntz.

Conductors up: Meck, Hilton. Flagmen up: Peters, Epler, Line veaver, Stahl, Morrow, Keefer, Gra dy. Davis, Zine, Shultz, Gochenour Leibtreu, Strohm, Gallager, Watsen Shank, Ellsrode, Hoover, Smith, Fill-more, O. Wiler, Walhay, Spangler,

READING SURVEYOR BUSY ON TRACK EXTENSION PLANS Division Engineer N. E. Shafer, Harrisburg, and Joseph G. Brand, local supervisor of the Har-risburg division, Philadelphia and Reading Railway, are working sur-

Engineers up: Rohland. Kauffman, Neidlinger, Jones. Morrison. Gruver, Warner, Bowman, Hoffman, Wyre. LAST EVENING

Recently Married Couples Are Honor Guests at Delightful Event

Mr. and Mrs. Robert Schaeffer, of 336 South Fourteenth street, and Mr. and Mrs. Ralph Peterman, of Paxtang, were delightfully surprised last evening by a number of their friends from the Automobile Di-vision of the State Highway Departvision of the State Highway Department. The event was given at the Schaeffer residence with about twenty guests in attendance. Beautiful clocks were presented to Mrs. Reading Railway, are working surveys of large tracts of land recently purchased by the company for extension of their roadbed in the vicinity of Prescott.

It is understood the Reading will put down several long sidings, and an additional main line track.

Schaeffer residence with about twein law and the guests in attendance. Beau trip guests in attendance. Beau trip guests in attendance, Beau trip guests in attendance and attendance are accused in the property guests in attendance are accused in the prop

birthday cake with pink candles graced the center of the table. Music and dancing with a fortune-teller much in evidence, formed the evening's amusement. Refreshments were served. Among the guests were:

were served. Among the guests were:

Mr. and Mrs. Schaeffer, Mr. and Mrs. Peterman, Mrs. William Sterner, Miss Belva Wentz, Miss Louise Fisher, Miss Grace Selbert, Miss Katharine Bogar, Miss Mary Ewing, Miss Katharine McCoy, Miss Harriet Jamison, Miss Mary Wills, Mrs. J. F. Bressler, Miss Mary Shupp, Mr. and Mrs. Klein, Lawrence Campbell, Thomas Montgomery, Clarence Wilt, Willis Crist and John Burns.

HAPPENS SOMETIME

opic is a puzzle to mere man."

Coal Expensive? Here's a Way to Save It

You can save a full month's supply of coal right now.

And use less all winter.

No need to light the furnace on chill autumn days. A Perfection Oil Heater will keep any room warm and comfortable. Carry it with you from room to room.

PERFECTION OIL HEATERS

Light it on cold mornings and turn it out during the day.

As the evening grows cool again it's ready with radiant heat at the scratch of a match.

Smokeless, odorless and absolutely safe. You can't turn the wick too high.

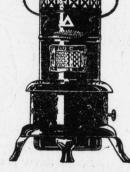
Don't go another day without the comfort of a Perfection Oil Heater.



It combines efficiency, convenience and economy in a way unequalled by any other heating device.

for every home. THE ATLANTIC REFINING COMPANY Philadelphia

Your dealer has a model



Full demand-good live read page

Pittsburgh



Wouldn't you like to have a good old-fashioned slice of bread and butter—the kind you used to get when you were a kid and have it taste as good as it did then-

"Takes You Back to Younger Days"

SAY—you get that never-gotten enjoyment, that wonderful good bread flavor in every big loaf of ROLSUM.

Schmidt's Bakery HOLSUM