

U. S. READY TO DRAFT 2,000,000 MEN IN 2 YEARS

Government to Deal Sharply With Profit Grabbers in War Time

By Associated Press

Washington, April 5. — President Wilson to-day gave final study to the bill under which the War Department plans to give compulsory military training to probably two million men within two years and the measure may go to the House and Senate Military Committees to-day, if the war resolution is disposed of in the House.

The government had demonstrated to-day that it will deal sharply with manufacturers who try to make exorbitant profits from war supply contracts. The Navy Department exercised for the first time the authority given by the last naval appropriation bill to order naval supplies at a price fixed by the government and lower than that submitted by the manufacturer.

The War Department's plan for building an army now is understood to provide for enrolling only men in their twenties, freed from home responsibilities, for calling out the older men within the prescribed age limits first, and taking subsequently each younger increment of 500,000. Regular army physical standards will be maintained, intensive training in trench warfare will be given and the resulting army will be sufficiently trained and equipped to equal any similar force in the world.

The brass making industry has agreed voluntarily to supply the government's needs at cost, and a similar arrangement is being sought of steel and fuel oil producers.

GIRLS! LOTS OF BEAUTIFUL HAIR

25 cent bottle of "Danderine" makes hair thick, glossy and wavy.

Removes all dandruff, stops itching scalp and falling hair.



To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff, is merely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a 25-cent bottle of Knowlton's Danderine now—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance, freshness, fluffiness and an incomparable gloss and luster, and try as you will you can not find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—yes! but really new hair—sprouting out all over your scalp—Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp and never fails to stop falling hair at once.

EASTER SEASHORE

Low Rates, Via Reading Railway Saturday, April 7 Fifteen-Day Tickets

RAILROAD RUMBLERS MILLIONS FOR IMPROVEMENTS

Railroad Publication Tells of Changes to Be Made at Altoona This Year

In the current issue of the Mutual Beneficial Association Magazine reference is made to plans for improvements at Altoona. It tells of large expenditures and is as follows:

"Long expected improvements of the Pennsylvania Railroad Company at Altoona are to be made this spring," reads the magazine story, which is appended in full.

"The sum of \$8,000,000 is now available for the completion of the gigantic improvement scheme, and within the next month or two announcement will be made that the work is to be taken up immediately. The plans for the improvements, including electrification of a portion of the Pittsburgh division, a magnificent new station and office building, big hotel and greatly increased yard facilities, have been practically completed by the engineering force of the company in Altoona and Philadelphia, and the actual start of the operations is only a matter of weeks.

"Among other things these changes are provided for:

Plans in Detail

"A magnificent new passenger station which will occupy the site of the Logan house.

"A forty-foot street to take the place of what is now Tenth alley, the railroad to devote Tenth avenue and a portion of the block between Tenth avenue and Tenth alley to its own purposes.

"A new bridge at Twelfth street, with easy approaches, that will reach from Ninth to Eleventh avenues. Probably a bridge for vehicular, as well as foot traffic.

"The building of a magnificent hotel on the site now occupied by the general superintendent and superintendent of motive power offices.

"The electrification of the Pittsburgh division, between Altoona and Galitzin.

"The abandonment of the Sixteenth street roundhouse.

"For many years Altoona residents have been hearing of the great improvements to be made by the Pennsylvania Railroad, but it was only recently that positive assurance was received that the work is to be taken up this spring."

Railroad Notes

Signal Foreman W. E. Gemmill, of the Baltimore division of the Pennsylvania Railroad, is completing a new signal system between York and Hanover.

Harry S. Branyan, station agent at Millertown, has been called to Webb City, Mo., on account of the death of a relative.

The committee in charge of arrangements for the smoker to-morrow night at the rooms of the Friendship and Co-operative Club, No. 5 Grace street, will meet to-night and complete the program.

Columbia council has been asked to grant the Pennsylvania Railroad permission to put down another track through the town. It is part of the plans for increased track facilities in the vicinity of Columbia announced some time ago.

Engineer Allan J. Reese, of the Pennsylvania Railroad, who has been on duty fifteen months on account of sickness, has returned to work. His home is at York.

C. D. Selgman, of York, a Pennsylvania Railroad freight brakeman, is ill.

Freight Conductors O. F. Craley and C. J. Johnson, employed on the Pennsylvania Railroad, who have been on the sick list, are able to be about.

Pennsylvania Railroad freight engines are being sent to Altoona for repairs.

John R. Pott, traveling passenger agent for the Chicago, Milwaukee and St. Paul Railroad, was in Harrisburg to-day.

Edward Koenig, local baggage agent for the Pennsylvania Railroad in this city, who was injured several days ago, is able to be about.

The Pennsylvania Railroad Glee Club of this city will go to Baltimore Saturday, April 14, and will sing during the evening. They will introduce a new feature, singing through megaphones.

Robert E. Bratten, draughtsman, has resigned his position with the Pennsylvania Railroad, and accepted a position with the Bethlehem Steel Company, at Steelton.

Horace Geisel, physical director at the P. R. R. Y. M. C. A., will not put a baseball team on the field this summer. The game scheduled to be played at Carlisle April 14 has been canceled.

ASK FOR PASSES TO BALTIMORE

Up to noon to-day 7,000 applications were on file at the office of Superintendent Gamble Latrobe, of the Baltimore division of the Pennsylvania Railroad for passes to attend the big athletic meet on April 14. The applications are from all over the system. It is expected that 20,000 will attend this big event. Harrisburg will send 2,000 by special train. In order to save time, one pass will be issued for ten or more persons.

INDOOR BALL GAME TOMORROW

At the Army to-morrow afternoon teams from Williamsport and Juniata Shop, Altoona, will play the third game for indoor baseball honors. Each team has won a game, and the winner of to-morrow's contest will compete in the finals at Baltimore April 14. The game will start at 3 o'clock. Arrangements are in charge of Samuel G. Hepford, general director of athletics for the Philadelphia division.

Advertisement for ALCOCK PLASTERS, featuring a woman's face and text about pain relief.

New Head of Carlisle Indian School in Charge

BIBLE STUDENTS TO GET DIPLOMAS

Annual Graduation Exercises Tonight at P. R. R. Y. M. C. A.; Ira P. Dean in Charge

At the P. R. R. Y. M. C. A. to-night three of the largest classes in the history of the Correspondents' Bible Class will graduate. Ira P. Dean, secretary in charge of religious work, and Bible teacher, will give diplomas to 47 students. The latter are scattered all over the United States, with the majority from Pennsylvania.

The first class has been studying the Acts of the Apostles; second, Gospel of St. John; and third, Epistles of John. Secretary Dean will give an illustrated lecture on these studies. There will be special music and other interesting features. The exercises are open to the public.

Addresses will be made by General Secretary Frank H. Gregory and President A. G. Murray. Bible teaching by former members has been a big success. Many former graduates are now engaged as Bible teachers.

ENGINEHOUSE NO. 2 BOWLERS WIN

In a match game rolled this morning on the P. R. R. Y. M. C. A. alleys the Enginehouse No. 2 team defeated Enginehouse No. 1 team two out of three games and won the match by a score of 188 pins. Smith was high score. The teams were:

Table with 4 columns: Name, Pins, Score, Total. Lists bowlers like Reeder, Steward, etc.

Table with 4 columns: Name, Pins, Score, Total. Lists bowlers like Mullen, Smith, etc.

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WAIVE OBSERVANCE OF GOOD FRIDAY

Churches to Conclude Passion Week With Services of Great Solemnity

Good Friday will be observed in all the churches throughout the city with great solemnity to-morrow as the conclusion of Passion Week services.

A union service will be held to-morrow night in the Pine Street Presbyterian Church, by that congregation and the Market Square Presbyterian Church congregation. It was planned to hold two services one to-night in the Market Square Church and one to-morrow night in the Pine Street Church, but the big patriotic meeting to-night changed the plan.

The Rev. Dr. Lewis Seymour Mudge, pastor of the Pine Street Church, will preach the sermon.

Passion Week services have been held in the First United Brethren Church, of which the Rev. N. C. Leinbaugh is pastor and to-morrow night the subject will be the sixth saying of Christ while on the cross—"It is Finished."

Baptismal Services

Baptismal services will be conducted in the Fourth Street Church of God, of which the Rev. William N. Yates is pastor. Passion services have been held at the Camp Curtin Memorial Methodist Church during the past week and to-morrow evening the pastor, the Rev. Alvin S. Williams will preach on "Christ Crucified." Prior to the service the Women's Missionary Society and the Oberlin Guild will hold a prayer meeting.

To-morrow morning at 8 o'clock the mass of the Presanctified will be observed in St. Patrick's Cathedral and in the evening the mass of the Tenbrae and Station of the Cross will be celebrated.

The Rev. Richard H. Colburn, issued a warning yesterday to the public stating that it should beware of persons representing themselves as collectors for a new church, the "Hill."

The Rev. James S. Armentrout, who has resigned as assistant pastor of the Pine Street Presbyterian Church, will be succeeded by the Rev. Harold A. Baldwin, who will graduate from Princeton Theological Seminary in May. He and his wife are expected to arrive here about May 15.

The Rev. Mr. Hartman, pastor of the Ridge Avenue M. E. Church, who has been transferred to the Clearfield charge will be given a reception by the congregation Wednesday evening.

Oklahoma Has One World's Strictest Vandal Laws

Kansas City, April 4. — Oklahoma has one of the strongest laws in existence against vandalism. This law provides a penalty of up to twenty-five years in the penitentiary for the defacing of public buildings or ornaments or improvements.

Even writing on the walls of public buildings, such as the city or county hall, falls within the provisions of this law. As a result the walls of Oklahoma buildings are singularly free from carved or chalked names and designs that mar so many structures in other States.

The law was adopted in 1911 and his copies of it are widely displayed.

DICKINSON NAMES ORATORS

Carlisle, Pa., April 5.—Announcement of class-day honors was made yesterday by officials of Dickinson College. The following were awarded honorary oratorships: H. O. Robinson, Winchester, Va.; Elizabeth Meek, Marie A. Wagner, Jacob A. Goodyear, all of Carlisle; Roy S. Meek, Altoona; Berkley Courtney, Baltimore; special parts on the program: Gaither P. Warfield, Rockville, Md.; Robert A. Myers, Camp Hill; Joseph A. Hopkins, Harrisville, N. C.; Sibley H. Stearns, Maryland; Leidig, Carlisle; George A. Hoover, Penbrook; Miriam Evans, Altoona; Henry A. Rausmus, Baltimore, Md., and Elbert Davies, Montrose, Pa.

INVENTOR OF STRINGLESS BEANS

In Central New York, a veritable human dynamo, sixty years young, is evolving for America finer races of peas and beans than the world has ever known. Future generations will come to know C. N. Keeney as the man who took the string out of the string bean. All his life he has worked over beans. Almost thirty years ago he evolved the first bush beans that were really fit to be eaten: Stringless Green Podded. Since then, most of the new varieties of beans have been evolved by him, some green, some yellow, some flat, some round, some early, some late, but all without strings.—Adolph Kruhm in The World's Work.

PRESIDENT OF COLLEGE QUITS

Galesburg, Ill., April 5.—Thomas McClelland, president of Knox College, has resigned. He is 79 years old and declined to retire. His successor probably will be appointed in June. Doctor McClelland was president of Pacific University, Oregon, from 1891 to 1900, when he became head of Knox. He is trustee of the Carnegie Foundation for the Advancement of Teaching.

DON'T LET WIFE DIE OF LOCKJAW

Warn her against cutting corns because they can be lifted out

Women wear high heels which buckle up their toes and they suffer terribly from corns. Women then proceed to trim these pests, seeking relief, but they hardly realize the terrible danger from infection, says a Cincinnati authority.

"Corn" is the lifted out with the fingers if you will get from any drug store a quarter of an ounce of a drug called frezone. This is sufficient to remove every hard or soft corn or callus from one's feet. You simply apply a few drops directly upon the tender, aching corn. The soreness is relieved at once and soon the entire corn, root and all, lifts out without pain.

This is a sticky substance which dries in a moment. It just shrivels up the corn without inflaming or even irritating the surrounding tissue or skin. Cut this out and pin on your wife's dresser.

Men's Fine Tailoring

Extraordinary suit-made suits to order as low as \$15

Also custom-made suits, shirts, ties, etc.

THOMAS P. MORAN 514 N. Third St.

RAISED POTATOES IN A CELLAR

Potatoes planted in the cellar of a St. Paul home last Christmas are now being dug and eaten. The cellar is lighted by two large windows. Powerful electric lights were turned on when the sun did not shine.

TORPEDOED FOUR TIMES HE WANTS REVENGE

[Continued From First Page]

back thirty-eight times since the war began and it has been torpedoed four times and he escaped the same fate several other times. For thrills! Say so, the days when pirates and buccaners ruled the seas has nothing on this. We are in the same boat. I have nearly cashed in four times and have decided to quit the game for good. Those German U-boats don't have a heart and I tell you it ain't between the United States and Europe and I hope I get a crack at some of those German devils that caused me so much trouble."

Typical Seaman

McMann is a typical seaman and he told his tale in true sailor fashion. He stands close to six feet in height and weighs one hundred and ninety pounds of bone and muscle. He was born and reared in Philadelphia, and has followed the life of a sailor for many years. Since the war broke out he has made thirty-eight round trips between the United States and Europe and has nearly lost his life four times and has escaped by a hair's breadth several other times. His last trip was made on the Atlantic Transport Line Steamship Mongolian, which left London, March 4, and put into New York harbor, March 30. While this trip was made in safety it was a thriller all the way.

McMann relates the tale of the trip in this manner:

"We left London on the morning of March 4, and not long after we had lost sight of the coast of England, a wireless message stating that the Main, a small steamer, had been torpedoed several miles ahead of us in the same ocean. We then searched our compass south through the Bay of Biscay off the coast of France. Off the coast of Spain about a thousand miles we sighted a German raider and later German submarines which fired several shots, one of which tore three feet out of our funnel off. The remainder of the voyage was made in safety. When I reached port I said no more shipping for me. We were not to be taken back to sea. I had nearly lost my life and I thought four escapes were enough for me.

Sunk in Middle of Ocean

"The first time I was on that was submarine was the British Furness line steamer Gismoor," he said. "This happened one thousand miles from Farnet off the coast of England. The German raider was a clear sky, the torpedo striking the bow of the steamer and nearly cut her in half. We barely had time to take the boats before she went under. After floating another four days and nights, part of the time without water, we were picked up by a Norwegian tramp, and taken to Cardiff, Wales. None of the crew was lost.

Eleven Days Adrift

The second boat which was torpedoed was the Rowanmore, owned by the same company as the Gismoor. This was the second time I was on that of the four. It happened about halfway between the States and England and it was eleven days before we were picked up by the American steamship Nook. York.

"We suffered great agony and when picked up were all nearly dead, not having any water and living on hard-tack for six days. Two of the crew, the second officer and the third fireman were lost when the boat went down.

The steamship Prince of Wales, was torpedoed and nearly sunk. She was submerged one night off the coast of Greece, and went down in fifteen minutes. We were picked up twelve hours later by an Italian tramp steamer.

The last time I was torpedoed was in the Mediterranean Sea off the coast of France, when the Earle Tanker No. 37, of the Standard Oil Company, was torpedoed. We were towed to Bordeaux, France, and were within two hours of our destination when we struck. The torpedo cut the tanker in two and ten minutes later she went to the bottom. I had just come out of the fireroom with my watch and another watch had gone on duty when the crash came. There were sixty-five men in the watch and they were lost."

After his last trip McMann applied at a Philadelphia munitions factory for a job and was sent to Mt. Union, Pa. This morning "that was worse than being torpedoed, so I went to Altoona to enlist and they shipped me down here." He will be given the examination by the local officers and if he passes will be sent to Fort Slocum.

THE READING

Harrisburg Division—21 crew first to go after 3:40 p. m.; 109, 129, 134, 144, 154, 164, 174, 184, 194, 204, 214, 224, 234, 244, 254, 264, 274, 284, 294, 304, 314, 324, 334, 344, 354, 364, 374, 384, 394, 404, 414, 424, 434, 444, 454, 464, 474, 484, 494, 504, 514, 524, 534, 544, 554, 564, 574, 584, 594, 604, 614, 624, 634, 644, 654, 664, 674, 684, 694, 704, 714, 724, 734, 744, 754, 764, 774, 784, 794, 804, 814, 824, 834, 844, 854, 864, 874, 884, 894, 904, 914, 924, 934, 944, 954, 964, 974, 984, 994, 1004.

Engineers for 52, 53, 57, 5, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Brakemen for 52, 53, 57, 5, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Engineers up: Shover, Smith, Kroach, Miller, Kicker, Heister, Zukowski, Marks, Myers, Grove, Essinger, Bushy, Ander, Smith, Kinderman.

Conductors up: Landig, Ham, Boshore, Griffey, Bashore, Crawford.

Brakemen up: Paxton, Dye, Felker, Kuhn, Rivers, Pleitz, Spertzell, Wise, Aesch, Liebtrew, Ryan, Spertzell, Overley, Beach.

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