

FRENCH HERO BEGAN SERVICE AT 12 YEARS

Boy Who Purloined Powder From Prussians Won Many Later Successes

Paris, Dec. 7.—General Maistre, who commanded the French army that conquered the last remaining positions of the famous Chemin des Dames and thus earned promotion to the rank of Grand Officer in the Order of the Legion of Honor, began to serve his country when he was twelve years old by purloining powder from the Prussian soldiers who

were quartered in the house of his parents in the Franco-Prussian war of 1870. The boy who was afterward to lead the French army in one of the hardest fought battles of the great war, laid away the stolen powder for gunning expeditions in the forests near his home. There was some of this borrowed ammunition left when the present war began.

Sixth of his class on entering the military school of Saint Cyr, Maistre was first when the class graduated. He was third in his class at the War School.

Lieutenant Maistre's career began with a mission to Gratz, Austria, where he became initiated into the practices of the Kriesspiel which he helped introduce at home. Captain in 1887 and Major in 1898, he was named professor of general tactics at the War School. As Lieutenant Colonel, Maistre commanded the 79th Infantry, one of the celebrated regiments of Nancy,

and as colonel was transferred to the 106th Infantry, called the "regiment of steel," forming part of the "iron division" that has distinguished itself on nearly all the most familiar battlefields of the war.

Brigadier General in 1912, Maistre was appointed a member of the "committee of the general staff" and at the beginning of August, 1914, was chief of staff to General Langle de Cary who commanded the Fifth French army in the Battle of the Frontiers, the Battle of the Marne and at the beginning of the Battle of Verdun.

Maistre became a General of Division just before the Battle of the Marne and was placed in command of the 21st Corps. He won the cravat of Commander of the Legion of Honor in that battle at the head of the 21st Corps, afterward leading it in the Battle of Notre Dame de Lorette, after which he relieved the 20th corps at Verdun.

REA MAKES PLEA FOR EQUITABLE R. R. REVENUES

Head of Pennsylvania System Asks Adequate Support For Operation

New York, Dec. 7.—A plea that President Wilson and Congress "should, without delay, order that an equitable basis for railroad revenues be instituted at once" was voiced by Samuel Rea, President of the Pennsylvania Railroad Company, in a message read today before the Annual Convention of the Association of Life Insurance Presidents, in session here.

"Let us have an end of restrictive, cramping, punitive regulation and begin an era of constructive, broadening work," wrote Mr. Rea. "Let us consider how much the railroads can wisely spend, rather than how little they can get along on."

Owing to his duties with the Railroads' War Board, President Rea was unable to deliver his message in person. Instead, he wrote in part: "Let me say, most emphatically, that neither American agriculture nor industry can possibly progress beyond the capacity of the transportation facilities of the nation to handle their raw materials and their products. When you stop railroad expansion, in a country of such distances, population, industrial and agricultural activities as ours, you automatically set a dead limit to the expansion of commerce and production."

Rates Too Low
"As one of the chief of the underlying causes which have been sapping our resources of transportation, I would name the continued failure to provide an adequately remunerative basis of rates. The direct effect of this error has been to make it difficult to raise and sustain sufficient capital for the improvements and extensions which are sorely needed. In the mania for restricting the charges for transportation, the financial possibility of permanently maintaining quality of service seems to have been overlooked. Aside from military considerations, we, in the railroad industry, know from personal observation that what the public and industries need is service, rather than the saving of a fraction of a mile per ton mile. We know that there are many shippers in this country today who would gladly pay more than the established rates to have their commodities moved promptly and regularly. The operating results and the net returns of the railroads for many years show there has been a constant rise in expenses and taxes, and a decreasing return on the investment in road and equipment."

"I do not want to convey the impression that the railroad situation is hopeless or that the credit of the railroads is entirely crippled. Such is not the case. Their credit can be sustained and their usefulness increased through the adoption by the regulating authorities of a sensible and unified policy of fair treatment in the matter of freight rates. The Government is allowing reasonable prices and profits to industry; why not to the railroads?"

War Responsible
"Such a policy, and not the loan of Government credit, would, under normal conditions, be a permanent solution for the problem of railroad credit. I do not wish to be understood as saying that a Government loan might not be a desirable expedient, if, under war conditions, the entire capital market is to be absorbed by the Government. But it should be regarded as an expedient only, justifiable, if at all, as an emergency measure."

"The war is to a great extent, responsible for the present congestion of traffic and its movement out of normal channels, but the carriers would now be better able to cope with this condition if they had received more liberal treatment in the matter of rates during the past, at a time when they could have marketed securities and financed improvements while labor and materials were reasonable in cost, and the supply of both adequate. The end of the war is the beginning of decay of expansion and improvements on and the letting down of the standards of service of the securities, and this, I personally believe, if not corrected, will ultimately effect the credit of the government itself."

"Notwithstanding prevailing high prices and the difficulty of getting capital, it is imperative that prompt measures be taken to give the railroads relief from the present overcrowding of facilities, and a more investment return. Nothing could be more helpful to the country in these trying times than the adoption of a broader, more liberal and unified policy of regulation. The railroads are the great reliance of the public and the country. The public owns them. Public ownership is not a possibility, it is a fact. The energies of our country and its railroads are being devoted primarily to an international service and danger threatening the life of the Nation and the world. The day for a small policy and slow action has passed. The railroads have subordinated their interests and activities; the citizens and our courts are ready for a larger and more equitable policy, and the President and Congress should without delay recognize that fact and order that an equitable basis of railroad revenues be instituted at once, which will encourage investors to retain their railroad securities and do their share in providing the capital which can be spared as the Government demands are met from time to time. We must get away from the present line of confictary returns for an equitable return on the investment devoted to public use. The statistics are at hand to emphasize what the return must be; all that is required is the requisite courage to enact the policy in regulation and legislation."

A Little Story

About Wm. Strouse's Store

Written by a person not connected with the business

While this is being written, Mr. Strouse is out of the city.

He didn't ask permission to leave town, but I know he goes away often to buy more goods.

And he didn't leave any instructions what to advertise.

But he'd be disappointed if his ad weren't in the papers, because he's got so many things to tell you about the Store.

You'd be disappointed, too, if you didn't see his little talks.

So I just "nosed" around here and there in the store and asked the men a few questions.

Pretty nice fellows those Wm. Strouse Salesmen. Can't do enough for you.

They get good training. Seems to me they don't care as much about making a sale as they do about making a friend for the store.

Well, they told me a lot o' things about their departments—nice things.

Guess they had an idea I was pretty inquisitive, but then, maybe they didn't, either.

Courteous to everybody, so they treated me like they do the rest of the public and made me feel at home.

Here's what I got from Mr. Wood. (You know Wood. He had a little talk of his own in the papers, last Friday.)

Told me he had Overcoats that were so good at \$20 it was really a shame to sell 'em at that price. Yes! Said they would cost him more, by a whole lot, to replace them in stock.

"But," said he, "Mr. Strouse insists on giving 'em the top notch value." (Emphasis on top notch).

Wood ought to sell a raft of those coats.

Then Mr. Day gave me a few tips on his departments.

Enthusiastic fellow, that man Day. He'd take up a whole newspaper if you'd buy the space for him.

Says there's no haberdashery department in town to come up to the "scratch" like his.

Well, he's "plumb near" right, too.

Showed me a few things. He's got some neckties there at 50c that'd make your mouth water. And he's got 'em up to \$2 — "beauts."

Says he's going to sell 'em all before Christmas.

Hope he does.

Sweaters! Scores of 'em; big, snug-fitting ones — and reasonable — very reasonable.

And shirts by the carload! — all choice patterns.

Wouldn't mind having a few for Christmas myself. And Monito Hose. He's strong for Monito Hose. Says everybody in Harrisburg ought to wear Monito, 'cause they're made in our own home town.

Yes, Day's got a fine line of haberdashery and you ought to look it over.

Then I had a little chat with Mr. Rockman.

He's the popular friend of the boys.

Always smiling and doing something for the boys.

Pretty wide-a-wake chap, is Rockman. His department shows it and the boys know it.

His hobby, just now, is boys' trench overcoats and mackinaws.

"Don't forget the boys' Trench Overcoats," said he, "this is the time for 'em."

"Are they nice?" I asked. "Are they?" he returned, very much surprised at my lack of information on the subject.

"Look 'em over—\$7.50 to \$15.00 and they're selling fast."

The boys ought to stick to Rockman, he's got some mighty nice clothes for boys.

Mr. Fernsler was out of town.

I inquired where he had gone and they told me he'd gone along with Mr. Strouse, to buy more hats.

"More hats?"

Think of it!

Why the stocks looked like you couldn't squeeze another hat into them.

But those Wm. Strouse hats do sell. They do sell. And they've got to have 'em to sell 'em. So Fernsler went to buy more.

When he gets back, he'll no doubt want a big write-up about his hats.

And Mr. Strouse will let him have it.

So you see it was a pleasant little trip through Wm. Strouse's Store, and worth taking.

Some time when you want some good clothes and want your money to go a long way — just step into Wm. Strouse's Store and get acquainted.

It's a mighty, cheerful store, you'll like all the boys, and you'll like the goods.

You'll be impressed with the sense of fairness throughout the whole place.

A store you feel safe to deal with.

And, just now, it's very Christmassy. Lots of gifts for a man from that man's store.

The New Store of Wm. Strouse—310 Market Street



Buy Christmas Furniture Early and Buy it at Burns' Gift Buying Is In Full Swing At This Service Store

Nothing can give the practical, long-lasting service and pleasure of good Furniture. And at the same time the home is made beautiful.

Give a Rocker

THIS FIBRE ROCKER, spring seat, removable cushion, upholstered back, tapestry covers, russet brown finish **\$10.95**



SUBSTANTIAL FIBRE ROCKER is splendidly upholstered; seat and back covered with tapestry; wide arms, special **\$8.95**

TOYS

Sold Without Profit in Appreciation of Your Year's Patronage

Extra Special Offer Combination Set

DOLL AND GO-CART. The go-cart has wire wheels. The doll is large size and good quality. Regular value \$1.50. Only 100 sets to sell at this price. Buy your set at once. None charged or delivered. The set complete for **98c**



- TRAIN ON TRACK** locomotive, tender, two passenger cars, complete round track **69c**
- EXPRESS WAGON** wooden body and wheels, 24 inches long, nicely painted **\$1.25**
- DRUM**, metal side, good heads, 9 inches in diameter **59c**
- TOY PIANOS**, in mahogany finish, fine toy, **\$1.35**
- TEDDY BEARS**, a full line of various sizes, **70c to 95c**
- DOLL CART**, finished French gray, roll hood and body, rubber-tired wheels **\$6.50**

Carload Cedar Chests

Bought at Savings and Gift Seekers Will Benefit



Lot No. 1 Cedar Chests at \$8.00

Lot No. 2 Cedar Chests \$13.50

Lot No. 3 Cedar Chests \$19.00

Colonial design, columns and scroll feet, 49 inches long. Of extra heavy stock and well made. A real Christmas special. Colonial design with two copper bands. Extra width and 45 inches long. A most remarkable value for gift seekers. Burns & Co., Largest Furniture Store in This Section of the State