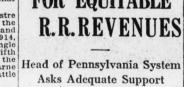
FRIDAY EVEN

FRENCH HERO BEGAN SERVICE

6

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 pow-der from the Prussian soldiers who

parents in the Franco-Prussian war of 1870. The boy who was after-ward to lead the French army in one of the hardest fought heure of the Brigadian Corporation Co AT 12 YEARS by Who Purloined Powder From Prussians Won Mark to lead the French army in one of the hardest fought battles of the great war, laid away the stolen pow-der for gunning expeditions in the some of this borrowed ammunition left when the present war began. buddrift General in 1912, Maistre Brigadier General in 1912, Maistre Brigadier General in 1912, Maistre "committee of the general staff" and "committee of the general staff" and the beginning of August, 1914, was chief of staff to General Langle de Cary who commanded the Fifth Frontiers, the Battle of the Marne of Verdun. Maistre began and at the beginning of the Battle of Verdun.



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 An nual Convention of the Association of Life Insurance Presidents, in sesion 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 Rail-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 transpor tation facilities of the nation to handle their raw materials and their products. When you stop railroad expansion, in a country of such disances, population, industrial and agricultural activities as ours, you automatically set a dead limit to the expansion of commerce and produc-tion.

expansion of commerce and produc-tion. Rates Too Low "As one of the chief of the under-lying causes which have been sap-ping our resources of transportation, I would name the continued failure to provide an adequately remunera-tive basis of rates. The direct effect of this error has been to make it difficult to raise and sustain suffi-cient capital for the improvements and extensions which are sorely needed. In the mania for restric-ting the charges for transportation, the financial possibility of service seems to have been overlooked. Aside nently 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 oper-ating 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.

return on the investment in road and equipment. "I do not want to convey the im-pression that the railroad situation is hopeless or that the credit of the roads is entirely crippled. Such is not the case. Their credit can be sustained and their usefulness in-creased through the adoption by the regulating authorities of a responsi-ble and unified policy of fair treat-ment in the matter of freight rates. The Government is allowing reason-able prices and profits to industry; why not to the railroads?

why not to the railroads?" "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 under-stood as saying that a Government loan might not be a desirable expe-dient, if, under war conditions, the entire capital market is to be ab-sorbed by the Government. But it should be regarded as an expedient only, justifiable, if at all, as an em-ergency measure.

only, justifiable, if at all, as an em-ergency measure. "The war is, to a great extent, re-sponsible for the present congestion of traffic and its movement out of normal channels, but the carriers would now be far better able to cope with this condition if they had re-ceived more liberal treatment in the matter of rates during the past at ceived more liberal treatment in the matter of rates during the past, at a time when they could have mar-keted securities and financed im-provements while labor and mate-rials were reasonable in cost, and the supply of both adequate. The end railroads is the beginning of decay either. Supply of both adequate. The end railroads is the beginning of decay of expansion and improvements on and the letting down of the stand-ards of service. The lack of a sym-pathetic attitude toward the rail-roads in Governmental quarters has unquestionably led to apprehension as to the future of their securities, and this, I personally believe, if not corrected, will ultimately effect the eredit of the government fiself. "Notwithstanding prevailing high prices and the difficulty of getting capital, it is imperative that prompt measures be taken to give the rail-roads relief from the present-over-crowding of facilities, and a poor in-vestment return. Nothing could be more helpful to the country in these trying times than the adoption of a broader, a 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 pri-marily 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 sub-ordinated their interests and activi-ties; the citizens and our courts are ready for a larger and more equi-table policy, and the President and Congress should without delay rec-ognize that fact and order that an equitable basis of railroad revenues be instituted at once, which will en-courage investors to retain their rail-road securities and do their share in providing the capital which can be spared as the Government de-mands are met from time to time. We must get away from the present line of confiscatory return for an equitable return on the investiment devoted to public use. The statistics are at hand to emphasize what the policy in regulation and legislation." DONT BUY expansion and improvem DON'T BUY A useless gift for Christmas, but de-cide on a gift that will be a pleasure to your family for years to come—A Plano or Player Plano for instance. We have an immense stock of the Highest Grade from which to select and Prices are low now. If you de-sire credit, we will gladly accommo-date you with easy terms— Yohn Bros., & N. Market Sq. Adv. Adv.

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 vou 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,

Courteous to everybody, so

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

"Are they nice?" I asked. "Are they?" he returned, very much surprised at my lack of information on the subject. 5

"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.

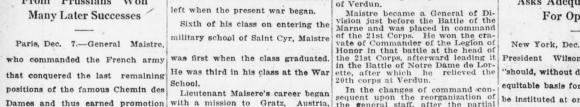
When he gets back, he'll no doubt want a big write-up about his hats.

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. L States i





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Buy Christmas Furniture Early and Buy it at Burns'

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).

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.

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