### FRIDAY EVENING,

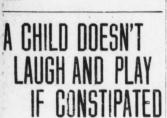
## Army Chief Asks French Officers to Come to U.S.

16

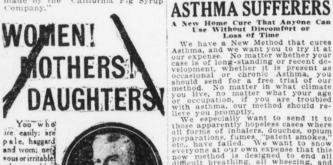
Washington, April 12.-Following conference last night between Ma-Jor General March, acting chief of staff of the American Army, and Gen-eral Vignal, military attache of the French embassy, a request was ca-bled to the French government by General Vignal, asking that as many French officers as possible be hur-ried to the United States. They are to speed up training at the National Guard and National Army cantonments. jor General March, acting chief of











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# FRENCH LINES NOT & RATEROAD - DEVESS LIKE THE PENNSY A. F. L. STARTS LOCAL BRANCH

Maintenance of Way Men Apply For Charter; Small

**Crowd**, Much Interest

ailroad mass meeting, cut into the attendance last evening at the organ-ization session of the American Fed-eration of Labor. There was a meet-

ized workers. Announcement was made that the campaign which will start Monday is for the sole purpose of organizing every branch of railroad men not now affiliated with any labor organ-ization. The meeting Monday night will be the first of a series to include noonday talks. [Continued from First Page.] reported here. The battle however, is continuing along the whole front from La Bassee canal north to Holle-beke, the Germans hammering hard in their desperate attempt to win something substantia Sout of this new ambitious effort of theirs. So

## **Railroad** Notes

Standing of the Crews HAPRISBURG SIDE Philadelphia Division — The 118 crew first to go after 3.30 o'clock: 168, 114, 124, 133, 109, 134, Engineers for 114, 134, Flagmen for 108, 114, 134, Flagmen for 108, 114, 124, Engineers up: Gauckler, Black, Binkley, Brooke, Gemmill, Smith, Brodhecker, Anderson, Conway, Al-bright, Shocker.

Rosen, Waltz, Mc Firemen up aughlin, Kayden, Shettel, Emerick, Srehm, Quentzler, Kase, Beers, Lutz,

Conductor up: Stark. Brakemen up: Clark, Brown, Lau-

Middle Division—The 231 crew first to go after 1 o'clock: 43, 30, 28, 235, 243, 234, 214, 21, 246, 241, Engineers for 43, 28, 234, Firemen for 43, 31, Flagman for 43, 31, Erakemen for 43, 31, Engineers up Titler, Leib, Kreig-er, Dunkle, Kat Iman, Firemen up: Keiter, Bickert, Brocious, Sauerwine, Clouser, Sherer, Lusk. Lusk

ausk. Conductors up: Glace, Bennett. Brakemen up: Page, Weij antz, Wingart, Johnson. Weigle.

Yard Board—Engineers for 5-7B. 4.15B, 16B, 17B, 22B. Firemen for 2-7B, 3-7B, 2-15B, 16B. Engineers up: Bostoff, Schlefer, Rauch, Weigle, Lacksy, Cookerly, Mayer, Sholter, Snell, Bartolet, Snell, Gettys, Barkey, Sheets, Bair, McCord, Snyder, Auman. The reacting, all warms at once or all time. Stree offer is too important to tet a single day. Write now and begin the method at once. Send noney. Simply mail coupon be-Do it to-day. COUPON COUPON COUPON Concellent of the single day. Write now and cry. Chorpenning. Smeigh. Rupley. Crock, Heck, Vosier, Bowman, Stahl, Barkey. Crock, Heck, Soster, Bowman, Stahl, Barkey. Crock, Heck, Stahl, Stahl,

## HARRISBURG

**Railroad Workers Send Endorsement to McAdoo** 

At a meeting last night of Harrisurg Lodge No. 153, American Fed eration of Railroad Workers, a letter was read endorsing Director General McAdoo. A copy was sent to Wash-

ington. The letter included a series of endorsements. Another class of candidates was

initiated. Arrangements were made for a series of meetings next week, in this city and at various points be Rain, snow and sleet, and a big tween this city and Marysville.

VICTORY FOR KULTUR!

attendance last evening at the organ-ization session of the American Fed-eration of Labor. There was a meet-of Maintenance and Way employes was started. Enough signers were secured and Elex Gibb, national or-ganizer, to-day applied for a charter. This will be the last meeting until the campaign of the American Fed-eration of Labor formally open Monday night. Speeches last night were by James Burns, representing the Sheet Metal Workers: Alex Gibb, Maintenance of Way Branch, and P. J. Conlan, Machinists. Brotherhood representatives also spoke. Mames Burns' Talk Speaker Burns in his address pointed out that it was the American Federation of Labor that brought about the increase in wages, and back pay. He told the railroad men-that records at Washington proven-tis, and any statement to the con-trary was a falsehood and made for the purpose of misleading unorgan-ized workers. Announcement was made that the

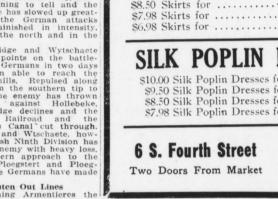
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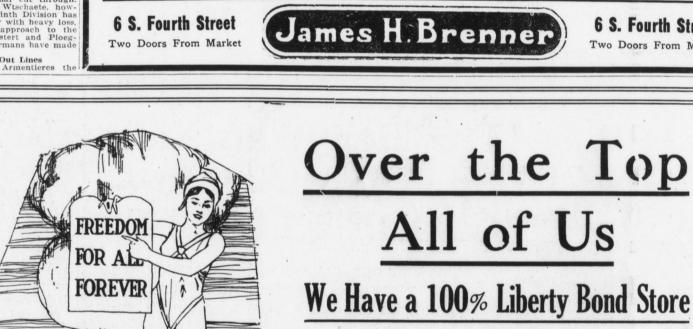
in their desperate attempt to win something substantia fout of this new ambitous effort of theirs. So far its only definite result has been the piling up of cassalties on both sides, notably their own.

Railroad Notes
Through trains on the Pennsy were running late to-day from the west of Pittsburgh.
J. A. Searfauss, chief caller of the Pennsylvania Railroad at D. E. is has department. He sold \$700 worth yesterday.
S. C. Putney, supervisor for the Pennsylvania Railroad from Lemoyne to York, was at the latter place yesterday.
Baltimore Division employes of the Pennsylvania Railroad to here the printer of the dading system being to dody.
The bridge and station inspection of the York, Hansor this city.
The printer L. He sold \$700 worth the some while Paris announces a rather heavy bombardment of the reasing active in the vicinity of the Somme while Paris is onto a large scale. The entry were paid to-day.
The bridge and station inspection of the York, Hansor this city.
The printendent W. H. Keffer, of the Rading Railway Company, vistem because of the Rading Railway Company, vistem because of the Rading Eagle.
Standing of the Crews

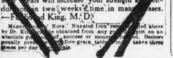
aspecially on the north and in the center. Messines Ridge and Wytschaete are the vital points on the battle-field, and the Germans in two days have not been able to reach the crest of the hills. Repulsed along the ridge from the southern tip to Wytschaete, the enemy has thrown heavy forces' against Hollebeke, where the ridge declines and the Ypres-Menin Railroad and the Ypres-Menin Railroad and the Ypres-Menin Railroad and the Ypres-Menin Railroad and the Ypres-Comines Canal'cut through. At Hollebeke and Wtschaete, how-ever, the British Ninth Division has repulsed the enemy with heavy loss. On the southern approach to the ridge about Ploegstert and Ploeg-stert Wood the Germans have made small gains.

Straighten Out Lines By abandoning Armentieres the









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106, 221, 204, 101, 102. Fireman for 101. Flagman for 119. Brakemen for 106, 101 (2). Yard Board—Engineer for 1st 129. Firemen for 145, 2nd 106, 3rd 129. Engineers up: Quigley. Bair. Fchical, Hanlon, Hinkle, Holland, Gingrich, McNally, Feas, Herron. Firemen up: Morris, Garlin, Nolte. Holmes, Bainbridge, Eichelberger, Jones, Huber, Handiboe, Kipp, Wick-ey, Conly, Whitehill, Haubaker, Rod-gers.

PASSENGER DEPARTMENT
Middle Division—Engineers up: F.
McC. Buck, J. H. Collins, G. G. Keiser, H. C. Minter, J. J. Kelley, W. G.
Satzler, J. A. Spotts, Sam. Donnley, J. Crimmel. W. D. McDougal, O. L.
Miller, D. Keane, H. F. Krepps, S. H.
Alexander, R. M. Crane, D. G. Riley.
Firemen up: L. E. Zeigler, R. E.
Look, S. H. Wright, J. N. Ranmey, H.
W. Fletcher, R. A. Arnold, G. B. Huss,
F. E. Gross, J. C. Kerber, S. P. Stauffer, E. E. Ross, J. L. Fritz, S. R.
Mcaarkle, A. H. Kuntz, S. H. Zeiders,
F. A. Pottleger, O. L. Sheats, R. F.
Mchler.
Engineers for 665, P21, P179, 45, 6293, 19.
Firemen for P21, P179, M49, 661, 11.

You Look As YOU FEEL You know well enough when your liver is loafing. CONSTIPATION is the first warning; then you begin to "feel mean all over." Your skin soon gets the bad news, it grows dull, yellow, muddy and un-sightly. Violent purgatives are not what you need—just the gentle help of this old-time standard remedy. Small Pill, Small Dose, Small Price. Brent Good ABSENCE of Iron in the Blood is the reason for many colorless faces but Will greatly help most pale-faced people. ill greatly help most pale-faced people

Philadelphia Division — The 203 ew first to go after 2.15 o'clock: (2, 240, 242, 245, 216, 217, 238, Engineer for 238, Firemen for 212, 242, Conductors for 203, 242, 248, 216, Brakemen for 212, 240, 242, Conductor up: Bryson, Btakenan up: Evers, Middle Division — The 219 crew first og after 2 o'clock: 119, 256, 273, 66, 221, 304, 101, 102, Fireman for 101,

# PASSENGER DEPARTMENT

293, 19. Firemen for P21, P179, M49, 661, 11. **Pbiladelphia Division** — Engineers p: V. C. Gibbons, B. A. Kennedy. Firemen up: L. E. Everhart, Wr.

hive. Engineer for extra 12.30 p. m. Firemen for extra 12.30 p. m., M22, **THE READING** The 18 crew first to go after 12.15 yclock: 53, 52, 68, 22, 54, 4, 7, 73, 8, 20 clock: 53, 52, 68, 22, 54, 4, 7, 73, 8, , 20. Firemen for 62, 251, Lebanon work

ain. Conductor for 2-258. Flagmen for 16, Lebanon work

Brakemen for 52, 4, 19, 22, Leba-

Erakemen for 52. 4, 19, 22, Leba-icn work train. Engineers up: Freed, Barnes, Hol-cnbaugh, Leitner. Firemen up: Shamper, Hurley. Conductors up: Ray, Keifer. Brakemen up: Swartz, Shank,

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