

COLORED KNIGHTS OF PYTHIAS FOES OF INTOXICANTS

Big Parade Feature of State Convention of Order Today

No official action has been taken by the convention but I know the sentiments of our order are that the sale and manufacture of intoxicants should be absolutely prohibited.

Thus spoke a prominent member of the State Grand Lodge of the Knights of Pythias, now in session here, this morning.

There were no sessions of the convention held to-day. This morning the members of the order united in a big parade in which members of the Grand Lodge, the Uniformed and Grand Lodge were represented.

It was a subject for much comment that the knights in uniform brought a dash of color to the occasion. They wore dark blue uniforms and helmets of pure white.

Among important features of yesterday's reports was the fact that during the past year \$21,900 has been paid out in death claims.

Let us first consider that class of men are subject to this disease. First of all, some men are predisposed or inherit a weakened state of the kidneys and thereby respond most readily to the inroad made on

GAS ON STOMACH SOUR STOMACH INDIGESTION HEARTBURN Instantly Relieved by BISURATED MAGNESA IN 5 GRAIN TABLETS

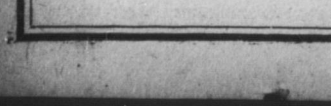
Speak Distinctly, Listen Intently When You Telephone

PROPER telephone usage is always in order, and particularly in these times when great demands are made on telephone service.

In making your telephone calls, speak distinctly and directly into the telephone mouthpiece or transmitter. Listen carefully and concentrate on what is being said, then no repetitions will be necessary.

These suggestions are offered in the belief that you will put them into practice in order not only that wastes in telephone usage may be eliminated but adequate service may be available, always, for all needs.

THE BELL TELEPHONE CO. OF PA. W. H. FETTER, Local Manager, HARRISBURG, PA.



On the Retreat

With the American Army on the Aisne-Marne Front, July 24 (Wednesday night)—With their lines of communication reduced by operations on their flanks and their rear north of the Marne being constantly punished, the Germans have been forced to give up more territory.

The French and American troops rested to-night some distance in advance of the points where they started this morning. The German retirement under pressure is believed to indicate that General Von Boehm, the commander of the armies within the salient, has had enough punishment to convince him of the advisability of taking new positions.

Another prominent symptom is headache, existing in the back of the head and occurring especially in the morning. Vertigo or swimming of the head cannot be overlooked, for it is only too often very constant and annoying.

These are some of the results of Bright's disease in men: Enlarged heart; blood becomes watery and poor; retention of impurities in system due to inactivity of kidneys.

Late in the progress of the disease the swelling begins, first noticed by bags under the eyes, then in swelling of the feet and ankles, with great shortness of breath.

Philadelphia, July 25.—William Potter, fuel administrator for Pennsylvania, told members of the Pennsylvania Retail Coal Merchants Association, who met at an annual meeting here to-day, that the anthracite allotment will fall short by 300,000 tons to meet the industrial needs of the state and the home market.

Philadelphia, July 25.—The center of attraction this afternoon, following the big parade, is the island where a number of contests of various sorts are scheduled. The events will open about 5 o'clock and there is keen rivalry between the opening contestants.

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AMERICANS A POLICE SWEEP BACK GERMANS

[Continued From Page 1.]

It appears that not only are the allies rapidly continuing the process of ousting the Germans from their Marne salient but that a movement may be in process of execution by means of which it is hoped to trap a goodly section of the German crown prince's army.

Driving in on the west, the French now are reported to have reached a point within three miles of the important road junction town of Fere-en-Tardenois, where eight roads over which the Germans move troops and supplies converge.

On the easterly side of the salient, according to unconfirmed reports which have reached London, British troops have driven in a great distance toward Fismes, the real German base for the district south of the Aisne. This town, 11 miles from the last reported position of the British, southwest of Rheims, lies about midway to the top of the pocket in which approximately half a million Germans are massed.

Easterly and westerly movements are tending to converge to close the pocket. Speed seems to be the watchword of the allies all along the line, as attested by orders on the American front to ignore machine gun nests and press on, leaving detachments to deal with the German gunners.

German rear guards have again brought the fifth German offensive to a hasty halt, but has turned it into a disastrous repulse and also forced the enemy to bring in reserved troops from other fronts.

Northward, along the line toward Soissons, and to the northeast toward Rheims there have been heavy bombardments, but no infantry fighting is reported.

As the days of heavy fighting continue on the battlefield north of the Marne, it becomes increasingly apparent that the German retirement is well under way. This withdrawal is apparently being conducted in an orderly, if not deliberate manner, being covered by the little wooded area that is reported at Treloup and Chassins.

A study of a map of the region where the struggle is going on shows that along the line from Jaulgonne northwest of Oulchy-le-Chateau, just north of the Ourcq, or even farther, the allies have pressed ahead during the past two days. As nearly as the location of the contending forces can be determined at present, the Germans have been forced back or have retired over much of this line a distance of nearly three miles since Tuesday.

It may be said that for the moment the line from Soissons southward to the Ourcq has reached a state of equilibrium and that the deadlock between the German and the French is going on in an area where the German commander will probably continue until the former bring up sufficient fresh troops to break the line at some vital point.

The progress south of the Ourcq, however, has placed in jeopardy the village of Fere-en-Tardenois, which is the strategic point in the German bases in this region. At last accounts the French and Americans were almost directly south of this place.

Military critics in Paris incline to the view that General Ludendorff, the German commander, will probably launch a new attack on some other sector of the front in an effort to gain a local success to gloss over his failure at the Marne. He might by this means, also, wrest the initiative from Foch and force the latter to remove some of his troops from the Soissons-Rheims area. It seems to be agreed that the logical point to expect such a German attack is somewhere along the British-held lines.

The British, in the meantime, are not idle. They have been conducting raiding operations in the Hebuterne sector, and have repulsed a attempted German raids along the Amiens front, to the south. The enemy attack has been active at Arras and Lens, vital points of the British line.

The French have carried out a raiding operation south of Montdidier and have captured prisoners. General Foch's offensive enters upon its second week to-day with the Germans still being forced back before the smashing blows of French, British and American armies. Extreme severity marks the fighting on a greater portion of the front. Goodly numbers are being made by the French and Americans between the Ourcq and the Marne and by the British southwest of Rheims.

Steadily as allied pressure has forced the Germans back within the pocket formed by the battle lines, the German defensive efforts have increased in ferocity, due to the continuous throwing in of reserve divisions. The allied offensive, there-

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MEN ARE WANTED BY RED CROSS

[Continued From First Page.]

socks for the boys in khaki. To meet the big demand for the socks, classes of instruction for men will be opened, these classes to be held weekly. The classes will be on Friday nights and will be taught by Mrs. John W. German, Jr. The first class will be held Friday night, August 2.

When the plan was proposed to Red Cross officials this morning they expressed their enthusiasm in glowing words. "It's a good plan. I don't see why we haven't done this before," said Mrs. Lyman D. Gilbert, chairman of the chapter. "I hope that the men will respond to the call."

Competent Instructor Mrs. John W. German, Jr., who is to teach the new classes is instructor of the classes for women. She is very enthusiastic over the possibilities of the work. Considering the standing of the Harrisburg chapter it is said that this chapter is the lone example of men not aiding in operating the knitting machines. To remedy this, the drive for recruits has been opened.

Mrs. John W. German, Jr. is in charge of the sock knitting department. Her approval was given to the proposition and she predicts that a great deal of work can be accomplished with the aid of the men.

It is surmised that the operation of the knitting machines is but the opening of a number of Red Cross activities for men. The work of the male in home knitting has already received warm praise from local chapter officials.

The sock knitting machine is an unique little device by which men and women can machine-make socks. An instructor at headquarters related to a Telegraph reporter that she had made eighty pairs of socks during the past month in addition to her instruction work. "There is a great possibility in the new plan," was her comment.

SOME DEBT. The world owes every man a living. At the present high cost of living that's some debt.

While the advance on the western side of the salient has been more spectacular, the steady allied pressure on the eastern side continues unabated and is making progress. British troops around the important point of Virgny, three miles south of the Vesle and the Rheims-Soissons railroad, slowly are pressing the enemy back. This advance not only threatens the German lines west of Rheims, but places the enemy forces between Courmoulin and the Marne in a bad position. The terrain there is hilly and wooded and there is still quite a bulge in the German line. The allied counter-offensive at the western end of the line was wiped out when the Germans retired from Chateau Thierry.

From an allied side, the allied artillery is hammering the German positions unceasingly. Bombs by the hundreds are being dropped with good effect on dumps and depots. American aviators are reported to have brought down five German machines in aerial combats, north of the Marne, Wednesday.

Berlin Claims Success The German crown prince has not yet been forced into a general retreat, but not a day of the allied offensive has gone by without additional gains being made by the allies. Virtually all but one of his lines of communication have been lost and his position is becoming increasingly uncomfortable as the allied drive toward Montdidier, in which the enemy lost 1,500 prisoners, four cannon and 300 machine guns, as of no effect.

U-Boat Losses Small The full on the other fighting sectors of France and in Italy still is unbroken. In Albania the French have completed their present movement by the capture of important heights and the occupation of two additional villages.

British and allied shipping losses in June were the lowest in twenty-one months, or since September, 1916. Losses to German submarines and mines and marine risk totaled 276,629 tons in June, the British losses being 161,000 tons. Compared with May the sinkings in June, 1917, 437,000 tons less. The losses for the quarter ending June 30 were the lowest for any quarter since the third of 1916.

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RAILROAD RUMBLES

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Beginning August, 1918, eight-hour day, with time and one-half for overtime, Sunday work and seven specified holidays.

The full text of the new order, which deals in detail with methods of calculating specific increases, will be issued within the next week. The former wage-increase order provided for percentage advances with a minimum of fifty-five cents an hour for shopmen.

To Consolidate Stations Where It Is Practicable The order to consolidate all railroad stations where two lines run parallel with each other is now being arranged. Those on the Reading and Columbia branch of the Reading at Columbia, Lancaster and Landisville will be consolidated with the Pennsylvania C. & W. at Wilmington, the Wilmington and Northern branch trains on the Reading will run into the station of the Pennsylvania at Columbia.

The full text of the new order, which deals in detail with methods of calculating specific increases, will be issued within the next week. The former wage-increase order provided for percentage advances with a minimum of fifty-five cents an hour for shopmen.

Washington, July 25.—Wages of railroad shopmen were increased to sixty-eight cents an hour yesterday by Director General McAdoo, with proportional advances for assistants and miscellaneous classes in mechanical departments. The new rates, which are retroactive to last January 1, are from five to thirteen cents an hour higher than wages paid these men in most shops under the general wage advance allowed two months ago by the director general, but are somewhat less than the labor organizations sought.

Beginning August 1, eight hours working day, and overtime, Sundays and holiday work will be paid for at the rate of one and one-half times the usual rate. Back pay will be given the men as soon as it can be calculated. The advances apply to about 500,000 men, and apply flatly to all sections of the country, despite local differences prevailing heretofore.

The new scale of wages was announced as follows: Machinists, boiler-makers, blacksmiths, sheet metal workers, molders and first-class electrical workers, sixty-eight cents an hour. Car men and second-class electrical workers, fifty-eight cents an hour.

Conditions, following representation of shop crafts that high wages paid machinists and other mechanical workers in shipyards resulted in discrimination against railroad shop employees. The new scale of wages was announced as follows: Machinists, boiler-makers, blacksmiths, sheet metal workers, molders and first-class electrical workers, sixty-eight cents an hour.

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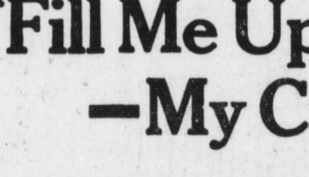
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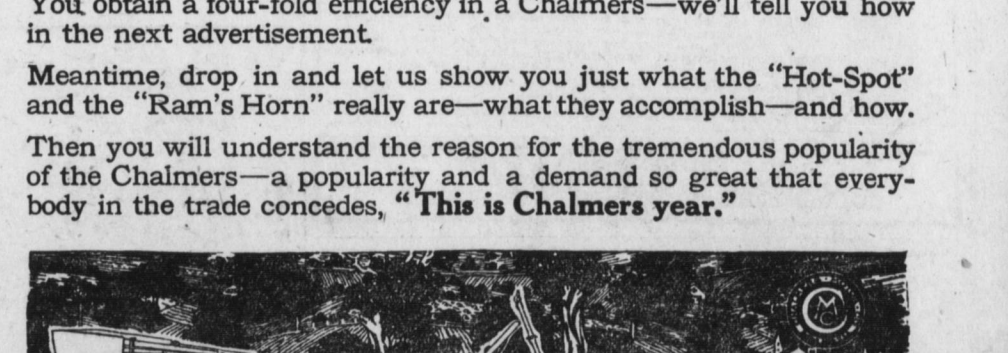
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Fill Me Up With Your Cheapest - My Car is a Chalmers

Ever heard that order given at a gasoline filling station? You will if you just wait till a Chalmers drives up. At some of the larger stations you'll see a row of three or four red pumps. On each is a price, and in some cities the price will range from say, 20 1/2, 23 1/2, 27 1/2 to 30 cents per gallon. Watch the different makes of cars as they arrive for refilling of tanks. The "temperamental" ones will insist on the high-test gasoline only. And pay the high price. They will tell you, that, with the low-test gasoline, their cylinders fill with carbon, the carburetor will not function, and that the power produced is—nil. Well—they ought to know. They are driving those cars. The Chalmers owner is the exception to the rule. He stops at the first pump—the cheapest, heaviest, low-test gasoline. He knows he is buying a liquid that is practically kerosene. But he also knows his Chalmers motor will burn it—and consume it perfectly. And if he knows all the facts he will appreciate also that there are more heat units per gallon in the heavy than in the lighter fuel. So his efficiency is greater at the same time that his fuel bill is less. Yes—you have it—the famous "Hot Spot" and the "Ram's Horn" manifold as you find them in combination only in Chalmers Motor Cars, are responsible for that condition. You obtain a four-fold efficiency in a Chalmers—we'll tell you how in the next advertisement. Meantime, drop in and let us show you just what the "Hot-Spot" and the "Ram's Horn" really are—what they accomplish—and how. Then you will understand the reason for the tremendous popularity of the Chalmers—a popularity and a demand so great that everybody in the trade concedes, "This is Chalmers year."



Keystone Motor Car Company, 57 to 103 S. Cameron Street, Harrisburg, Pa. C. H. BARNER, Manager