

**LIVINGSTON'S** STORE OPEN BOTH DAYS **LIVINGSTON'S**  
**9 S. Market Square** **FRIDAY AND SATURDAY** **9 S. Market Square**  
**Until 9.30 P. M.**

**Friday and Saturday Will Be Bargain Days at Livingston's**

**Women's and Misses' WASH DRESSES**  
 Balance of stock to go regardless of cost.  
 Up to—  
 \$5.00 Dresses, ... \$1.98  
 \$6.50 Dresses, ... \$2.48  
 \$8.00 Dresses, ... \$2.99  
 \$10.00 Dresses, ... \$3.98

**Women's and Misses' SILK DRESSES**  
 \$8.00 Silk Dresses, ... \$3.98  
 \$10.00 Silk Dresses, ... \$4.98  
 \$12.50 Silk Dresses, ... \$5.85  
 \$15.00 Silk Dresses, ... \$6.50

**Women's and Misses' SUITS and COATS**  
 Up to—  
 \$6.00 Coats, ... 98¢  
 \$7.00 Coats, ... \$1.98  
 \$10.00 Coats and Suits, ... \$2.98  
 \$12.50 Coats and Suits, ... \$3.98  
 \$15.00 Coats and Suits, ... \$4.98  
 \$16.50 Coats and Suits, ... \$5.75  
 \$18.00 Coats and Suits, ... \$5.98  
 \$20.00 Coats and Suits, ... \$6.50

**Men's & Young Men's SUITS**  
 \$12.50 Suits, ... \$6.98  
 \$15.00 Suits, ... \$7.85  
 \$16.50 Suits, ... \$8.50  
 \$20.00 Suits, ... \$8.98

**BOYS' SUITS**  
**Friday and Saturday Only**  
 \$4.00 Boys' Suits, \$1.98  
 \$5.00 Boys' Suits, \$2.98  
 \$6.50 Boys' Suits, \$3.98  
 Sizes 6 to 18 years.

**Men's and Misses' Clean Sweep of Our Entire Stock of**

**Wash Skirts, ... 79¢**  
**\$2.50 and \$3.00 Serge Skirts, ... \$1.98**  
**\$3.75 and \$4.50 Serge and Mixed Skirts, ... \$2.98**  
**\$2.00 Waists, ... 79¢**  
**\$2.50 Waists, ... 98¢**  
**\$3.00 Waists, ... \$1.48**  
 Worth up to \$2.00 Hats (all) at ... 39¢  
**75c Children's Dresses, ... 49¢**  
**\$1.50 Children's Dresses, ... 79¢**  
**\$2.50 Children's Dresses, ... 98¢**  
**\$2.50 to \$3.50 Wash Skirts, ... 98¢**

Just received first shipment of Fall Silk Dresses, and new shipments expected daily.

**FEDERATIONS OF UNIONS IS TO BE EFFECTED**

[Continued From First Page]  
 new men have been employed by the company as "beginners" and these men are receiving instructions right along from older trolley men. Scores of the strike-breakers have been sent back to New York, Chicago and Brooklyn, according to President Musser to-day and there are to-day less than two dozen at the barns.  
 President Musser denied emphatically to-day that the company was paying folks to ride on the cars or was distributing tickets to travelers on the suburban lines in order to give the appearance of increasing patronage.  
 "If people are traveling on tickets, the passengers may be employees of business firms or houses which distribute tickets to the clerks for convenience sake. But so far as the company's end of this is concerned, there is absolutely nothing to it," declared the traction head.  
 Some curious stories of attacks on cars were recounted to-day.  
 One dealt with the way some young men or boys, strike sympathizers presumably, had grabbed a Vine street trolleyman, thrown a rope around his neck and hustled him to the river bank. After frightening him rather badly the crowd released him. Another story was of a motorman who was struck on the head with a brick and had to have his injury treated at the Harrisburg hospital.  
 Vice-President J. J. Thorpe to-day called at police headquarters with a gigantic petition to Mayor E. S. Meals requesting the city's chief executive magistrate not to interfere with the jitney operations. The mayor is out of town so that the paper cannot be submitted until to-morrow. The prayer weighed 32 ounces and measured 120 feet in length.

**Penbrook Holds Big Mass Meeting in the Interest of Strikers**

Hundreds of people of Penbrook and the neighborhood round about, helped crowd town square last evening at the mass meeting held in the interests of the trolley men's strike. And Penbrook's police force of one cop hadn't the faintest trouble in handling the crowds.  
 Hugh L. McLaughlin presided at the session and among the speakers who told the story of the strikers were John J. Thorpe, president of the Amalgamated Electric and Street Railway Employees, J. E. Roach and Emanuel Jacobs, representatives of the American Federation of Labor and Charles F. Quinn, secretary of the State Federation of Labor.  
 Railroad men yesterday voiced their sentiments relative to the jitney problem and at a meeting last evening at the Penbrook branch of the Brotherhood of Railway Trainmen, adopted resolutions asking the mayor not to crowd the jitneys from the streets. The resolutions in part follow:  
 "Resolved, That we, the members of Harrisburg lodge, No. 383, Brotherhood of Railway Trainmen, request the honorable mayor of Harrisburg to do his duty and to allow the jitneys operating in the city now to be removed; also that you use every means in your power to persuade the Harrisburg Railways Company to return to their former position and bring about a settlement of the dispute, so that it can be known that industrial problems arising in Harrisburg can be settled without malice, animosity or disturbance to the public peace."

**Two Strikers Arrested on Stone-Throwing Charge**

John Mosser, a motorman, and John Watson, a conductor, both strikers, were arrested early this morning at State and Cameron streets, charged with throwing bricks and stones at a Penbrook car. Two windows in the car were broken. In default of \$1,500 bail each, the men went to jail until this afternoon when they were given a hearing by Alderman Deshong at the police station.  
 The men were arrested by Sheriff William Caldwell, James Kautz a deputy sheriff, and Constable William Windsor, III, of the Third ward, who had been trailing the car in an automobile. Superintendent of Detectives William Windsor was also in the vicinity and said he witnessed the throwing of bricks.  
 Word was received at the police station at midnight that a crowd had gathered in the vicinity of State and Cameron streets was waiting on the last car from Penbrook. Sheriff Caldwell with Deputy Kautz and Constable Windsor went to the scene in an automobile; while Detective Windsor and several patrolmen were taken in the police ambulance to a point near where the car was held up. When the car reached State and Balm streets the first brick was thrown. Sheriff Caldwell was nearby and picked out Mosser as the man who threw the brick. The crowd dispersed soon after, and it was said Watson was seen by Detective Windsor and other officers with the brick before it was thrown. Both Watson and Mosser were charged with malicious injury to railroads.

**Charges Harrisburg Railways Overcrowded Linglestown Car**

Complaint that the Harrisburg Railways Company was overcrowding cars was filed with Mayor E. S. Meals to-day by H. C. Mattern, of Penbrook. He declared that he waited an hour for a Linglestown line car Wednesday evening and that the conductor allowed 10 persons to enter the car before he reached Twentieth and State streets.  
 Mr. Mattern declared in his letter that he did not care which side was in but that for himself he wanted service of the right kind.

**7,000 Sign Petition Asking Continuance of Jitneys**

When Mayor E. S. Meals reaches his office to-morrow morning at 10 o'clock he will find a committee of striking street car men awaiting him. They will present a petition signed by about 7,000 persons, requesting that Mayor Meals use every effort possible with the Harrisburg Railways Company to settle the strike, and failing to do so, they request that he allow the jitneys to continue in service indefinitely.  
 The strikers had planned to present this mammoth petition to-day but Mayor Meals went to Gettysburg this morning and will not return until late this afternoon. Petitions have been in circulation for the past three days. This morning all the names were pasted together, making one big petition, 10 feet in length. When rolled up this petition weighs 32 ounces. It is understood that additional names will be added before the request is handed to the Mayor.

**GARMENT WORKERS BACK**

Washington, D. C., Aug. 4.—Conciliators of the Department of Labor engaged in settlement of the garment workers' strike in New York reported to-day that the strike had been called off and that it was estimated that 50,000 workers would return to their places Monday. President Wilson was notified.

**Bowman's**  
 BELL—1001—UNITED HARRISBURG, FRIDAY, AUGUST 4, 1916. FOUNDED 1871

Men Will Note the New Summer Hours—open to-night till 9—close to-morrow at 1 o'clock.

**Tonight and Tomorrow Morning**

—to buy that Kirschbaum suit you've been promising yourself this week. A no better suit than the Kirschbaum—a no more reliable store than this 45-year establishment—A BIGGER SAVING.

All these will be your reward of satisfaction.

**Men's Suits** Kirschbaum and Other Makes  
 \$25.00 Suits, \$18.75  
 \$20.00 Suits, \$15.00  
 \$15.00 Suits, \$11.25  
 \$9.90 Suits, \$7.25

**Young Men's Suits** Kirschbaum and Other Makes  
 \$18.00 Suits, \$12.00  
 \$15.00 Suits, \$10.00  
 \$12.50 Suits, \$8.35  
 \$9.90 Suits, \$6.60

**Breezeweave Unlined Two-piece Suits**  
 \$7.50 Suits, \$5 \$8.50 Suits, \$6.25 \$10 Suits, \$7.75

**All Bowman Straws Are Reduced**

Now is an opportune time to secure a crisp, new straw to finish the season which is little more than half elapsed.

Many Are Half Price

**HAWKS AND OWLS OF VALUE TO FARM**

United States Bulletin Says They Should Be Preserved in Rural Districts

Many hawks and owls, which anyone is now at liberty to shoot, should be strictly protected because of their usefulness in preying on mice, ground squirrels, and pocket gophers, say specialists of the United States Agricultural Department, who have studied the problem of ridding farms of these pests. By destroying harmful rodents, it is said, hawks do the farmer more than enough good to offset the loss in poultry caused by a few individual birds.

At the present time several species of ground squirrels are doing considerable damage in Southern States. Nearly all the larger hawks, known collectively as chicken hawks, feed upon these rodents, killing them in large numbers. In this work Swainson's hawk, a large, sluggish, slow-flying species, and the long-tailed, white-rumped marsh hawk are most efficient, but many ground squirrels are eaten also by the ferruginous rough-leg, the red-tailed, and Harris' hawk. Even the little sparrow hawk attacks the 13-striped ground squirrel and the rough-legged hawk is sometimes known as the squirrel hawk because of the numbers of this pest which it destroys.

The barn owl and the great horned owl find many victims among pocket gophers, and these animals are often captured in daylight by the red-tailed and Swainson's hawk as they thrust dirt up from their underground runs. The great blue heron also kills numbers of the gophers, stunning them with one blow of its bill as they appear upon the surface.

Practically all hawks and owls feed upon the various rats and mice. The short-tailed meadow mouse, in fact, furnish a large part of the food of the long and short eared owls, the barn owl, and the marsh, Swainson's, and red-tailed hawks. House mice and gray rats also are eaten commonly by these birds, and the cotton rat is the prey of the short-eared owl and red-tailed hawk.

**DRIVE GERMANS BACK IN FURIOUS FIGHT**

[Continued From First Page]  
 tions. London reports the gain of some ground in such operations to the west of Pozieres.  
 After having been temporarily shut up in the Stokhod region by persistent Teutonic resistance the Russians have succeeded in effecting a new advance, according to Petrograd's official announcement, announcing to-day capture of the village of Rudka-Mirynskaia on the Stavok, a tributary of the Stokhod.  
 This success brings them within 19 miles of Kovel, the railroad center which is the objective of their Volhynian campaign.  
 The Russians claim another penetration of General von Linsingen's lines in Volhynia, reporting the crossing of the Stokhod fifty miles northeast of Kovel at Lubieszow, where they took and fortified a series of heights.

**Initiative at Verdun Is Passing to French; Enemy Appears Less Capable**

By Associated Press  
 Paris, Aug. 4. — Verdun is again in the center of the war stage. The capture by the French of the village of Fleury which had been held by the Germans for more than a month, has caused great elation in France. It is the first fruit of the French slow and methodical offensive began three days ago and seems, in the opinion of French military observers, to mark an epoch in the six months battle for the great fortress on the Meuse.  
 The Germans appear to be less and less capable of operating on their old overwhelming scale and the initiative, military men here think, is about to pass to the French for good.  
 While the German artillery continues to be as powerful and as well supplied as ever the Germans no longer are able to gather the masses of troops necessary to reap the benefit of artillery preparation.  
 It is twenty days since the Germans made their last big attack on the right bank of the Meuse by which they obtained small results at a heavy cost. On the left bank of the Meuse nothing beyond local actions have been attempted by the invaders for a week.  
 French bomb throwers for a fortnight past, in anticipation of the present offensive, had been creeping forward by the Vignes ravine, west of Froide Terre, with the object of getting near Thiaumont work by working around hill No. 365.  
 Attack From All Sides  
 The bombers first reached the Bras-Fleury road. They then separated in two parts, one going to the eastward toward Thiaumont work and the second pushing northward toward Vacherauville and Pepper Hill.  
 Last week the first part stormed a redoubt west of Thiaumont and after a stiff fight went beyond that position. The second party reached the little wood of Vacherauville.  
 The whole section from Vacherauville to the approaches of Souville thus were in the hands of the French and the higher command judged the time ripe to attack from all sides at once.  
 Attacked from the northwest and the southeast the Germans in Fleury offered desperate resistance but the French bayonets finally prevailed. Some Germans managed to escape to the Vaux-le-Chapitre wood, but a majority was taken prisoner.  
 The sum up, the French in their last three days' offensive regained all the ground that the Germans had taken several weeks to conquer.  
 They took all the position for a depth of about a mile from the slopes of Souville fort to the approaches of hill No. 320, as well as in the woods east of Vacherauville and in the Vignes ravine, which borders to the west of Froide Terre hill. The French also installed themselves in positions southwest, south and southeast of the famous Thiaumont woods.

**COMMISSIONERS TO START SOON**

By Associated Press  
 Mexico City, Aug. 4. — The departure from Mexico City for the United States of Luis Cabrera and Alberto Paul who with Ygnacio Bonillas have been selected to reach a settlement with the United States commissioners of the questions at issue between the two countries, will not be long delayed, according to the general belief here. It is possible that the commissioners may travel north on one of the vessels of the Mexican navy, if it appears that their departure would be delayed by the infrequent sailing of merchant vessels.

**A Letter From a Citizen of Harrisburg and Our Reply**

THE LETTER Aug. 1, 1916. OUR REPLY Aug. 2, 1916.

Harrisburg Railways Co., Harrisburg, Pa. Gentlemen:

I am a citizen of Harrisburg and as a citizen, I would like to know direct whether or not your wage scale and conditions were what the strikers say they were before the strike was called?

Is it true that a majority of your men receive only 22c an hour? Is it also true that they must purchase two expensive uniforms a year and do you charge the conductor for transfers when they are not turned in?

What I am after is facts so that I will know whether or not the claims made by outside representatives of the strikers are true, or just talk.

Very truly yours, A CITIZEN.

To A Citizen, Harrisburg, Pa. Dear Sir:

The following table is for the month of June 1916 and refers to motormen and conductors.

Hour Rate 26c	57 3-10% of each 100
Hour Rate 25c	15 1-10% of each 100
Hour Rate 24c	12 1-10% of each 100
Hour Rate 22c	12 5-10% of each 100

We do not specify the number of uniforms that these employes must provide themselves with each year. All we ask and all that we have been asking is that they present a tidy appearance. These uniforms cost on an average, about \$12.50 each.

In the past, we have charged transfers that have not been properly deposited only in cases of repeated neglect. This was done as a disciplinary measure, and was very seldom resorted to. For approximately one year past, we have not made any charges of this kind.

Yours very truly, HARRISBURG RAILWAYS CO., J. O'Connell, Secretary.

We are glad, at all times, to answer any inquiry from a citizen of Harrisburg, with facts taken from our records.

MAY WE REPEAT No strike-breakers are employed by this Company.

42 of the men who left on July 16 are now back on their old jobs.

But 39½% (177 men) went on strike or were compelled to leave their old jobs by an outsider.

70½% (271 men) remained loyal and would not leave their jobs, even though threatened with all sorts of threats by an outsider.

When you ride on the street cars, you ride on cars operated by Harrisburg citizens.

**HARRISBURG RAILWAYS COMPANY**

**We Will Be Open All Day Saturdays**  
 Until 10 P. M. Saturday Evening

We do this so that we may give the best possible service to our customers. More farmers come to the city Saturdays than any other day, and

**Our Store Is Their Headquarters**  
 All our employes are pleased to give this service, for in place of four Saturday afternoons we give them four Friday afternoons and two weeks' vacation with pay.  
 We state this so we are not misunderstood.

**WALTER S. SCHELL**  
 QUALITY SEEDS  
 1307-1309 MARKET STREET