

# The Globe

As We Stated in Last Evening's Papers  
**We Have Been Men's Clothiers**  
**For Many Years**

BUT WE HAVE  
**NEVER HAD A SALE LIKE THIS**

When we opened our doors this morning we had 1268 Suits and Overcoats, which we advertised to sell for

**\$14.75**

But by the time you read this announcement many of these will have been sold, to well-pleased customers.

## This Is a Record Breaking Sale

For there are HUNDREDS of SUITS and OVERCOATS selling for \$14.75 that should sell for \$22.50 and \$25.00, and the majority were sold for \$20.00. But February is our final clearing month, and it will pay you well to buy one of these tempting values.

Extra Salespeople to serve you. Increased force of tailors to make prompt alterations. No charges for alterations.

As this advertisement is being written at 9 o'clock this morning our Clothing Departments have a very busy air, and every purchaser has expressed surprise at the high qualities of clothing we are selling for so little money. Follow our daily "Ads" and you'll make money.

# "THE GLOBE"

322-324 Market St. Harrisburg, Pa.

## RAILROAD NEWS

**NO LONGER WORRY ABOUT MARKETING**  
**Railroad Men Have Succeeded Their Wives in Hunt For Cheaper Food**

No longer is the high cost of living currying railroad employees because their wives can no longer do the marketing in country towns along the main line of the Pennsylvania railroad, as a result of the elimination of passes. The men are now doing the marketing. Passenger train report increased every Tuesday and Friday between Harrisburg and Milton and on the Philadelphia division between Philadelphia and Lancaster. Shop employees are somewhat handicapped because they only get Saturday as a half holiday, but they are doing the marketing late on Saturday and are finding it quite profitable, as they get country produce much cheaper than at local markets. On the Middle division the big rush twice a week is to Newport, Millersville and Mexico. The Philadelphia men are as far west as Lancaster. The trains leaving here at 8 o'clock and 10:25 in the morning are crowded. On the Philadelphia division the early morning trains leaving Philadelphia between 4 and 5 o'clock in the morning are once more referred to as market trains. Passenger engineers who have a long lay-off find it an easy matter to do the marketing, but the freight men must lose from two to four hours' sleep at times in order to keep down the high cost of butter and eggs.

**Brakeman Injured**—Hurled headlong ten feet from the top of a

**ANEMIA BLOOD POVERTY AND DEVELOPS AT ANY AGE**  
 cheeks and lips become pale, the body is languid and colds are easily contracted—it undermines the very source of health and must have immediate treatment.  
 Drugs or alcoholic mixtures cannot make blood. Nourishment is necessary and Scott's Emulsion is always the physicians' favorite—its concentrated medical nourishment charges the blood with red corpuscles, feeds the famished tissues and carries food value to every tiny nerve and fibre in a natural, easy way.  
 Take Scott's Emulsion to enrich your blood but shun the alcoholic substitutes.

ship car loaded with coal, Robert J. Swartz, a Harrisburg brakeman of the Middle division east bound freight train was severely injured Sunday morning when the knuckle on the engine tender broke and the bursting of the air hose brought the engine to a loaded cars to an abrupt stop opposite the passenger station at Lewistown junction. The injured man was sent to his home, 1425 1/2 Williams street, this city, where he is still confined to bed.

### Express Companies Must Cut Expenses

Special to The Telegraph  
 New York, Feb. 3.—With the reduced express rates comes the necessity for a curtailing of expenses on the part of the express companies. Executive officials of the five big express companies to-day considered economies of operation which, they say, will be necessary to the reduction in rates, which went into effect on Sunday upon the order of the Interstate Commerce Commission. Speakers for all the companies, F. F. Flagg, first vice president of the American Express Company, said: "The companies feel that the adoption of such greatly-reduced rates of service will be viewed with the gravest apprehension as to the outcome. They are, however, confronted with three alternatives: First, an appeal to the courts; second, the dissolution of the companies; and third, the continuation of the express service, provided the new conditions would afford a just remuneration to the express companies, which would mean an earnest effort to make a success of the new rates."

**Freight Traffic Slow**—Freight movement over the Pennsy during January was 2,900 cars below that of the first month in 1913. The total number of cars moved last month was 174,490 cars, or an average of 5,629 cars daily. To haul these cars required 2,947 trains.

The loaded car movement showed a total of 101,893 cars, of which 81,343 came east and 20,550 went west. The traffic decrease was due to slow shipments during the first week of the new year. February, though a short month, is expected to show a total movement equal to that of January.

**Reading Men Promoted**—Two former Reading Railway employees have been made officials of the Central Railroad of New Jersey through the Philadelphia division. A. D. Edgar, former superintendent of the New Jersey Central and Lehigh and New Jersey Central and Lehigh and Susquehanna divisions, vice Mr. Kerwin. Mr. Stein entered the employ of the Reading as a clerk to the superintendent in 1903. S. B. Zartman, formerly assistant trainmaster at Palm Alto and later general agent of the Central Railroad at Newark, N. J., has been appointed superintendent of the New Jersey Central and Lehigh and New Jersey Central divisions. John W. Meredith succeeds C. W. Huntington as general superintendent of the Central Railway system. **New Safety Committees**—The following new safety committees for the Philadelphia division were announced yesterday afternoon and are as follows: Road committee—C. B. Hendrickson, chairman, agent; G. W. Dibe-

ler, freight conductor; E. E. Edwards, passenger conductor; I. T. Conrad, trainmaster; Harry Stoll, track foreman. Shop committee—E. J. Caum, chairman, fire marshal; G. W. Woodward, airbrake instructor; J. J. Kell, machinist; J. W. Ayle, carpenter; E. W. McCain, car repairman. Yard committee—H. W. Ayle, chairman, yard clerk; H. E. Hall, switchman; B. McCormick, track fireman; E. F. York, yard engineer; W. C. Bell, yard conductor.

### RAILROAD NOTES

The Cumberland Valley Railroad station at Chambersburg will not be completed before March 1. The crews hauled 3,000 cars on the Lebanon Valley and 1,600 on the East Penn on Sunday. To transport this number of cars kept the trainmen very busy. Soft coal and coke composed the principal part of the traffic. Daily increases of the forces at the local shops of the Pennsylvania Railroad Company are reported.

### Standing of the Crews

**HARRISBURG SIDE**  
 Philadelphia Division—101 crew to go first after 3 p. m.: 101, 117, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**ENOLA SIDE**  
 207 crew to go first after 3:15 p. m.: 207, 217, 243, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## GOVERNOR JUSTIFIED

Letter of Stranahan to Powell Show Extent Abuse of Practice Had Reached

That Governor Tenor was entirely justified when he lopped \$100,000 from the fund for the best attorney news employed by the Auditor General's Department for the collection of estate and gift taxes is apparent from a letter addressed to Auditor General Powell by Stranahan, of this city. Powell objected to the statement that Henry C. Wasson, the Progressive leader, had received \$16,000 from the State in fees of the Auditor General's Department on the ground that it reflected unfairly on his administration, and Mr. Stranahan's letter is in reply. It follows:

"In answer to your letter, a reference to the case in court may not be out of place at the outset. The hearing before the court was in a suit brought by the Commonwealth of Pennsylvania in assumption on the 18th day of April, 1913, and a bill for discovery on the 6th day of May, 1913, against the Dollar Savings Bank of Pittsburgh, Pa., under the act of June 15, 1911, E. L. 126, to provide for the better collection of money and taxes due the Commonwealth, and property belonging to, or liable to escheat to the same." This suit was brought by the Auditor General, Henry C. Wasson, Esq., before the Honorable Justice Sisson, before you assumed the office of Auditor General and as I am informed, you were in no way informed or consulted in regard to it and were not present at the hearing or argument before the court on demurrer to the bill of discovery. The case was placed on the argument list by the Attorney General.

"My argument in the case had only to do with what I considered the vice of the act of 1911 and similar legislation. The act placed the collection of all money and taxes due the Commonwealth, or property belonging to or liable to escheat to the same at the discretion of the Auditor General and authorized him to employ one or more collectors, clerks, or assistants to prosecute the same, leaving the Attorney General's Department out of the question. In my argument I contended that this act was confusing and contradictory in the law, and that the law and against public policy, fostered favoritism created additional expense to the Commonwealth and should be declared null and void.

"I referred to the act of E. L. 256, section 2 of which provides that 'All debts which the Auditor General and State Treasurer know to be due to the Commonwealth from all sources whatsoever shall be handed over to the Attorney General for collection.' This act also provides that the Attorney General shall subscribe to an oath and give bond.

"The act of 1911 makes no provision for the discretionary counsel either to subscribe to an oath or give bond for collections made. In my opinion I made no reflection upon or criticism of the Auditor General or Henry C. Wasson, Esq., or any other attorney who had been employed by the Auditor General. I said in my argument that the newspapers of two years ago, in the campaign of 1911, had published the names of attorneys and the several amounts that they had received and I stated that among those published names was the name of Henry C. Wasson, Esq., who had received \$16,000 for services rendered in the collection of the act of 1911 as stated by the papers.

"My remarks were not intended as a reflection on Mr. Wasson as it is to be presumed he was entitled to all he received. I contended that the Auditor General had authority to make all these collections by the Attorney General without the aid of the act of 1911 and this position was not denied during the trial of the case. There was nothing in your office in regard to these payments were made under the act of 1911 to Mr. Wasson as his services as published by the newspapers long before your office was taken over by the Auditor General's reports.

"There was no room for any inference in my remarks to the court for any reflection upon you or the administration of your office. In my opinion, relating to your conduct of your administration of your department, let me assure you, as far as I am concerned, from my own knowledge and information there is not the remotest ground for any criticism or complaint."

**Will Name Men**—Governor Tenor will name men to take the place of