

THE GLOBE

We Reverently Pause in The Midst of Our Business Labors to Pay a Tribute to Mothers' Day

FOND remembrances of Mother love and devotion prompts us to print this beautiful poem by C. T. Byrne.

I am gazing through the twilight Of a day that's soon to close, And the busy world around me Seems to join me in repose;

I am roaming through the woodland Where the leaves are gold and brown, I can hear the children singing London Bridge is falling down;

As the twilight turns to darkness And my eyes begin to fill, I gaze upon a cabin Over yonder on the hill;

THE GLOBE

MOVES SWITCH SIGNAL LIGHTS WITH PASSENGER TRAINS DUE

Charged with removing and displacing switch signal lights Thursday night at the switches on the tracks running east from the Pennsylvania Railroad station, John Miller, alias John Wiley, was held under \$1,000 bail for court after a hearing before Alderman Hoover yesterday.

It is again currently reported in steel circles that the Pennsylvania railroad has issued its inquiry to the steel mills for 128,000 tons of rails and that bids will be made by the manufacturer shortly. The company to date has ordered 12,000 tons of experimental rails and the inquiry is for 138,000 tons this will make the total for the year 150,000 tons.

MISS VIRGINIA EISENBERGER LEADS FIREMEN'S CONTEST

Leaders in the Firemen's Carnival Queen contest to-day were, Miss Virginia Eisenberger with 2,379, and Miss Elizabeth Holstein, 2,327. The carnival will be held at Third and Reilly streets week of May 17.

CHIEF ON WAY HOME

Col. Joseph P. Hutchison is expected home late this afternoon. He has fully recovered from an operation for throat trouble. Colonel Hutchison was operated upon four weeks ago at Fountain Springs hospital near Ashland, Schuylkill county. He is still very weak, and will not return to duty for two weeks.

WANTS TO LOCATE FATHER

The police department has been requested to aid in locating John Sayers, a native of Harrisburg, who was last seen at Chicago, Ill., five years ago. Since that time he has not been heard from.

FIRE CO. GIVEN CHECK

The Friendship Fire Company today received a contribution of \$18.30 from citizens of Penbrook. The check was accompanied by a letter of thanks in appreciation of good work by the Friendship firemen, during a recent fire at Penbrook. Similar recognition was given Penbrook firemen.

78 JETNEYS NOW

Up to noon to-day, 78 jitney cars were licensed to do business in Harrisburg. Instructions have been given the drivers by the police that turns must be made at street corners and not within a block.

Harrisburg National Bank

Table with financial data: 16 South Market Square, 1814-1915, MAY 1, 1915. RESOURCES: Loans and Investments \$1,399,533.33, United States Bonds 347,000.00, Due from Banks 346,475.48, Due from Reserve Banks 337,642.86, Cash 252,828.32. LIABILITIES: Capital Stock \$300,000.00, Surplus 350,000.00, Undivided Profits 75,167.39, Circulation 289,100.00, Due to Banks 55,401.51, Deposits 1,613,811.09.

Our Capital and Surplus and Stockholders' Liability constitute a fund of more than \$1,000,000 to protect the interests of our depositors.

3% paid on Certificates of Deposit. DIRECTORS: Edward Bailey, Gorgas, Wm. L., Hickock, Ross A., Keiker, H. A., Jr., McCreath, Andrew S., Reily, Geo. W., Wierman, T. T.

NEWS OF THE RAILROADS

GARDENERS BUSY ON P. R. R. LINES

Trainmen and Shopmen Help Beautify Roadbed During the Dull Season

Dull times in the freight and other departments of the Pennsylvania railroad is, in a way, proving profitable. The company is using many employees along the main line on road improvements. This is the season of the year when gardeners are busy. It was said to-day that shopmen and trainmen have become gardeners. Tons of sod are being distributed between New York and Pittsburgh. Flower beds will again be an attraction about stations and terminals. Green swards will cover many cinder banks. At Rockville, Marysville and at Maclay street, forces are at work. This year the Pennsylvania Railroad Company is planting saplings and shrubbery. It has been discovered that shrubbery and small trees on banks and hills, prevent landslides.

Anthracite Shipments Show New April Record

Shipments of anthracite last month broke the record for April, but the total shipment for the first four months are still 52,809 tons less than the shipments for the first four months last year. The total for April this year was 6,486,201 tons as against 6,072,164 tons in April, 1914, an increase of 414,037 tons. The best previous record for April shipments was 6,224,396 tons in April, 1910. The amount of coal on hand at tidewater shipping ports decreased 138,131 tons, from 873,698 tons on March 31 to 735,567 tons on April 30.

RAILROAD NOTES

John J. McGovern, a Reading Railroad telegrapher, died at his home in Reading yesterday, aged 58 years. The Pennsylvania railroad will run an excursion from Pittsburgh and points east to Washington Sunday, May 23.

It is again currently reported in steel circles that the Pennsylvania railroad has issued its inquiry to the steel mills for 128,000 tons of rails and that bids will be made by the manufacturer shortly. The company to date has ordered 12,000 tons of experimental rails and the inquiry is for 138,000 tons this will make the total for the year 150,000 tons.

Standing of the Crews

Harrisburg Division.—The 1 crew to go first after 9 a. m., 15, 20, 12, 21, 19, 12, 14, 17, 18, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THE READING

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HARRISBURG DIVISION

Philadelphia Division—122 crew first to go after 3:30 p. m., 119, 120, 127, 111, 110, 112, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 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.

PHILADELPHIA DIVISION

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ENTRIES FOR PUBLICITY

Entries for the Publicity Run of the Motor Club of Harrisburg will close this evening at 6 o'clock. At noon to-day 80 cars were entered. Programs and route books will be distributed to the contestants on Monday. The pilot car will leave Harrisburg at 6:45. Other cars will start on minute schedule, the first car leaving Market Square at 7 o'clock.

FEW OF FIRST CLASS SAVED

New York, May 8.—The Cunard line issued an announcement to-day saying that it had received a cablegram from Liverpool which said the Admiralty had announced that only a few first class passengers had been saved and that three boats were reported to be bringing 100 bodies to Queenstown.

ENOLA SIDE

Philadelphia Division—238 crew first to go after 3:45 p. m., 219, 212, 225, 220, 218, 217, 216, 215, 214, 213, 212, 211, 210, 209, 208, 207, 206, 205, 204, 203, 202, 201, 200, 199, 198, 197, 196, 195, 194, 193, 192, 191, 190, 189, 188, 187, 186, 185, 184, 183, 182, 181, 180, 179, 178, 177, 176, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100.

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GRAVEST SITUATION NOW FACES U. S.

(Continued from First Page.) belligerent vessel, but he considered the attack on the American steamer Gulfight a much more serious offense against neutral rights.

The President, Secretary Bryan and other members of the cabinet were visibly depressed. Persons who talked with them found them sick at heart and weary of the horror of the catastrophe. Notwithstanding that warnings had been given, it had been regarded as inconceivable by high officials that the threatened sinking of the vessel would actually be carried into effect. The fact that the Lusitania was a British ship, flying the British flag and even had contraband of war aboard, did not seem to disturb the minds the ever recurrent thought that a hostile submarine deliberately destroyed the ship with the knowledge that hundreds of defenseless neutrals and women and children were aboard.

VESEL NOT ARMED Everywhere that aspect overshadowed the legal phases of the case, for while there is said to be no precedent in international law for the attack without warning on a belligerent merchantman, it was realized that defense might be made on the charge that guns were mounted on the deck. That, however, the British government has denied.

In many quarters it was thought probable representations to Germany will be general, covering all the cases of attack on American vessels. It was pointed out that the case of the Gulfight, also torpedoed without warning, might be made the basis for action by the United States, but that the Lusitania incident, the death of Leon C. Thrayer, an American, on the British steamer Falaba, and the attack by German airmen on the American steamer Cushing, might be grouped as an indictment by the American government against Germany for failure to observe the rules of international law with respect to the lives of non-combatants.

OFFICIAL QUARTERS AND AMONG DIPLOMATS THERE WAS APPREHENSION THAT THE AMERICAN PEOPLE MIGHT NOT CONSIDER REPRESENTATIONS SUFFICIENT. A SPECIAL SESSION OF CONGRESS HAS BEEN CALLED OF, BUT THERE HAS BEEN NO INTIMATION OF IT AS YET FROM ANY OFFICIAL QUARTER.

At the German embassy both Count von Bernstorff, the ambassador and Haniel von Haimhausen, councillor, were out of town but the ambassador was expected to return. It was definitely known, however, that no advice had been received making reference to the catastrophe. The general impression prevailing was one of concern and regret that the destruction of the ship had been attended with the loss of life.

That the Lusitania was considered a neutral vessel, and that the attack on naval commanders was stated in German diplomatic circles. It was further said that embassy officials had not received any notification to the effect that the British liner had removed her guns.

Stone's Statement Chairman Stone, of the Senate foreign relations committee, made this statement: "The tragedy is, of course, profoundly regretted. If the reports as to the loss of life are true, the sympathies of the civilized world will be largely on our side. It seems to me that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively."

"Without expressing an opinion as to our relations to this event, there are some facts we cannot overlook and are bound to consider. We cannot ignore the fact that the Lusitania was a British ship flying the British flag and subject at any time to be put into the actual naval service of the government. Indeed, it is stated, that at the time she was attacked she was carrying military reserves to England for service in the British army. True, there were American citizens aboard, but it must not be forgotten that she was not aboard a belligerent ship with full knowledge of the risk and after official warning by the German government. When on board a British vessel they are liable to be treated as such."

"Aside from the possible loss of American lives, let us ask ourselves just where we come in. At the present moment and with the light now before me, I confess that it appears to me that the Lusitania was a belligerent vessel. The Lusitania is a more delicate and serious complication than the case of the Lusitania."

Members of the foreign relations committee, said he was not prepared to discuss the sinking of the Lusitania. The sinking of a passenger ship, even on a belligerent vessel, is a serious matter and offers an opportunity to the survivors to leave the scene. Senator thought a new thing in warfare.

Booth Says Americans Were Murdered on Liner (By Associated Press) Liverpool, May 8, 1:58 p. m.—Alfred Booth, manager-director of the Cunard Steamship Company, made the following statement to-day: "I desire to send my heartfelt sympathy, wherein all the Cunard directors and managers join, to relatives and friends of the American passengers murdered by the German submarine."

"I am certain the whole civilized world grieves for the sorrow and suffering caused, and in longing for this terrible disaster to be averted, so many of whom were women and children. "Every possible step is being taken to relieve the immediate wants of the survivors at Queenstown after their terrible experience."

Duke of Abruzzi Has Reached Italian Capital (By Associated Press) Paris, May 8, 10:00 a. m.—A Rome dispatch to the Matin says: "The Duke of Abruzzi, who in case of war, will take command of the Italian fleet, has arrived at the Italian capital where he conferred with the minister of marine and chief of the naval general staff. "The family of the German ambassador at Rome has left for Rome, as well as several officials of the Austrian and German embassies to the Quirinal who took with them cases filled with documents."

STEELTON MIDDLETOWN ENGLISHPARK ROYALTON OBERLIN ENHOUT

TRANSFORM WOODS INTO PRETTY PARK

School Children, Laborers and Prominent Residents Work Under Direction of Expert

Two hundred school children, forty laborers and many men prominent in the business and professional life of Steelton, participated to-day in the field day exercises in Luther R. Kelker Park that formally marked the beginning of a comprehensive park system for the borough. Under the personal direction of Warren H. Manning, the Boston landscape architect, this small army of volunteers blazed trails, graded walks or drives and trimmed trees with much enthusiasm. A few hours after the volunteer toilers had commenced their work, Kelker Park was transformed from a ten-acre tract of wild tangled woodland, covered with dense, thorny underbrush, to a beautiful park.

Over the hillsides, many gently sloping trails now wind their way through small, well-trimmed locust trees, past tall, stately oaks and poplars, down to the feet of two huge, towering oaks. Here two springs of clear, sparkling water bubble forth. Just a few feet beyond is a natural amphitheater, a small stream of water to be used for wading purposes.

That there might be an efficient organization and not merely a haphazard attempt to do the work, Mr. Manning delegated certain parts of the work to several committees. William P. Callaghan, engineer for the borough, assisted Mr. Manning in marking out lines for the trails and drives. Jacob Meshey, highway commissioner; Geo. Cover, a laborer for the steel company, and Harry Zook, the steel company's real estate manager, directed squads of laborers.

S. S. Davis, principal of the High School, assisted Mr. Manning. J. D. Hurst, A. G. Hottenstein, L. B. Ney, and Roscoe Bowman, of the High School faculty, directed the work of the High School students. W. Henry, of the Central Grammar School, were in charge of a big delegation of grammar school boys. H. C. Wright, president of the Mumfords League, directed part of the grading work.

Girls Work With Men While the boys from the high and grammar schools showed considerable enthusiasm, the girls of the High School, Miss L. Miller, J. D. Hurst, A. G. Hottenstein, L.