

THE GLOBE OPEN 'TILL 5.30 P. M. THE GLOBE

5-6-7

"Keep Your Eye on the Clock" During

The Globe's One Thousand Suit Campaign and Profit-Sharing Sale

This sale is an original Globe Institution—a Festival of Economy that has kept this Big, Live, Progressive Store continually "on its toes," since its inception.

Up to the present time we are ahead of our record. The clock now registers 567.

- Men's and Young Men's Suits Worth to \$30 Now \$22.50
Men's and Young Men's Suits Worth to \$25 Now \$19.50
Men's and Young Men's Suits Worth to \$20 Now \$14.50
Men's and Young Men's Suits Worth to \$18.50 Now \$12.50
Men's and Young Men's Suits Worth to \$12.50 Now \$7.50

A Rousing Sale of Men's Trousers of the Better Sort

- \$2.50 Trousers Now \$1.95
\$5.00 Trousers Now \$3.85
\$3.50 Trousers Now \$2.95
\$4.00 Trousers Now \$3.00

Yes! the Boys Share in Our Great One Thousand Suit Campaign, Too

- Boys' Suits, Values to \$3.50 Are \$2.00
Boys' Suits, Values to \$5.00 Are \$2.95
Boys' Suits, Values to \$6.50 Are \$3.85
Boys' Suits, Values to \$8.50 Are \$5.89

We can fit any boy of any size in a suit that will please both boy and parents alike.

Boys' Knee Pants REDUCED
All wool and wash fabrics are included at this schedule of prices.
50c Knee Pants at ... 39c
\$1.00 Knee Pants at ... 79c
\$1.50 Knee Pants at \$1.29

The Manhattan Shirt Sale is Now Going at Top Speed

- Every MANHATTAN SHIRT is backed by an iron-clad guarantee—they are perfect in material—in fit—in finish—in style.
\$1.50 Manhattans are ... \$1.25
\$3.50 and \$4.00 Manhattans are ... \$2.85
\$2.00 Manhattans are ... \$1.65
\$2.50 and \$3.00 Manhattans are ... \$1.95
\$5.00 Manhattans are ... \$3.85

The Globe Picnic at Hershey

On Friday afternoon, Aug. 6th, THE GLOBE will give its First Annual Complimentary Picnic and Outing at Hershey, to all of its employees of the store.

THE GLOBE "The Big Friendly Store"

NEWS OF THE RAILROADS

VERY LITTLE BEING ANTHRACITE MINES

Reports Show Record Decrease in Business During First Six Months of Year

July was a second month of extremely low anthracite production. It is probable that when the Bureau of Anthracite Statistics issues the official figures next week it will be found that not more than 5,000,000 tons of anthracite have been shipped to market. The shipment in July last year amounted to 5,391,857 tons.

July Freight Traffic Shows Further Increase

The number of loaded freight cars passing eight junction points on Pennsylvania Railroad Lines East in July was 765,112, an increase of 29,966 over last year. The daily average movement passing these points was 24,777 cars, an increase of 1,000, or 4.1 per cent. The total loaded movement passing Lewistown Junction in July was 109,595 cars, an increase of 2,965, or 2.7 per cent. The daily average movement was 5,237 cars, an increase of 2,965, or 3 per cent. Loadings of bituminous coal east increased 1.9 per cent, and miscellaneous freights, 14 per cent.

RAILROAD NOTES

Welsh Brothers Circus Advertising car was here today. It is covering towns along the Philadelphia and Reading Railroad.
It requires 100 cars daily to handle Standard Steel Company's productions at Lewistown.
Bids were received at Philadelphia yesterday for new yards and immigrant stations at South Philadelphia.
E. H. Hohland, chief clerk in No. 1 roundhouse of the Pennsylvania Railroad is on an automobile trip to Newberry.
The Baltimore and Ohio Railroad will erect a new station at Pittsburgh.
A. B. Tomlinson, chief clerk in the office of Chief Engineer Shand, of the Pennsylvania Railroad, has returned from a visit to the Panama-Pacific Exposition.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—21 crew first to go after 2:45 p. m.: 208, 206, 225, 215, 201, 230, 210, 202, 235.
Engineers for 107, 108, 113, 127, 132, 133.
Conductors for 109, 113.
Flagman for 107.
Brakemen for 108, 109, 113, 118, 120.
Engineers up: Criss, First, Al, bright, Braver, Veretts, Huber, Hennecke, Geesey, Smeltzer, Kennedy, Seltz, Pfeiffer, crick, Caulty, Supple, Downs, Welsh, Smith, Gable.
Firemen up: Shaffer, Packer, Tenner, Shiver, Chronister, Madenford, E. H. Hohland, Fair, Dewalt, Mulholm, Spring, Lantz, Dunley, Gelsinger, Bushey, Antsberger, Robinson, Neal, Behman, Rapp.
Conductor up: Rapp.
Brakemen up: Wolfe, Collins, Kont, Felker, Sener.
Middle Division—26 crew first to go after 2:15 p. m.: 21, 17, 220, 231, 214, 223.
Preference: 3, 1.
Laid off: 25, 15, 20.
Brakemen for 101, 102, 103.
Engineers up: Hertzler, Sparrer, Havens, Garman, Kugler, Mumma, Simmons.
Firemen up: Gross, Stauffer, Thomas, Zelders, Ross, Richards, Karstetter.
Conductors up: Fair, 108.
Flagman up: Carpenter.
Brakemen up: Wenerick, Roller, Bell, Bohn, Miller, 107, 108, 109, 110, 111, 112, 113, 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, 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.

HEAVY DAMAGE DONE BY STORM

minute to leave and in several cases the families still refused to seek safety. Four blocks on either side of the main business artery of the city were covered with a depth of from six inches to five feet.

The Leemegan Wagon Works and the buildings in the shop, each occupying nearly half a block, were the largest structures to be swept away. The Jarecki and Lovell Wood Working plants, two of the largest manufacturing plants in the city, were covered with fifteen feet of water. Early this morning gas mains all over the city were cut off and telephone, street and electric lighting services were paralyzed.

Rescue forces of police, firemen and life savers were augmented during the day by civil volunteers and preparations were made to work by artificial light during the night.

The immense piles of wreckage form barriers from fifty to a hundred feet in the route of the flood through the city's business section and the task before the workers is a tremendous one. Some buildings were totally destroyed, while others were partially ruined. Virtually intact upon the hills between which the torrent rushed. The bodies of some of the victims were found a mile from the spot where they were considered likely that some were carried out into the lake.

A systematic canvass of the city for persons missing was begun by the police at noon.

Erie citizens responded generously to the call for funds for the suffering and homeless survivors of the disaster. The mayor announced that a thorough investigation of the disaster will be made, calling attention to the fact that warning of the danger from Mill creek had been given in advance when it overflowed its banks and caused some loss of life.

Hundreds Sheltered
The charitable societies of the army, hotels and hastily organized shelter clubs gave refuge to hundreds who saved but their own lives and a few meager belongings. The darkness, the danger of broken bridges and the twenty-five mile current of the flood made the work of rescue extremely perilous and even details of the drowning of quarters in a high school building were not known until the flood was over. The body of John Higgins washed up at Sixth and German streets was the only body recovered at daylight. The life-saving crew at the Lake Erie shore front and the members of the naval militia started the search for others known to have been swept away.

The navy escape of Fire Chief McMahon with four firemen after their successful attempt to rescue three women led to the report of their escape. The firemen were rescued from second story windows as the house was washed away from under them.

Only three serious accidents had been reported at the hospital up to early this morning. Two would-be rescuers were struck by floating debris and sustained broken legs while a third was nearly drowned in the fourteenth street bridge was swept away.

Dozen Trains Stalled
The washout of the main line of the New York Central and the Pennsylvania Railroad has brought to a halt more passenger trains here with no prospect of their departure for a couple of days. One crowded train bound for Erie was brought to a halt on the viaduct forty feet over the path of Mill creek and those on board for hours watched houses and household goods swept down in the torrent.

Reports at this morning showed that the thoroughfare and floating wreckage added to the damage by smashing hundreds of display windows.

Debris Piled High
Throughout the night the torrent of rain continued with only brief intervals of clear weather. Only the wide mouth of the creek at the shore prevented a much more serious devastation. Piles of debris in the streets intersecting the path of the flood were piled up to a height of ten to fifteen feet high in some cases and similar piles of debris along the course of the stream caused perhaps the greatest items of damage. A dozen of the houses on the north side of the creek were swept into the water and down for ten days or two weeks until the machinery in the first floors can be cleared away. Stretches of Mill creek had been covered over in several places and houses and factories had been built over the ordinarily quiet stream. Wreckage lodged in these culverts and caused the water to back up and spread in every direction. Early this morning as details of the disaster began to collect, the story of Fireman Sherry and Bates being swept away in the flood was reported. Taking a girl on her home on the creek bank, they started down the telephone pole which had enabled them to reach her, when the pole broke and they were swept away. A block farther down the trio were pulled from the stream by the superhuman efforts of other firemen.

Traffic Tied Up by Big Storm; Bridge Damaged

Buffalo, N. Y., Aug. 4.—Traffic between the east and west over the Lake Erie and Erie Railroad tracks was completely tied up today as the Southwestern Special left the cloudburst let go over Erie last night until 8 o'clock this morning when officials of both roads reported that communication had been re-established with the west over temporary single tracks. Washouts, unprecedented in depth and extent along the Erie and part of one bridge through which a freight train crashed, it was said were the worst features of the problem facing the operating officials.

Reports at this morning to tracks began to come through before midnight and at that hour word was received that all four tracks of the Lake Shore and Erie at Erie had been washed away between Erie and Mooreheads, the first station east.

Trains that had passed through Buffalo westbound were recalled early today and sent over the Michigan Central's Canadian line to Detroit. These included the Twentieth Century westbound, which left New York yesterday afternoon, the Boston and Chicago special, the Southwestern Special leaving New York at 4 p. m., the Lake Shore limited out of Buffalo and the Big Four Limited, which left New York at 6:30 p. m. and left a dozen eastbound trains including the Erie eastbound Twentieth Century due in New York at 9:40 a. m. to-day were held up by washouts.

The rain which culminated in the cloudburst at Erie, covered all of Northern Pennsylvania and Western New York. It began with a terrific downpour yesterday afternoon and continued practically without cessation all through the night and well on into the day. In no place except in the immediate vicinity of Erie however, did it approach the cloudburst stage.

LIMITED THROUGH DETROIT

By Associated Press
Detroit, Aug. 4.—The twentieth Century Limited of the Lake Shore railroad bound for Chicago from New York, passed through Detroit at 5:29 p. m. today. The train was held up by washouts in the city. Because of the Erie flood the train was detained from Buffalo over the Michigan Central tracks.

Steelton MIDDLETOWN & HARRISBURG PENNA. STEEL HAS 50,000 TON ORDER

Lebanon Mill Helping to Turn Out Pig Iron For Steelton Plant
The Pennsylvania Steel Company, according to a dispatch from Lebanon, has obtained an order for 50,000 tons of pig iron.

Shipments of from 800 to 1000 tons daily are now being made from the Lebanon plant to fill this order, which is said to be one of the largest ever landed by the local concern.

On Friday, July 23, the steel company began to ship pig iron away from its furnaces just north of the Lebanon city limits. Huge piles of the material have been stored here for months.

Since that date daily shipments have been made and already more than 200 car loads have left the Lebanon plant. As each car has a capacity of from 40 to 50 tons of the material, it is estimated that about 10,000 tons have been sent out within the past ten days.

Just how much the pig iron is selling at is not known, says the Lebanon dispatch, but the kind turned out at the Lebanon plant is graded as "low phosphorus," listed in commercial circles as "No. 1." It is said, with a figure of 50,000 ton order would mean \$70,000 to the local company.

The news of this tremendous order, the dispatch says, is pleasing to employees of the Lebanon plant. The pig iron has been stored in huge piles about the plant for months and outward shipments were irregular. This order, it is said, will be filled entirely from the company's surplus and will not handicap the filling of other orders.

Steelton Snapshots

Surprise Thieves.—Two would-be chicken thieves were chased by Elmer Frowl, of 318 North Second street, early Tuesday morning. When the thieves entered the Prowell henhouse an electric alarm went off and Frowl got the job with a shotgun.

Hold For Court.—Mr. and Mrs. Jacob Shank were held under \$1000 bail for court charges of conducting a disorderly house in the West Side, by Squire Gardner last evening.

Auto Climbs Curb.—A new auto delivery truck driven by Ralph Eckels climbed the curb and crashed into the house of Dr. D. B. Traver, of Front and Elm streets, Monday afternoon. Eckels escaped injury and the machine was only slightly damaged.

Obtains Position.—N. A. Myers, of Harrisburg, has obtained a position in Peter's drug store.

Sells House.—Andrew Rohacek has sold his three-story brick dwelling at 313 Main street to Ordan Sprickoff and Mrs. Steve Josef.

To Demonstrate.—The Ladies' Aid Society of Grace United Brethren Church will hold an aluminum demonstration at the home of Mrs. Benjamin Hoch, 420 Lincoln street, at 2 o'clock to-morrow afternoon.

To Roast Corn.—Class 23 of Century United Brethren church will hold its annual corn roast on September 7. The place has not yet selected.

LEVI STILL
The primary contest for high constable here will bring out among a strong list of Republican candidates the name of Levi Still, now in the police duty. One of these is Levi Still, South Second street, now connected with the bridge and construction department of the Pennsylvania Steel Company. Still is better known with the experience of three years as constable of Swatara township, two years as a borough patrolman and one year as constable of the Second Ward, in filling an unexpired term.

CRAZY WITH HEAT, HE JUMPS FROM SECOND STORY
When he could no longer rest comfortably in bed on account of the heat yesterday, Zeva Bacerek, of 229 Christian street, jumped out the second story window. Now he's in the Harrisburg hospital with a fractured left arm. To a hospital physician Steve said: "No could sleep. Too much hot; jump out window."

MRS. ALICE NAUSS
Funeral services for Mrs. Alice Nauss, wife of D. C. Nauss, who died yesterday, will be held from her late home, 19 Pine street, Friday morning at 10 o'clock. The Rev. W. C. Sanderson, pastor of the First Methodist Church, will officiate and burial will be made at New Cumberland. Mrs. Nauss is survived by her husband, one son, George, and two daughters, Mrs. H. L. Sellers and Miss Teresa Nauss.

STEELTON PERSONALS
Mr. and Mrs. W. J. Myers and Henry Roy, of Alexandria, Pa., are guests of Dr. E. Myers and Dr. H. C. Meyers.
Miss Dorothy Boughter has returned to her home in Oberlin after spending two weeks in Ephrata as the guest of Miss Marie Richwine.

Boat's Cabin and Two Lifeboats Washed Ashore

Detroit, Aug. 4.—A special dispatch from Harrisburg, Pa., received here to-day says that after the terrific storm which raged on Lake Huron yesterday considerable wreckage was washed ashore between Sturgeon Point and Greenbush. Among the wreckage were part of a boat's cabin and two lifeboats. It is not known whether the small craft bore the name of any lake going vessel. Marine officials here have no record of any steamer in distress. It is not uncommon for boat furniture to be washed ashore after a severe gale.

State Assistance Is Sent to Stricken City

State assistance to Erie was extended to-day by Commissioner of Health Dixon, who detailed C. A. Emerson, chief sanitary engineer, and several assistants to go to Erie to-day to the city immediately to aid in the sanitary measures following the flood. The men sent were all experienced from the work at Austin a few years ago.

The State Highway department arranged for immediate reconstruction of the State roads entering Erie which were damaged by the storm. The State is heavily loser by washing out of its roads.

Other departments are ready to help if necessary arises.

SIX NEW PRESERVE AREAS OUTLINE

Game Commission Men at Work on the Preliminaries for the Latest Reservations
Six new State game preserves are now being laid out by attaches of the State Game Commission through deer and hunters' license law. Four of the preserves are on State forestry reservation and two are on leased land.

All are in the central or eastern part of the State, but negotiations are under way for establishment of half a dozen more game preserves in western counties where lands have been offered for lease by the State at low rates for game purposes.

The new preserves are on State lands in Huntingdon, Lycoming, Sullivan and Cameron counties and on leased lands in Bradford and Carbon counties. All are being surrounded by wires and notices will be posted warning everyone that they are closed at all seasons.

Steps will be taken before many weeks to stock these preserves with deer and other game. It is planned to buy hundreds of deer and turn them loose in the preserves. Some of the deer have already been engaged and steps to get others are being taken.

After Revenue.—State officials believe that the income of the Commonwealth will be materially increased after September 1 by the payment of apita stock tax from the thousands of bills for the taxes which have been sent out by the Auditor General's Department. The bulk of the revenue comes from taxes on State school appropriation is placed on them. Efforts to have the payment of the school appropriation started next week are being made.

Ready For Camp.—Everything is being prepared for the encampment of the Second Brigade at Indiana and the canvas will be erected by Friday night. The General Stewart will visit the camp early in the week.

Granted Permits.—The State Department of Health has granted permits for several of the small lateral sewers in the Philadelphia system. They are to be installed by the State.

Commission Meeting.—The State Water Supply Commission is holding a meeting to-day, Commissioner Dixon having returned from California. A number of applications are to be acted upon.

Looking After Fences.—Thomas A. Crichton, cashier of the State Treasury, is in Tioga county where he is a candidate for the judicial nomination. He is being assisted by the State.

Many Want Advice.—Numerous requests are being received for visits of the State farm advisors. The requests being made through A. L. Martin, the director. The schedule for the advisors will have to be changed again in order to accommodate the people asking for their visits.

Increase Capital.—The Kingessing Building and Loan Association, of Philadelphia, filed notice of increase of capital from \$500,000 to \$1,000,000.

New Water Company.—The Clymer Citizens Water Company has been chartered to supply water in Erie and Indiana county. It has a capital of \$25,000.

Expect Lively Bidding.—The Highway Department is looking forward to a lively bidding for the first of the State contracts for road construction to be let this year. They are State-aid propositions.