



**THE GLOBE**

Presents a complete assemblage of Paris Models and original designs introducing the dominant fashions for Spring.

Ladies', Misses' and Children's Coats

SECOND FLOOR.

**ILLINOIS STUDIES STATE'S HIGHWAYS**

Engineer of Maintenance Comes to Pennsylvania to Find Out How We Do It

The system in use by the Maintenance Division of the State Highway Department of Pennsylvania has attracted so much attention throughout the country in other highway departments that the State Highway Department of Illinois, desiring to start a maintenance division, to-day sent a representative to Harrisburg to secure data from the Pennsylvania State Highway Department authorities.

E. A. Piepmeyer, maintenance engineer of the Illinois State Highway Department, Springfield, visited the Department today and went over the system of maintenance in vogue in this State with Second Deputy State Highway Commissioner Biles under whose jurisdiction the maintenance work in Pennsylvania is being done. Mr. Piepmeyer expressed himself as pleased with the perfection of the Pennsylvania system.

**Opinion on Advancements.**—Attorney General Brown to-day gave an opinion to State Treasurer Young for his guidance in making advancements from appropriations for departmental activities whereby the department would be benefited. The Attorney General also calls attention to the practice of departments paying direct instead of through the treasury.

**Orchard War On.**—The State's orchard demonstrators who have been here most of the week undergoing instruction in orchards will adjourn tomorrow and start work in the State demonstration orchards next week. The men were instructed by State Zoologist Surface in his orchards to-day, tests being made of various processes for exterminating insects.

**Wanted For Bigamy.**—Governor Brumbaugh to-day issued a requisition for the return to Baltimore of Mildred E. Long, alias Griffith, arrested in Philadelphia on charge of bigamy.

**Would Be Legislator.**—Elmer George Thumm, student, Pittsburgh, to-day filed a petition to be a candidate for the Republican nomination for the House in the Eighth Allegheny district.

**Appointed in Guard.**—George Ross Winters, of Pittsburgh, was to-day appointed a first lieutenant in the medical corps of the National Guard and assigned to the Eighteenth Infantry.

**Candidate For Delegate.**—John E. Baker, of York, to-day entered a petition for the State Capitol to be a candidate for Republican national delegate in the Twentieth congressional district.

**Justices Named.**—Justices of the peace were appointed to-day as follows: Collegetown, Horace L. Saylor, Lackawanna township, Mercer county; D. J. Kerr, Delaware township, Mercer county; George W. Maguire, Mercer county.

**Clearfield Intervenes.**—The Association of Bituminous Coal Operators of Central Pennsylvania who have mines in the Clearfield and adjacent regions have intervened before the Public Service Commission in the complaint of the Pittsburgh Coal Operators' Association against the rates charged by the Pennsylvania system from the Pittsburgh district to Philadelphia, Erie and New Castle. They desire to have the existing basis of rates maintained.

**Governor's Visitors.**—Among the visitors to the Governor's office to-day were James Searlet, Danville; T. I. Eyre, West Chester; W. J. Nason, former judicial clerk of the Senate, Erie; Thomas Stettin, Somerset, and Congressman T. S. Craig, of Waynesburg.

**Ordinance Officers Here.**—Ordinance officers of the National Guard are meeting with Adjutant General Stewart to-day to arrange for the rifle practice season. It will start May 1.

**Installed Gates.**—The Public Service Commission has been informed that the Central Railroad of New Jersey has installed safety gates and signals at Mount Airy, Pa., and at George H. Brown, engineer of the Philadelphia division, who recently returned from a southern trip, anticipated the return of the revised plans for the big brick building within the next three weeks.

**Approved Superintendent.**—The Board of Public Grounds and Buildings has appointed Aaron Lloyd as superintendent of construction of the new State bridge at Spring City.

**Approval Given.**—The Public Service Commission has given approval to the application to make the Petroleum Telephone Company a domestic corporation; changing Grant street in New Castle; and for an above grade crossing in Ashley.

**Ask About Fertilizers.**—The State Department of Agriculture is receiving many letters these days from people asking about the best methods of using local fertilizers. The work of the department in this direction is attracting much attention and advice is eagerly sought.

**The Last Institutes.**—The last farmers institutes are being held this week. They will close with tomorrow and the lecturers will devote themselves to farm advisory work.

**No Money Stolen.**—Officials of the State Game Commission to-day called attention to the fact that they had not lost any money as the result of frauds among justices and others on bounty claims. According to the officials the vigilance with which every claim was followed up resulted in the State being saved from loss.

**Cumberland's Big Reserves.**—The State having added 265 acres to the Pine Grove reservation reserves now own 9,550 acres of forest land in Cumberland county.

**To file Briefs.**—The filing of briefs to close the long drawn out Philadelphia electric case. It has been under way for over a year and the final testimony has just been taken.

**Goldsmith's Prepare For Big Removal Sale**

Preparatory to the conduct of a big removal sale in which all present stocks will be included, Goldsmith's Furniture Store, 265 Locust street and 209 Walnut street, will close all day tomorrow, Friday, for the purpose of remarking and rearranging stocks. The removal will begin with the opening of the doors of the Goldsmith store on Saturday morning and will continue for three weeks in an effort to completely clean out all remaining stocks, so that it will not be necessary to move any of the same to the new store.

To-morrow evening there will be published in this paper a large advertisement of the Goldsmith store which will give full particulars regarding the removal sale which will prevail during this event, which the merchants hope to make the most important merchandising occasion in the history of the store.

**GOSPEL CREW SERVICES**

The Enola P. R. R. Y. M. C. A. Gospel crew will go to PERRYVILLE, Perry county, to-night. Services will be held in United Brethren Church at that place. The crew includes the Rev. D. M. Over, S. G. Heppford, secretary of the Enola Y. M. C. A.; W. H. Beers, Frank Stouffer, Frank W. Heckert.

**RAILROAD RUMBLES**

MUTUAL BENEFICIAL ASSEMBLY'S SECOND ANNIVERSARY MONDAY



Already Has 2,000 Members; Bang-up Program Arranged For Event; Special Arrangement For Women Folk

Monday, March 13, Assembly No. 4, Mutual Beneficial Association of Pennsylvania Railroad Employees will celebrate the occasion of their second anniversary by giving a big vaudeville entertainment and dance in Chestnut Street Auditorium.

Although only two years old, this bustling young organization has now some of the best vaudeville talent available and promises a treat in that line to say nothing of the dance, which he will personally direct. Invitations have been extended to all sister assemblies and a number of special lines east of Pittsburgh and about 700 visitors are expected. The Philadelphia assemblies sent word this morning that they would send about 250 men to take part in the celebration. The committee has allowed the members being allowed to bring his entire family, or his best girl.

The entertainment committee has been considerably augmented to care for the comfort of the ladies. Souvenir programs will be given to the women and a corps of lay ushers, dress-makers in white and wearing blue sashes, will direct the seating. Both halls have been engaged and in case the dance, which will start about 10:30 in the smaller hall. The official program, as given out by Mr. Reese to-day, will be as follows:

Overture, Mutual Band; address, President E. K. Smith; duet, Messrs. Boyer and Jeffries; solos, Master Euter; musical act, Delone and Shuey; comedy sketch team, colts and Alcorn; solo, Guylin Watkins; monologue, George Martin; address, Treasurer General Assembly J. K. Linn; National airs, Mutual Band; informal dancing.

The committee of arrangements are Isiah Reese, chairman; W. H. Runk, B. F. Reed, A. E. Jeffries, J. F. Fleming, W. H. Fisher.

The officers of the assembly are: President, E. K. Smith; vice-president, J. F. Gruver; treasurer, J. M. Derick; corresponding secretary, C. H. Black, and financial secretary, C. A. Runk.

**READY FOR BIDS ON NEW STATION**

Plans and Specifications For Foundation of Freight Building Complete

With the arrival to-day of plans and specifications for the foundation of the new Pennsylvania railroad freight station on South Harrisburg, an early start on that structure is promised. The complete plans for the freight station are still in the hands of the Chief Engineer of the Pennsylvania railroad, at Philadelphia, awaiting the approval of the Interstate Commerce Commission.

The specifications received to-day are for excavations and masonry work. Bids will be asked for within the next few days, and it is expected that the building will start in April. George H. Brown, engineer of the Philadelphia division, who recently returned from a southern trip, anticipated the return of the revised plans for the big brick building within the next three weeks.

**Railroad Notes**

John Hopple, engineer on the Sunbury division of the Pennsylvania railroad, is ill with appendicitis. He is confined to his home at Sunbury.

N. E. Lukens, a Pennsylvania railroad employe at Lewistown Narrows, has returned from a visit to Harrisburg.

Two steel combination cars from the Altoona shops were placed in service yesterday on the Sunbury and Shamokin division of the Pennsylvania railroad.

D. E. DeHuff, of Baltimore, master carpenter of the Baltimore division of the Pennsylvania railroad, is making a tour of inspection.

E. J. Lentz, of York, a Baltimore division brakeman, has resumed his duties after an illness of ten days.

Levi Malehorn, of Mt. Wolfe, York county, a laborer employed on the Baltimore division of the Pennsylvania railroad, celebrated his 67th birthday anniversary yesterday.

Charles T. Jones, foreman of the engine inspection gang at No. 1 enginehouse who has been ill at his home, 258 Verbeke street, is convalescing.

J. M. Edwards, chief clerk to Superintendent of Motive Power E. K. Reading, is ill at his home near Altoona.

Express business between Harrisburg and Reading is breaking all previous records.

The number of employes in the Altoona machine shop of the Pennsylvania railroad totaled 5,328 yesterday.

"The Dawn of the Electrical Era in Railroadings" is the title of an interesting booklet issued by the Chicago, Milwaukee and St. Paul railway.

With the close of business yesterday the Reading placed an absolute embargo on anthracite and bituminous coal at Port Reading and Port Richmond.

The Pennsylvania had on March 4 a total of 14,977 freight cars in the shops on the lines east and west, compared with 34,256 on April 1, 1915, a decrease of 56 per cent.

**BURY VETERAN FLAGMAN**

The funeral of Charles W. Hopple, veteran Pennsylvania railroad flagman, took place this afternoon at 2 o'clock at the residence of his wife, Mrs. Hopple, 409 Herr street, in this city. The funeral services were conducted at the home of Harry McCombs, 409 Herr street by the Rev. Harvey C. Clendinning of Covenant Presbyterian Church, Furia. A cemetery was held in East Harrisburg cemetery.

**New P. R. R. Vice-President Comes From Clerical Ranks**



Directors of the Pennsylvania railroad yesterday elected Albert J. County as vice-president in charge of accounting and general office.

Mr. County previously has been special assistant to President Rea. His election increases the number of vice-presidents of the Pennsylvania railroad to five. The others are W. W. Atterbury, in charge of operation; George D. Dixon, in charge of traffic; Henry Tattall, in charge of finance, and W. H. Myers, real estate, insurance and purchases.

Mr. County has been connected with the Pennsylvania railroad since 1890. He was appointed assistant to the secretary in 1900; was made assistant secretary in 1901, and in 1906 was chosen assistant to the vice-president, in the affairs of the railroad subsidiary companies of the railroad. This position he held until 1913, when he was made special assistant to the president. Mr. County is 44 years old and was born in Dublin, Ireland.

**Children Ask Damages For Death at Grade Crossing**

The suit to recover damages for the death of Mr. and Mrs. J. H. Miller, who were struck by a northbound passenger train at Emigsville yesterday. Mr. and Mrs. Miller were enroute home from attending market in Harrisburg. The team in which they were riding was struck by a northbound passenger train at Emigsville yesterday. Mr. and Mrs. Miller were brought to Harrisburg on the train that struck their team. Mr. Miller died enroute to this city and Mrs. Miller's death occurred three days later. The plaintiffs claim the engine bell did not ring and the warning whistle was not sounded.

**THE FUND SWELLS SLOWLY, BUT SURELY**

[Continued From First Page]

Sam. If I was a boy I would try to join the navy. Yours truly, AMELIA F. LONG.

As a great piece of machinery, with its intricate parts and seemingly impossible mechanical combinations, works together as a co-operative whole and responds to the master touch—slowly at first, then faster and faster until its power is irresistible and everything is swept before it, so in analogy is the great movement set in motion by Marjorie Sterrett, the Brooklyn school girl, whose patriotic enthusiasm made possible the starting of an ever-growing fund for the erection of a huge battleship that shall be part of the strength to keep America inviolable before the world.

It takes a long time to make a million dollars and with the present population of the United States practically every man, woman and child in the country would have to contribute his or her ten cent piece. Fortunately this is not necessary, because some are good enough to give the share of others, and the almost inconceivable enormity of the project is what makes it so attractive to the American mind. To overcome the seemingly impossible is what America strives for, but this is probably the first time in the history of the country that an attempt has ever been made with prospect of success to interest every individual in the country and urge them to do their part in a concrete contribution. It's a big order, but it can be done, and it is the school children upon whom the newspapers want to depend to do it. It will not do for us to back and imagine that a thing like this will happen of itself.

You can show your interest by doing one of three things: Give your dime, quarter or dollar, either in person or by mail to the Telegraph office; urge others to follow your lead and help swell the fund; or actually collect from whomsoever you see who ever they will give for this most worthy fund—and that is the effective way of making Marjorie's attempt a success. Contributions are also being received at the subscription mentioned in last evening's Telegraph. List of contributors to date are as follows:

- Roy Kilgore . . . . . \$0.10
- Russel Neff . . . . . .10
- Martha Koppenhaffer . . . . .10
- Helen Motter, Halifax . . . . .10
- Anna Yovanovich . . . . .10
- Catherine Yovanovich . . . . .10
- Peter Yovanovich . . . . .10
- Dora Yovanovich . . . . .10
- Mada Yovanovich . . . . .10
- Ljuba Yovanovich . . . . .10
- Margaret Edmondson . . . . .10
- Ethel Halfpenny . . . . .10
- J. M. Grove . . . . .10
- J. C. Chubb, Halifax . . . . .10
- Warren R. Shaffer, B. I. . . . .10
- Roy Cymbal, Newport . . . . .10
- Margaret Zeldus . . . . .10
- Katharine Zeldus . . . . .10
- Kenneth F. Putt . . . . .10
- Charles Shaw . . . . .10
- Geraldine D. Speers . . . . .10
- Walter Armstrong . . . . .10
- Jean Lutz, Newport, R. I. . . . .25
- Mary O. Lutz, Newport, R. I. . . . .25
- Margaret Lutz, Newport, R. I. . . . .25
- Margaret Rauch . . . . .25
- J. E. . . . .75
- Fannie E. Fox . . . . .10
- Fred H. Vogelsong, Kimball, W. Va. . . . .10
- Roy Klugh . . . . .10
- John Mohr . . . . .10
- "America" . . . . .7.75
- H. A. Souders, Jr. . . . .10
- Cash . . . . .20
- Bessie E. Poorman . . . . .10
- Mary Stahl . . . . .10
- Lillian Stober . . . . .10
- Elizabeth Shartzer . . . . .10
- Richard Meney . . . . .10
- Richard Meney . . . . .10
- Norman Hunter . . . . .10
- George W. McKee, Jr. . . . .25
- Celeste Landis . . . . .10
- Roy Palmer . . . . .10
- George Palmer, Lemoyne . . . . .10
- Maurey S. Jury, Millersburg . . . . .10
- Corrine Mersinger . . . . .10
- Kramer Spang . . . . .10
- MacL. Jury . . . . .10
- Richard W. Adams . . . . .10
- Dorothy J. Adams . . . . .10
- Sara M. Adams . . . . .10
- John Edwin Kellogg . . . . .10
- Albert Knisely . . . . .10
- Joseph McNaughton . . . . .10
- David McNaughton . . . . .10
- Mr. and Mrs. McNaughton . . . . .20
- The Kilbuck . . . . .10
- Cash . . . . .20
- Dorothy M. Howard . . . . .10
- Walter H. Kramer . . . . .20
- Chloeta Walton . . . . .10
- Edward Haas . . . . .10
- Fredrick Harper, Newport . . . . .10
- Walter Kepner . . . . .10
- Charlotte V. Blatzer . . . . .20
- Fredrick Snyder . . . . .25
- Amelia F. Long . . . . .50
- Academy students . . . . .2.70

**Standing of the Crews**

**HARRISBURG SIDE**

Philadelphia Division—259 crew first to go after 4:15 p. m.: 152, 139.

Engineers up: Sober, Ryan, Gable, Kautz, Shoof, Keane, Habeler, Speas, Brooks, Blankenbiller, Ford, Schwarz, Steffy, May, Gable.

Firemen up: Blankenbiller, Messersmith, Weil, Seiders, Nace, Malley, Showers, Zoll, Brymserer, Bowersox, Blaker, Hamm, Cagle, Rupp, Morris, Kelly, Chub, Campbell.

Brakemen up: Sterner, Arter, Potter, Ashenfelter, Lloyd, M. Stalling.

**Middle Division**—21 crew first to go after 2 p. m.: 25, 19, 23, 30, 109, 33, 25, 31, 1, 113.

Preference: S. 4.

Engineers for 19, 31.

Firemen for 31.

Conductor for 21.

Flagmen for 22, 35.

Brakemen for 25, 109, 35.

Firemen up: Burris, Doede, Brig-gles, Kaufman, Leppard, Hummer, Grove, Snyder.

Firemen up: Fox, Forsythe.

Flagman up: Fries.

Brakemen up: Leebhart, Williams, Doyle, Yost, Parleman, Brown, Hummer, Lenhart, Reed, McNaught, Summy.

**Yard Crews**—Engineers for 10, 20, second 22, 28, 36, 40, 52, 60, 64, 68, 72, 76, 80, 84, 88, 92, 96, 100, 104, 108, 112, 116, 120, 124, 128, 132, 136, 140, 144, 148, 152, 156, 160, 164, 168, 172, 176, 180, 184, 188, 192, 196, 200, 204, 208, 212, 216, 220, 224, 228, 232, 236, 240, 244, 248, 252, 256, 260, 264, 268, 272, 276, 280, 284, 288, 292, 296, 300, 304, 308, 312, 316, 320, 324, 328, 332, 336, 340, 344, 348, 352, 356, 360, 364, 368, 372, 376, 380, 384, 388, 392, 396, 400, 404, 408, 412, 416, 420, 424, 428, 432, 436, 440, 444, 448, 452, 456, 460, 464, 468, 472, 476, 480, 484, 488, 492, 496, 500, 504, 508, 512, 516, 520, 524, 528, 532, 536, 540, 544, 548, 552, 556, 560, 564, 568, 572, 576, 580, 584, 588, 592, 596, 600, 604, 608, 612, 616, 620, 624, 628, 632, 636, 640, 644, 648, 652, 656, 660, 664, 668, 672, 676, 680, 684, 688, 692, 696, 700, 704, 708, 712, 716, 720, 724, 728, 732, 736, 740, 744, 748, 752, 756, 760, 764, 768, 772, 776, 780, 784, 788, 792, 796, 800, 804, 808, 812, 816, 820, 824, 828, 832, 836, 840, 844, 848, 852, 856, 860, 864, 868, 872, 876, 880, 884, 888, 892, 896, 900, 904, 908, 912, 916, 920, 924, 928, 932, 936, 940, 944, 948, 952, 956, 960, 964, 968, 972, 976, 980, 984, 988, 992, 996, 1000.

Conductors up: 59, 35, 17.

Flagmen for 59, 15, 51, 17.

Brakemen for 59, 15 (two), 32, 8, 46, 17, 24.

Conductors up: Plickinger, Hasson, Brakemen up: Smith, Hoopes, Martz, Miller, Shade, Queitner, Hutchison, Snyder, Gross, McCord, Olwin.

**Middle Division**—111 crew first to go after 3:50 p. m.: 112, 218, 114, 105, 120.

**Rupture Cure Secret Free**

I Was Ruptured and Was Cured and Want to Tell Others How It Was Accomplished.

Nothing to Sell — No Charge Made.

I will tell you how my severe rupture will be cured, and how I believe you can be cured. The information will not cost you a cent. I will be glad to feel that I have helped you, and that knowledge will amply repay me. If you will just send your address (a postal will do), I will do the rest.



My rupture occurred from a strain while at work, just as most ruptures occur. I am a carpenter by trade. Through the best of good luck I found a means to obtain a cure, and was soon strong and well again and back at work.

It seems only fair that I should let others share in my good fortune, and that is why I am inviting all ruptured people to send me their addresses. Please remember that I don't want a single cent of your money. All I want is your address. Send it to me now, and I feel sure you will never regret it.

Eugene M. Pullen, Carpenter, 8505 Marcellus Ave., Manassquan, N. J.

Massmore, Fetrow, Morne, Sweeley. Firemen up: Stoner, Ellicker, Sullivan, Miller, Coyte, McMullan, Les, Stephens, Stormfeldt, Grim, Cullison, Hoffman, Peters.

Conductor up: Sipes. Brakemen up: Hershey, Felker, Dintaman, Wood, Ensminger, Dare, Redman, Shambaugh, Rittle, Vare, Duncan, Elv, Stauffer, Meals.

**NEED MORE TELEGRAPHERS**

Temporary vacancies in the telegraph and signal department of the middle division of the Pennsylvania railroad were announced to-day. One vacancy in the Altoona yard pays \$76.95 per month. There is also a vacancy at Mount Union paying similar wages, and five are on the Petersburg branch and pay \$64.15 each.

**ORDER FIVE STEEL CABIN CARS**

The Cumberland Valley Railroad Company has placed an order with the Pennsylvania railroad shops at Altoona for five all-steel cabin cars. They will have double trucks and are for delivery during May. This makes a total of 156 of these new steel cabin cars to be constructed at the Altoona shops. To date eleven steel cabin cars are in service.

**After Your Child's Bath You Should Use Nothing But Sykes Comfort POWDER**



because nurses and mothers have learned after twenty years experience that its habitual use, after the bath, keeps children's skin free from irritation and soreness.

It is agreeable to the most delicate skin, and is the only powder that should be used every day on infants and children, as a great deal of skin soreness is caused by the use of highly perfumed powders. Mother's own toilet powder is not adapted to the delicate skin of a child, while Comfort Powder is especially made for children.

Sykes' Comfort Powder is not a plain talcum powder, but a highly medicated preparation, which if used daily will keep a child's skin smooth, healthy, free from odors, chafing, itching and all irritations. At Drug and Dept. Stores, 25c.

**THE COMFORT POWDER CO., Boston, Mass.**

**IF**

your new Spring hat is a McFall hat you can be positive that it has intrinsic value, correct style, distinction character—everything that is possible in a hat at \$2 to \$5

**OPEN EVENINGS**

**McFall's**

Hatters, Men's Furnishers and Shirt Makers

Third and Market

**DON'T BE BILIOUS, HEADACHY, SICK OR CONSTIPATED**

Enjoy life! Live your liver and bowels to-night and feel great.

Wake up with head clear stomach sweet, breath right, cold gone.



WORK WHILE YOU SLEEP

Take one or two Cascarets to-night and enjoy the nicest, gentlest liver and bowel cleansing you ever experienced. Wake up feeling grand, your head will be clear, your tongue clean, breath sweet, stomach regulated and your liver and thirty feet of bowels active. Get a box at any drug store now and get straightened up by morning. Stop the headache, biliousness, bad colds and bad days. Feel fit and ready for work or play. Cascarets do not gripe, sicken or inconvenience you the next day like salts, pills or calomel. They're fine!

Mothers should give a whole Cascaret anytime to cross, sick, bilious or feverish children because it will act thoroughly and cannot injure.—Advertisement.

**GERMAN FLEET IN SEARCH OF BRITISH**

[Continued From First Page]

and were invisible at a short distance. Heavy clouds of smoke frequently hid them completely.

One Dutch trawler is quoted as having made the following report: "During the recent air raid on England a Zeppelin was seen scouting in advance of three cruisers and a fleet of destroyers and submarines, which were believed to have the intention of making a dash for English waters. The Zeppelin, however, made certain

discoveries regarding the watchfulness of the British fleet and the German squadron hastily withdrew.