

HARRISBURG TELEGRAPH

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FRIDAY EVENING, APRIL 10

PRESIDENTIAL ENDORSEMENT

SENATORS JAMES AND LEWIS, who were sent into New Jersey on the eve of the special election in the Seventh Congressional District as the particular envoys of President Wilson in behalf of the White House favorite, for whom they made speeches and in whose interest they declared a defeat would be taken as a personal insult to President Wilson, and that New Jersey would be dishonored before the whole country, should be invited to come to Pennsylvania to help along the cause of the White House slate in this State.

In a few days three or four of the members of the Wilson cabinet will come to Harrisburg to tell Pennsylvanians how to vote and we trust they will be given a cordial reception. Republicans ought to be particularly hospitable, as every speech, under the circumstances, is certain to increase the Republican majority next November.

"The eyes of the country just now are upon the voters of the Seventh New Jersey district," declared Senator James in his appeal to the Jersey men to stand by the President, and the eyes of the country are still on the same district, and others.

Mayor John K. Royal says he is not pleased with the commission form of government. We don't blame him. Most of the citizens of Harrisburg are in the same boat, but we can't help wondering whether Mayor Royal would criticize the new system so severely if his partisans were in control.

With the bright Spring sunshine and the bursting of the buds and the singing of the birds ought to come immediately the resumption of outdoor activities of the several city departments, and it is a gratification to learn that the programs of the several heads of departments are about ready to be started.

A. J. DULL HE lived beyond the limit of three score years and ten and his life was a quiet, unostentatious one, but when one reads of the strenuous activities of A. J. Dull, he cannot help being impressed with the strength of his character and the force and genius of his mind.

City Electrician Diehl is pushing the city's share of the improvement of the streets in the installation of cluster lighting. We trust that the few private corporations which have not yet done so will follow in his wake.

CONVICT LABOR ON ROADS GOVERNOR GLYNN, of New York, suggests that New York State solve its road problem by having its convict labor make bricks and lay them. The Governor points out that by the State making its own brick roads can be constructed at a cost of \$15,000 a mile. On this basis he figures that the total cost of a mile of brick road for twenty years would be \$16,000, including \$15,000 for building and twenty years of maintenance at \$50 a year. The total cost of a macadam road for the same period, he says, is \$26,000 a

mile. There are 7,300 miles of highway yet to be built in the State and the total saving by adopting the brick road system would amount to \$149,000,000 in the twenty years after completion, "or more than the total cost of constructing the entire system of highways."

This is a novel suggestion, but not entirely new. The Legislature of Pennsylvania in 1907 took a step in the direction of road building along scientific lines by convict labor. It passed a law permitting counties to employ prisoners under sentence in jails and workhouses to be worked eight hours daily on highway construction and repairs over plans and specifications made by the State Highway Department. It would be but a step farther to add brickmaking.

It will be interesting to note what disposition the New York Legislature makes of Governor Glynn's suggestion. "Eddie" Cumberland is just a boy, one of those active, gingery lads who plays well and sleeps well, but he was wide awake the other night when the fire broke out in the old State Printer. It was this boy who never lost a moment in clothing himself, but in his pajamas rushed to the fire alarm box. The boys of to-day are the men of to-morrow and their quality is often shown when the opportunity comes.

While Mr. Palmer is going up and down the State explaining why a slate isn't a slate, he is pleading for support for President Wilson just as the same blind admirers of the President appealed for votes in New Jersey this week. He will probably explain after election, just as he endeavored to minimize the effects of the New Jersey test, that the crushing defeat was not in any sense a repudiation of the President.

CASE OF THE RAILROADS

FRANK A. MUNSEY sums up the situation of fair rates for the railroads in a nutshell when he says in an article in the current issue of the magazine that bears his name: "Starve the railroads and we starve ourselves." How true this is we of Harrisburg are beginning to understand in a very disagreeable way. Thousands of our people are idle or are working on half time, and the outlook is not bright. Not only are the local railroads suffering, but the great new freight station and yards planned for Harrisburg by the Pennsylvania will not be constructed this year, because decreasing profits and increasing expenses leave the company without funds for the work.

The situation, as summed up by Mr. Munsey, is this: If the Government would get back of the railroads and give them a lift, the railroads would get back of business from one end of this country to the other and give it a lift—would get its great broad shoulder under business and heavy loads. Assure investors that our railroads have back of them the great American people, the good feeling and the spirit of cooperation of the American people, and have back of them as well the sums of steady money tucked away in odd places here at home would straightway come out of its hiding and go into railway securities.

And what wouldn't this money mean to us—all this vast aggregate of new money in the corners of the railroads to be spent for labor, for betterment, and for new undertakings? The railroads must have new rails, new cars, new engines, new ties, new bridges, new stations, better roadbeds and a thousand other things. They must add to their sidings, double their trackage, and extend their roads into every nook and cranny of this country for idle men and full envelopes on Saturday nights.

Indeed, the railroads would begin buying on so tremendous a scale that our steel mills and other concerns having to do directly and indirectly with railroad supplies would be taxed to their capacity and beyond their capacity. And the high pressure activity in these lines would electrify the whole country and set every spinning wheel and every wheel of industry bounding into action. And there would be no unemployment, no depression, no blues. Activity and enterprise and achievement would grip the country from ocean to ocean and from the Gulf to the northern border.

This is a practical view of the freight rate controversy. The government has forced the railroads to spend millions on safety devices and the improvement of traffic handling facilities—very properly so. Its arbitration boards have decided that wages must be increased—again very properly, for this is a country of high wages for workmen. Its legislatures have enacted all manner of restrictive legislation and so-called "full crew" laws—while the courts have sustained. In other words, the government has forced up to the extent of millions of dollars the expenses of the railroads of the country. Now come the railroads seeking the privilege of increasing their revenues to meet the growth of government-imposed expenses. It would seem, therefore, that there is some reason in their request.

All attempts of Wilson spokesmen and newspapers to relieve the President of a suspicion of favoritism to England in the matter of the Panama Canal tolls are futile. This country is not going to be the tail for any English kite, nor is it going to be possible for the Wilson administration to escape the censure of an indignant nation. Democrats and Republicans and men of all parties are only waiting an opportunity to register their protest against the attitude of the administration in the Panama tolls matter and also the "watchful waiting" policy of the administration in Mexico.

EVENING CHAT

Presence of many owners of traction engines and threshers in the city this week caused much discussion of methods of maintenance of highways and it appears that the owners of such apparatus and many of the local authorities in their districts are at odds over what should be done. Some of the machines are so heavy that their passage over a township road is detrimental and the State authorities have taken steps to regulate the manner of traveling. Only the other day a permit was asked for a traction engine weighing 46,000 pounds and it was turned down because of the law, which limited the weight of machines that may be allowed on State highways to 26,000 pounds. There is a constant tendency to enlarge and the next Legislature will have trouble of its own between the owners of machines and the highway people, State and local. Incidentally, the wearing of roads into ruts is coming to another in Passaic every Spring, and some of the officials say that it is up to the people of the State to take such means as will stop the practice.

The late Andrew Jackson Dull was at one time part owner with his brother, the late James J. Dull, in one of the largest ranch properties in Texas. The Dull ranches, as they were known, attracted much attention because of their large extent and the business-like way in which they were conducted. These ranches were visited by Harrisburgers from time to time and were a matter of local pride. One of the largest properties, which was thirty-three miles long, was in LaSalle and McCullen counties. There was another in Pecos and Starr counties. These properties were bought by the Messrs. Dull in the seventies and were held until ten years ago, when they were sold. The day of the great ranch in Texas is past and these great properties are now being sold off in farms. In their day they were known far and wide as among the largest fenced-in properties.

Members of the Public Service Commission are having troubles of their own these days with the tremendous amount of accumulated accounts. There are many new lines of activity for the commission and comparison with the old commission is impossible because the new body covers fifty times as much. In fact, there is not enough work for ten commissioners and people who think that the commissioners have much time for anything else are wrong. This week the commissioners have been in session three times a day and until almost midnight on three nights.

State Zoologist H. A. Surface says that if people in this section of the State give attention to apple culture there will be no difficulty about having apple shaws herabouts. In fact, the soil here is well adapted to fruit growing and all that is needed is systematic care and attention to the trees and cultivation.

Baseball appears to have started up with a great deal of vigor all over the city, especially among the younger generation. This was evidenced yesterday by the fact that a red-hot scrub game was played on one of the uptown diamonds with a chill wind blowing and the mercury down around 40.

WELL KNOWN PEOPLE

Colonel J. E. Finley, prominent Pittsburgher, will be chairman of the reorganized First-Second National Bank. John T. Kennedy, Sharon's new postmaster, is the youngest man to hold that office. Congressman W. D. E. Alney, of Montrose, says that favorites were played in picking regional bank cities. A. M. Imbrie is the new president of the Allegheny County Bar Association. John R. Mott and Samuel M. Zwemer, noted missionary workers, are speaking in the western part of the State.

A LITTLE NONSENSE



A GOOD SON "Why, Mrs. Murphy, you look quite festive to-day. Are you going on?" "Yes, my son Bill comes home to-day." "I thought he got seven years?" "He did, but they're letting him off two years sooner because he's behaved so well." "What a comfort it must be to you to have such a good son!"

THE FLOWERS

By Wing Dinger Gee, isn't life worth the living Of all times at this time of year, With myriads and myriads of flowers, As glorious Easter draws near? The tulips in all their rich colorings, The hyacinths delicate shades, The bright yellow Jonquills, and violets, The choice of the winsome young maids, Anasias, hydrangeas and others, In numbers quite large I could name, All rich in their colors and perfumes, No two are exactly the same, There's no good excuse for the grouches Existing these Eastertime hours; They have none to blame but themselves—for They ought to get out with the flowers. Dame Nature puts forth all her efforts, The beautiful flowers to rear, Enjoy them—you'll find life worth living Of all times at this time of year.

FREE TICKETS IN LIMELIGHT AGAIN

Ryanites Charge That Old-time Methods Are Being Used by Morris

Men who made the use of free tickets to meetings of the Democratic State committee and State convention meetings an issue against Colonel James Madison Guifey when they sought his scalp in the "cleansing" of the party, are charged with using the same means in a statement put out in Philadelphia last night. It is furthermore charged that free tickets to the dinner of the Central Democratic Club, which might be the collector of funds for the State machine. All of these charges are indicative of the joyous state of the Democracy in Pennsylvania.

Boiled down the charges by Green are that Palmer and his satellites have borrowed some of the methods of the party, are charged with using the same means in a statement put out in Philadelphia last night. It is furthermore charged that free tickets to the dinner of the Central Democratic Club, which might be the collector of funds for the State machine. All of these charges are indicative of the joyous state of the Democracy in Pennsylvania.

Senator Penrose made caustic comment yesterday upon the challenge of Congressman Palmer to debate with him and Clifford Pinchoff. "I am in receipt of numerous invitations from clubs, societies, fraternal bodies in all parts of the State," stated the Senator. "It is impossible for me to accept all of them. I hope to discuss fully Mr. Palmer's issues of the campaign from time to time, but suggest that he and Mr. Pinchoff begin proceedings by appearing on the stump together, or perhaps, it might be better for Mr. Palmer to wait and see if he will be nominated and be a real factor in the campaign. Perhaps Mr. Budd and Mr. Ryan may lead the Democratic forces, and I may have to consider some proposition from them. I shall go to Washington next week and begin my investigation of post office appointments under this administration. I will be glad to discuss at any time with Mr. Palmer and the Democratic leaders the issue of free tolls and the attitude of the administration on this question, and also the policy of watchful waiting in Mexico. I would also like to include the matter of the rapidly-increasing army of the unemployed in Pennsylvania and the steadily-increasing high cost of living."

The Dauphin county Bull Moozers to the number of about thirty gathered at the headquarters in Market street last night and listened to phonographic speeches by Moozer instead of the Democratic overtures for fusion on legislative tickets, and then had a round of club. The news from Maine had not arrived, but instead there was an invitation from Representative J. B. Martin to visit Middletown on April 23. Speeches were made by J. B. Martin and George L. Reed, who is being boomed for one of the nominations for the House from the city district.

POLITICAL SIDELIGHTS

Charles D. Stucker, who is a candidate for Democratic committeeman in the Second Precinct of the Sixth Ward, has ready his nomination paper and it is one of the most remarkable in the city. It contains the names of all but two Democrats in the district, and those two were ill and could not sign the papers. Mr. Stucker, by the way, is treasurer of the new Democratic League. Representative Joseph DeFries, of Warren, will be a candidate for the Washington nomination for Senator in the Venango-Warren district. "Strange how handy are the weapons of old-time fighters in periods of need. The use of free tickets, for instance."

George H. Rowley, of Greenville, is a candidate for the Democratic nomination for Secretary of Internal Affairs. Blankenburg says there is nothing to the story that Frank Ritter is to be forced out. "The Palmer party toured Westmoreland yesterday and will be in Cambria to-day. To-morrow it will light in Altoona. Dimmick men are busy working up an organization in northeastern counties. Creamy seems to have caught up with the Jersey ticketholders yesterday. Congressman Temple will run again on the Bull Moose ticket. Penrose will speak on April 28 in Steelton. Ex-Congressman Lafean is being boomed for Congress again."

CONFIDENCE! Stylish Easter Suits for Men \$10 \$12 \$15 \$18 \$20 \$22 \$25 Every suit guaranteed to give satisfaction or new garments in exchange. We promise to deliver your suit in time for Easter Sunday. H. Marks & Son FOURTH & MARKET STS.

NEWS DISPATCHES OF THE CIVIL WAR IN HARRISBURG FIFTY YEARS AGO TO-DAY

Your Easter Footwear Will either add to or detract from the beauty of your costume and everything depends on the fit. J. J. fitting footwear is never pretty no matter how good it may be. With a range of sizes from 1 to 8 and widths AAA to E, we can fit perfectly any normal foot. Our sales force are experienced, capable and conscientious—you can depend on their advice. Prices range from \$2.00 to \$8.00 in ladies' and men's shoes, enable us to please all purses. Everybody knows that our children's department carry the prettiest shoes in the city. Hosiery in all desirable styles and prices. Onyx, Kayser, Phenix and other dependable makes. Whatever your footwear wants may be we feel confident of our ability to fill them. Jerauld Shoe Co. 310 Market Street