

"Keep Your Eye On the Clock"

The Globe's One Thousand Suit Campaign

Fashion Park Suits Values to \$22.50, Now \$16.50

Some With Lining—Some With Some Lining—Some With No Lining

A Fashion Park Suit at this price is a pleasing surprise to the man who practices economy but still wants dress perfection.

Large selection of Belt-On Norfolks—Two-piece Tropical Worsteds—Silk trimmed Flannels and conservative styles to fit every man—slim or stout—short or tall.

COOLING TOGS FOR THESE SIZZLING HOT DAYS

See a man in a "Zefrette" Suit—looks cool—feels cool—most comfortable suit he ever had. You can get them only here.

\$12.50

Genuine Palm Beach Suits, \$6.50 Cool Cloth Suits, \$7.50

We Never Overlook the Boys---

For years this store has earned and kept the reputation of being Harrisburg's Real Boys' Store. When we have bargains to offer it is quite natural for us to take care of the boys. Here are some REAL BARGAINS.

Boys' Wash Suits, Worth to \$2.50, Are Now \$1.00

A special assemblage consisting of almost every juvenile style—all elegant patterns—sizes to 8 years.

- Boys' Suits Worth to \$4.00 are now \$2.95
Boys' Suits Worth to \$5.00 are now \$3.95
Boys' Suits Worth to \$7.50 are now \$5.50
Boys' Suits Worth to \$8.50 are now \$6.75

THE GLOBE

WAR DEPARTMENT DISCHARGE ORDER

General Stewart Receives Notice of the Terms Upon Which Men May Leave Service



Adjutant General Stewart has made public an order received from the Department of the East.

The Philadelphia Division of the Philadelphia Terminal Division at Broad Street station. Superintendent W. B. McCaleb, of the Philadelphia Division, to-day reported that in all the movement out of Mt. Gretna during the period of its occupation by the troops amounted to 603 cars, 334 coaches, 38 sleepers, 35 baggage cars, 4 combinations, 63 gondolas, 14 stock cars and 115 box cars.

Discharges may be granted by department commanders when Guardsmen apply and furnish evidence that they have one or more persons dependent on them for support and when it comes to the knowledge of a commander that a soldier has dependent relatives the man will be informed and allowed to present an application. If he desires to remain in the service and declines to allot any portion of his pay to a family or dependents the case is to be referred to the war department.

Recruiting and mustering officers will be enjoined to avoid acceptance of recruits having relatives dependent upon them for support. When a soldier is discharged the proper recruiting agencies will be informed so that the place may be filled as soon as possible.

Compensation Case—Clarkson Brenner, an employe of a Lancaster fifth wheel manufacturing concern, has been adjudged entitled to compensation under the workmen's support act for an absence of his hand caused by his occupation according to a decision given here to-day by Chairman J. A. Mackey of the State Compensation Board.

Interest in Tablet.—The proposed tablet for the State marker at the site of old Fort Hunter has attracted much attention at the office of State Librarian Thomas Lynch Montgomery.

Approved Bridges.—Plans for bridges in Northumberland county, including two near Shamokin, were approved by the State Water Supply Commission yesterday afternoon.

To Open Bids.—Bids will be received by Superintendent Pomeroy for the drainage required for distribution of documents of the State until noon of July 27.

Mr. McGary Recovers.—W. J. McGary, of the State Board of Charities, who was seriously injured a short time ago, is able to be about again. He is crutches to business although on crutches.

Foust Stands Firm.—Danry and Food Commissioner Foust is standing firm in the matter of the bleached flour prosecutions. He has served notice that the law does not allow him to change his position.

More Jitney Cases.—More complaints about operation of jitneys allied not to be authorized have been filed at the Philadelphia office of the Public Service Commission against the Lackawanna and other eastern counties. They will be listed for hearings.

Endeavor Day on Hill.—The State Capitol was visited to-day by hundreds of Christian Endeavorers. The parties held a prayer service at the Capitol and delivered regular lectures throughout the building.

Big Payment Made.—Allegheny county's treasurer to-day sent the State a check for \$107,732.68 as mercantile license fees.

Notaries Named.—Notaries public named to-day were Thomas M. Forsche, Minersville; Virginia E. Vought, Elysburg; and H. H. Harris, Milton.

Complaints of Water Rates.—H. S. Craumer, of Sinking Springs, Pa., filed a complaint with the Public Service Commission against the water rates of the Sinking Spring Water Company at Winking.

One New Case.—A new case of infantile paralysis was reported to-day from Scranton.

Consultation on Bridge.—Engineers representing the borough of Butler, the Buffalo and Pittsburgh Traction Company called at the State Highway Department to-day to talk over with Chief Engineer Uhler engineering details of the new bridge to be erected on the State road leading into Butler.

No Orders Yet.—No orders for recruiting for the National Guard have been received as yet at the Adjutant General's Department. The quartermaster corps at Mt. Gretna is being maintained for the recruits.

Fr. Fry Entertains.—Howard W. Fry, chief clerk of the State Highway Department, was host last night at a dinner in honor of Commissioner Black. The guests were Chief Engineer Uhler, Deputies Hunter and Biles, and Registrar Bruster and Statistician Hall.

RAILROAD RUMBLES

RAILROADS HAD BIG JOB AT CAMP

Difficult Piece of Work Well Done, Say Officials; Cars Clean and Comfortable

R. C. Morse, who represented the American Railway Association at the Mt. Gretna encampment, left there last evening and has returned to his duties as passenger trainmaster of the Philadelphia Terminal Division at Broad Street station.

The railroad people are highly pleased with the manner in which this volume of business was handled and they received the thanks of army officers at Mt. Gretna who expressed themselves as highly satisfied with the way the transportation matters were handled.

Discussing the railroad end of the encampment with a Telegraph reporter Superintendent McCaleb, who was at Mt. Gretna together with officials of the Reading and the Cornwallis branch railroads, and who gave the matter his personal attention, declared most emphatically that every effort was made to furnish good coaches and other equipment and that the coaches furnished were such as are used in every day operation of the railroads.

In the first instance, the cars were re-inspected at Mt. Gretna, so as to be absolutely sure they were in first class condition. After they were inspected by the railroad authorities and found satisfactory they were re-inspected by the army officers, so that there was no possibility of cars leaving Mt. Gretna other than in good condition.

Mr. McCaleb said it was a matter of great satisfaction to him to note that the State and national government authorities worked together at Mt. Gretna under the trying circumstances and he was impressed with the discipline and morale of the camp. He said one man had been intoxicated and the general behavior of the troops and visitors was excellent. The superintendent has received a commendatory telegram from Philadelphia on the manner in which the troop movement was handled and he spoke in a highly laudatory manner of the spirit and co-operation of the men here and at Mt. Gretna, in charge of the train movement.

With reference to the instructions from the War Department that three men should be assigned to each coach, the railroad officials say, there appears to have been some misunderstanding on the part of the public, who thought this meant three men to one double seat, whereas it meant three men to two double seats, which normally accommodates four persons. The seats being turned so that the men would sit facing each other.

The car inspectors turned a very other seat in the coaches at Mount Gretna before the troops were loaded and in deciding upon the number of men to be assigned to each coach, the end seats were not counted and there was always a surplus of seats over and above the minimum requirement, on the basis of three men to two double seats.

"Referring to the statement that troops from other States were sent out in better equipment than that furnished by the Pennsylvania railroad, upon inquiry of the station employes and others who saw the other trains going through, is not found to be the case," said Mr. McCaleb. "As a matter of fact, the coaches on all railroads in the East are practically of the same design and the government regulations do not permit the use of Pullman cars for enlisted men other than officers. Therefore, it would not be possible for any other State to have sent the men out in different equipment than that furnished to the men at Mount Gretna."

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Philadelphia Division—14 crew first to go after 11:30 a. m.: 112, 101, 113, 105, 128, 127, 128, 110, 115, 119, 109. Conductors for 27. Flagmen for 101. Engineers for 112, 115, 117. Engineers up: Baldwin, Gable, Hubler, Albright, Bruker, Hogentogler, Koenig, Runkle, Wiske, Watts, Sluiter, Speas, Black, Wenrick, Streper, Tennant, May, Newcomer. Firemen up: Miller, Detrick, Eckman, Swartz, E. R. Miller, Peters, Baker, Swarr, Hayes, Slider. Conductors for 27. Flagmen up: Hein, Brenner. Brakemen up: Beale, Potter. Middle Division—14 crew first to go after 3 p. m.: 15, 29, 23, 28. Preference: 6. Engineers for 23. Firemen for 15, 29, 23. Conductors for 23. Engineers up: Brude, Dorman, Free, Groves, Ush, Kaufman. Firemen up: Braker, Kiff, Leamer, Keener, Koenig, Sluiter, Sluiter, Kehr, Colyer, Sheaffer, Stiffler, Brakemen up: Yost, McNaught, Kistler. Firemen for 24, 34, 36. Engineers up: 101, 102, 103, 104. Firemen for 101, 102, 103, 104. Brakemen for 213, 215, 216, 238, 241, 242. Conductors up: Hooper, Stineour, Thomas. Brakemen up: Gayman, Felker. Middle Division—14 crew first to go after 2 p. m.: 104, 113, 119, 102, 103. Engineer for 114. Firemen for 101, 102. Brakemen for 114. Yard Crews—To go after 4 p. m.: Engineers for 102, 103, 104, 105, 106, 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.

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