The Globe *"Keep Your Eye on the Clock"* *Open Till Six*

Are You Watching the Clock?
To-day It Records 948

All previous records are beaten by a mile. No other Clearaway Sale we've ever held has caused such widespread interest. We have, by far, exceeded our fondest expectations and with almost two weeks' selling ahead we'll set up a new HIGH RECORD in our now famous ONE THOUSAND SUIT AND OVERCOAT CAMPAIGNS.

Study this downward revision of prices—made in spite of a rising market—come in and compare GLOBE CLOTHES with all others and you'll readily realize the cause of our tremendous success in this campaign.

$15.00 Suits & Overcoats Are $12.50

$18.00 Suits & Overcoats Are $14.75

$20 & $22.50 Suits and Overcoats Are $16.75

$25.00 Suits & Overcoats Are $19.75

The Show Is On--Here For Auto Apparel

Chauffeur's Outfits

Coat, trousers and cap to match — of elegant quality Olive Drab and Oxford Gray Whipcord — English model, plain front and belted back.

$22 and $24

$3.50 Heavy wool-lined Chauffeur's Gauntlets are $3.00

$2.50 Heavy wool-lined Chauffeur's Gauntlets are $2.00

$6.50 Heavy all-wool Shaker Knit V-neck Sweaters are $5.00

THE GLOBE

GUARD TRANSFER IS WORKING OUT

Belief That All of the Organizations Will Be Back in the State by May 1

May 1 has been fixed in the gossip heard about Capitol Hill for the return of the last of the organizations of the organized militia of Pennsylvania from the Mexican border. In addition to the Sixth and Eighth Infantry which are about to start home with Third Brigade headquarters and Pottsville engineers, the Third Artillery, formerly the Ninth infantry, and the Thirteenth Infantry are to be brought back.

The Adjutant General's office is rapidly working out the details of the transfer into the State service and whether there comes a call for federal service or not because of the German crisis things will be in shape. An immense amount of property is being turned over to the State for military use and a system of providing quarters for it is being devised.

In a short time a conference between legislators and State military officials in regard to armory needs will be held. Meanwhile organizations returning with equipment or stores for which they have no room at present will be provided with quarters of a temporary character so that drills may be kept up.

Seeks State Authority. — The Fairmount Park Transit Company, a Delaware corporation, is seeking a State incorporation from the Public Service Commission. The hearing will be held on March 2.

Wernersville Trustees. — Governor Brumbaugh last night sent to the Senate the re-appointments of Senator E. E. Beidleman, Harrisburg, and Joseph L. Lemberger, Lebanon, to be trustees of the State Hospital at Wernersville, and the appointment of Col. J. Howell Cummings, Philadelphia, to be a trustee to succeed Thomas P. Merritt, deceased.

Justices Named.—Dexter W. Spalding and Harry L. Ball were last night named as justices of the peace for Conneautville borough.

Williamsport Argument. — The Public Service Commission is to-day hearing argument in the Williamsport city cases against the Northern Central station at Market street and the mains of the Williamsport Steam Company.

Will Hear Young Speak. — State Treasurer Young's lecture on Lincoln, to be given to-night at Immanuel Presbyterian Church, will be heard by a number of attaches of Capitol Departments. The State Treasurer has spoken several times in Harrisburg, but this will be the first time on Lincoln.

Smallpox Appears. — An outbreak of smallpox was reported last evening to the Department of Health from McKeesport.

Doctors Here. — Prominent medical men are here this week discussing legislation and arranging for the conference on industrial accidents to be held on Friday.

REBUILDING READING BRIDGES

Bridge rebuilding on the Reading system is still in order. Yesterday the Reading Construction Company was awarded a contract to construct a steel girder span bridge over the river road at Reading, covering all tracks. The same firm will construct a deck plate girder bridge on the Shamokin division at Winfield.

The new bridge between Brownstone and Palmyra, planned some time ago, will be an overhead structure. The James McGraw Company, of Philadelphia, will build the concrete foundation, and McClintic-Marshall Company, of Pottstown, will erect the steel construction. The new bridge will cover four tracks. These firms are about completing a new bridge east of Hershey.

Goodby to Catarrh

Use Antiseptic Wonderoil and See How Quickly You Are Cured

No other disease is as disagreeable and offensive as catarrh and yet it is easily and quickly cured by the right treatment—antiseptic Wonderoil, a healing preparation that kills catarrhal germs and soothes and heals the irritated mucous membrane.

No vaporizer or inhaler is needed with this simple treatment. Apply a little at night in the nasal passages and it cures while you sleep. It is made from healing herbs combined with antiseptics that kill the catarrhal germs and prevents a further spread of disease.

Get an inexpensive package of antiseptic from George A. Gorgas and see how quickly it will give relief in catarrhal troubles. Money back if it does not give perfect satisfaction. Unequalled for all aches and pains and inflammation of ony kind.—Advertisement.

EDUCATIONAL

School of Commerce

Troup Building 15 So. Market Sq.

Day & Night School

Bookkeeping, Shorthand, Stenotypy, Typewriting and Penmanship

Bell 485 Cumberland 249-Y

Harrisburg Business College

A Reliable School, 31st Year

329 Market St. Harrisburg, Pa.

YOUNG MEN'S BUSINESS INSTITUTE

Hershey Building

STOUFFER'S *Cut Rate Meat Market*

Broad Street Market and 449 Broad Street

Quality Our Motto

WEDNESDAY SPECIALS

Boiling Beef, 11 & 12c lb.
Pot Roast . . . 12½c lb.
Hamburg Steak . . . 14c lb.
Pudding . . . . . 15c lb.
Prime Chuck . 16c lb.
Pork Roast . . . 20c lb.
Beef Steak, 18 to 22c lb.
Rib Roast 18c
Scrapple, 3 pans . 25c

BREAKS A COLD IN A HURRY

"Pape's Cold Compound" is pleasant and affords Instant Relief.

A dose taken every two hours until three doses are taken will end grippe misery and break up a cold.

It promptly opens clogged-up nostrils and air passages in the head, stops nasty discharge or nose running, relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness.

Don't stay stuffed-up! Quit blowing and snuffling! Ease your throbbing head! Nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drugstore. It acts without assistance, tastes nice, causes no inconvenience. Be sure you get the genuine. Don't accept something else.

HOW WOULD YOU LIKE TO PAY $30 FOR A FAT GOOSE?

That Is the Price in Germany, Americans in Switzerland Say

Berne, via Paris, Feb. 13.—Americans who arrived here from Germany with Ambassador Gerard are congratulating themselves on having escaped further wrestling with Germany's food problem. Butchers' windows, well stocked with assorted meats, such as are seen here are an unwonted sight in Berlin. Meat is now so scarce in the German capital that it is never hung in windows to attract buyers, but is speedily distributed without advertising. Customers keep in close touch with the butcher so as to know when the next meager supply will be on sale.

Practically all meat is sold on a card entitling each person to half a pound weekly, but dishes made of kidneys, lungs and other scraps can be bought in restaurants without a card. Game and poultry are exempt from the card system and command extraordinary prices. The maximum prices for pork and mutton range from fifty to seventy cents but a dollar more is paid at backdoors for, despite Germany's genius for organization, much surreptitious dealing prevails. Even German officials, usually models of strictest obedience to the laws give hungry children the advantage of a loose interpretation and do not put awkward questions.

$30 For a Goose

The rich of course suffer comparatively little. They are still able to buy high-priced poultry or fish. Turkeys, geese and chickens are still displayed in windows and bear labels announcing that they can be purchased at from $1.30 to $1.60 a pound. Cases have been reported where a fat goose brought more than $30. The poorer people, especially in Berlin, are undoubtedly suffering from hunger as their food is confined mainly to bread, potatoes, turnips and a low grade of marmalade. It is generally asserted that in the country districts the food problem is less pressing than in the big cities, producers retaining supplies for home consumption.

In spite, however, of the fact that food is very scarce one seldom sees anyone visible showing marks of underfeeding. Some elderly persons and some anxious mothers look emaciated and reduced weight is quite general. A common question asked when friends meet is: "How many pounds have you lost?" Physicians are writing in the medical journals that children are now evidently undernourished, particularly lacking fats, yet the merry sledding throngs in the parks during the last month never suggested lack of food.

Health of People Better

The general verdict is that the health of the people is better than before the war when overeating had almost assumed the character of a national besetting sin. Short commons are borne cheerfully and the people are mostly disposed to jest over the matter where the pinch is not too keen. The big crowds at the variety shows laugh heartily at typical songs turning upon the shortage of food and the prevalent issue of substitutes. Men in authority, however, recognize that Germany is confronted with a problem of growing difficulty. The next four months are regarded as especially critical because the supply of vegetables, except potatoes and turnips, is practically exhausted. Even sauerkraut cannot be bought in shops, but is only doled out by the authorities at intervals. The Berlin government posted placards last week announcing that half a pound of sauerkraut was assignable for the week on the section of the food card calling for general provisions.

EMPLOYING GIRL OPERATORS

Girl telegraphers are being employed on the Bedford division of the Pennsylvania Railroad. Miss Blanch Houston has been assigned to duty at Lloydsville; Miss Maude England, at Glasgow, and Miss Leona Burns, at Coalport. Scarcity of telegraphers, it is said, makes the employment of girls necessary.

CHANGES AT POTTSVILLE

Pottsville, Pa., Feb. 13.—Vice-President W. J. Richards, of the Philadelphia and Reading Coal and Iron Company, announced the following appointments: Edward L. Keane, former chief clerk in the company's repair shops, to auditor of store, a new office; Charles E. Downey, assistant auditor; F. J. Simmons, assistant general storekeeper; Frank T. Buck, chief clerk at the shop office, and George G. Nagle, chief clerk in storehouse.

RAILROAD RUMBLES

FAST FLYER HITS YOUNG BRAKEMAN

Ray Shannon Dies on Way to Hospital; Skull Is Fractured

Ray Shannon, aged 28 years, brakeman on the Reading Railway work train, was struck this morning by the New York Flyer near Boyd Station, in Rutherford yards. He died en route to the Harrisburg Hospital. The young man's skull was fractured.

Shannon had stepped from his train to the main track. Steam from engines in the yards prevented him from seeing the fast express leaving Harrisburg at 8 o'clock. The flyer picks up speed at the point where the accident occurred. Brakeman Shannon was hurled some distance. When picked up he was unconscious.

Brought to Reading Station

The injured employe was placed on a yard shifter and brought to the Reading station. In the meantime the ambulance called, but met with an accident, and an auto truck was called into service. Brakeman Shannon died before reaching the hospital.

He boarded at 1255 Mulberry street. His home is at Longsdorf, near Newville. Besides his parents the survivors are one sister, Mrs. Elizabeth Galbraith, 223 South Fourteenth street. He had been in the employ of the Reading company for some time and was popular with his associates. Funeral arrangements will be announced later.

Western Railroad Decorates Dining Cars With Old Glory

As on many past occasions when grave international situations have been faced by our government, the Chicago, Milwaukee and St. Paul Railway is calling the attention of its patrons to their country's flag and all that flag stands for.

This company is decorating its dining cars with the national colors and has prepared a menu showing on its cover a beautiful representation in colors of Old Glory waving in the breeze, under it a stanza from the "Star-Spangled Banner." Inside the cover is the text "America" and the "Star-Spangled Banner," patriotic songs which have fired the blood of Americans in past generations at the call of their country.

A large card suitable for framing has also ben issued, with the waving flag surmounted by the American eagle and a verse of our national anthem in gold beneath it; and in addition a beautiful lapel button in the shape of a bow made of the American flag worked in silk is being distributed.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division — 121 crew to go first after 4 p. m.: 124, 104, 102, 129, 123, 116, 115, 122, 117, 108, 126.

Engineers for 124, 122.
Firemen for 115, 126.
Conductors for 121, 102, 123, 122, 117, 108, 126.
Brakemen for 129, 115, 108.

Engineers up: Hubler, Dolby, McGuire, Bruebaker, Gray, Downs, Brooke, Ressinger, Lefever, Shocker, Bissinger.

Firemen up: Eckman, Lutz, Bixler, Peters, Butler, Kugle, Shandler, Eckrich, Skimp, Swartz, Herman, Dietrich, Killian, Ryer, Fisher, Dohner, Walkage, Paul.

Conductors up: Horning, Myers, Fink.

Flagman up: Martin.

Brakemen up: Collier, Kirk, Benedict, Fissell, B. H. Smith.

Middle Division—20 crew to go first after 2.30 p. m.: 25, 17, 27, 15, 116.

Preference: 3, 8, 6, 203-2.

Engineers for 20, 3, 6.
Firemen for 20, 8.
Conductor for 8.
Flagmen for 27, 3.
Brakemen for 25, 116, 3-2.

Engineers up: T. W. Cook, Brink, Howard, Peightal, Dorman, Asper, Nickles, Bomberger, Peters, A. T. Cook.

Firemen up: Reeder, Pensyl, L. A. Gross, Gray, Adams, Orr, McDonald, Bretz, Sellers, C. A. Gross, Killheffer, Peters.

Conductors up: Hilbish.

Brakemen up: Jury, Kraft, Hemminger, Deckert, Schmidt, Yost, Rowe, L. R. Sweger, Heck, Myers, Humphreys, Farleman, George Campbell, Lenhart, Murray, Knight.

YARD CREWS — HARRISBURG

Engineers up: Fells, McDonnell, Runkle, Wise, Watts, Sieber, Cleland, Goodman, Harling, Sayford, Beckwith, Machamer, Gibbons.

Firemen up: Bryan, Laurence, Kiner, Wichello, Dearolf, Stine, Warner, Myers, Hardy, Walters, Bruaw, Zeigler, Vuchity.

Engineers for 14, 3rd 24, 38.
Firemen for 6, 3rd 8, 12, 14, 4th 24.

ENOLA SIDE

Philadelphia Division — 209 crew to go first after 3.45 p. m.: 218, 214, 211, 212, 233, 221, 239, 232, 222, 216, 223.

Conductors for 14, 16, 21.
Flagmen for 11, 16, 18, 21.
Brakemen for 12, 32, 33.

Conductors up: Logan, Carson, Shirk, McComas, Dewees, Stauffer.

Brakemen up: Brenner, Coulter.

Middle Division—110 crew to go first after 2.50 p. m.: 106, 29, 113, 111, 107, 18, 105, 119, 109.

Engineers for 113, 118.
Firemen for 110, 29, 107.
Brakemen for 29, 105.

YARD CREWS — ENOLA

Engineers up: Anthony, Nuemyer, Rider, Hill, Boyer.

Firemen up: Hinkle, Brown, Books, Rice, M. S. Hall, L. C. Hall, Eichelberger, Myers, Guilermin, Brandt.

Engineers for: 2nd 108, 122, 128.
Firemen for 2nd 108, 128.

THE READING

Harrisburg Division—16 crew first to go after 11:45 o'clock: 1, 20, 2, 12, 19.

Eastbound—63 crew first to go after 10:30 o'clock: 64, 70, 68, 59, 53.

Engineers for 53, 58, 63, 64, 68, 70, 2, 5, 9, 12, 16, 21, 22.

Firemen for 58, 59, 63, 64, 70, 1, 5, 9, 12, 16, 19, 20.

Conductors for 58, 5, 9, 21, 22.

Brakemen for 53, 58, 63, 64, 70, 2, 5, 9, 19, 21, 22.

Engineers up: Neidhammer, Minnich, Lacky, Wireman, Barnhart, Martin, Freed, Sweely, Little, Griffith, Hollenbach, Billig, Singer, Eck, Kauffman, Fleagle, Zeigler.

Firemen up: Folk, Buffington, Cunningham, Lowe, Hoover, Bingham, Klinger, Grove, George, Kline, Smith, Trullinger, Snipe, Snader, Weiley, Hendress, Sweely.

Conductor up: Shover.

Brakemen up: Lehmer, Keener, Koons, McClaughin, Bowers, Weiley, Seigfried, Hoke, Parner, Parr, Corbett, Reidell, Pleitz, Siler, Gates, Hollinger, Liebtrue, Dye, Peters.

JANUARY EFFICIENCY RECORD

During January Middle division employes made but 29 failures out of 30,099 tests and observations of obedience rules, establishing an efficiency percentage of 99.9. There were 231 tests made and of these seven resulted in failures, as follows: Signal lights not lighted, 2; failing to report condition of switch, 1; failing to stop, examine switch and restore signal level, 1; failing to observe burning fuses, 2; failing to recognize torpedoes, 1. The efficiency mark established was 94.4. Observations of obedience to rules numbered 29,868, and of these 22 failures were noted. The efficiency mark was 99.9.

PENNSY HAS TRAIN TROUBLE

Trains east and west on the Pennsylvania Railroad were behind schedule time to-day. Cold weather was said to be responsible for the delays. The worst trouble was said to be on the New York Division, due to engine breakdowns. Morning trains were from one to two hours late reaching Harrisburg from Philadelphia. Through travel to the north and west was held up. Local trains were sent out on schedule time.

READING KEEPS FREIGHT RECORDS

Sunday Business Out of Rutherford Totals 2,000 Cars

While slightly retarding freight movement, the cold weather has not yet interferred with Sunday records on the Reading system. Eastward from the Rutherford yards 38 trains were handled during Sunday. The total number of cars was 2,000. Considering that freight was held up for a time on Saturday by the movement of the Second artillery troops cleaning up on Sunday showed remarkable work.

All cars oercganihnshrdluetaopup

All cars on reaching Reading are handled promptly. When business opened yesterday but 390 cars were reported at St. Clair, and Tamaqua had but 600.

Move Cars Promptly

All of these cars were moved during yesterday. Reports to-day showed no cars sidetracked on the Shamokin division. There were no delays at Rutherford.

During last week the Reading handled 1,500 cars daily from the mines. This is considered a good record for the week. All mines are still in operation and will continue so until further notice. Cars are being gathered up from all parts of the system and shipped to the mines in order to prevent a shut down and take care of the supply.

Railroad Notes

President William H. Drake of the Friendship and Co-operative Club for Railroad Men, with a local delegation will attend a meeting at Altoona Thursday night. A special car will be attached to Train No. 5.

Middle division employes of the Pennsylvania railroad will receive their next pay between February 15 and 28.

John R. Pott the veteran passenger agent for the Chicago, St. Paul and Milwaukee railroad, who resides at Williamsport, says he will organize a cavalry troop, if necessary, in case of a war with Germany.

George B. Briggles, middle division engineer, who has been off duty for several weeks, made his first run today to Altoona.

Paymasters on the Reading Railway systems started a busy week yesterday, and expects to be in this vicinity in a few days.

George H. Fair, rule instructor for the Reading Railway is off duty with a sprained back. He resides at Reading.

Reading repair shops at Tamaqua are running night and day. A number of mechanics have been sent from shops at Reading to help out.

Repair work now being looked after at Schuylkill Haven shops of the Reading system will be transferred to St. Clair. Shops at the latter place have been equipped with modern machinery, and has a large force of men working.

One passenger conductor was disciplined on the Middle division during the week of February 4 for starting a mail train too soon. In the event of a fine for delays to mails, he will be obliged to pay fine.

R. L. Harlacker employed as a night checkman at Lewistown Junction was in Harrisburg yesterday enroute to Philadelphia.

R. M. Guttshall, of Mifflin is doing extra duty in the baggage room at Lewistown Junction.

Mrs. David H. Goldberg, wife of the local interpreter for the Pennsylvania railroad has gone to Philadelphia. Mrs. Goldberg has been ill for sometime and is improving slowly.

Anthony L. Derr, ticket examiner at the Pennsylvania railroad station is off duty on account of illness. He is confined to his home, 224 Forster street with an attack of grip.

William Albright, former messenger fro the Associated Press to-day went on duty in the local shops of the Pennsylvania railroad.

Frank Magaro assistant to local news agent, Wendall Fackler has returned from a visit to New York.

William H. Raysor, retired ticket examiner for the Pennsylvania railroad, and H. C. Roland, retired conductor, were yesterday the guests of Lancaster friends.

Baltimore division employes received their pay yesterday for the latter part of January.

On the sick list of the Pennsylvania railroad are the following brakemen, T. W. Redmond, A. H. Kyle, and S. J. Deifried? All are residents of York. J. F. Fickes, who has been ill is on duty.

The Western Maryland Railroad Company is running a special car over its lines for instruction of employes in air brake handling and all important rules.

In court at Ebensburg yesterday, Judge Stephens, named the Cambria Trust Company, of Johnstown, as the receiver for the Southern Cambria Railway Company, the application being filed by Harry Swank, a stockholder in the corporation.

Superintendent W. Franklin Eckert, recently transferred from the Wilmington and Columbia to the Reading division, was yesterday the recipient of a gold watch, a gift from the employees of the former division. After the transfer the men decided to show their appreciation of his services and presented him with an up-to-date time piece.

TALK ON TRAIN STOPPING

"How a Train Should Be Stopped" is the subject of a talk to be given tonight at St. Paul's Episcopal Church, Second and Emerald streets. The speaker will be H. S. Lane, motive power instructor for the Pennsylvania Railroad. The talk will be illustrated and is given under the auspices of the Men's Club. The meeting starts at 7.45 o'clock.

Royal and National Theaters
showing to-day
Mrs. Vernon Castle
in
"PATRIA"
And the last episode of "Graft"

Good Breakfasts mean good Report Cards

Teacher knows that every morning she faces two kinds of children. One kind thinks only of how soon they will have something to eat again. They are restless and don't learn much.

She knows that the children of the other kind have *good, sustaining* **Cream of Barley** breakfasts in their "tummies." They think only of their work and learn a great deal.

Teacher also knows all about the wonderful food and *energy giving* values of barley that it is the most digestible and sustaining food known.

Teacher knows! And she wishes that all mothers knew that the most appetizing, delicious, *sustaining and energy giving* breakfast cereal she can buy from her grocer is

Cream of Barley
The Energy Food

LIGHTWEIGHT PREMIER MOTOR

Aluminum Engine Takes Much Weight From Front Wheels, Making For Easy Driving

The Premier six-cylinder overhead valve aluminum motor is one of the interesting features of the Auto Show. The model exhibited is a seven-passenger touring car, finished in dark green. The car is mounted on an elevated platform with each of the four wheels resting on a revolving pulley. When the motor is started all mechanism is called into play as in actual road service. The idea is to better illustrate the practical application of the magnetic gear shift employed in the new Premier.

The motor is of aluminum construction, a more or less new feature in America despite the fact that Europe has been having remarkable success with aluminum motors for years.

In discussing the feature of aluminum motors, M. K. Thompson, local distributor of the Premier, said:

"The advantages of an aluminum motor are obvious.

"In the first place Premier's motor weighs 255 pounds less than the same motor would weigh if made of iron. This takes a great bulk of weight off the front wheels and renders steering and driving much easier, another reason why Premier is a favorite with women drivers.

"Being light and strong the Premier motor is unusually lively and gets under way very quickly. It is an ideal motor for traffic. The bore is 3⅜ and the stroke is 5½, giving a piston displacement of slightly under 300 cubic inches. Seventy horse-power is developed at 3,000 revolutions."

Earl G. Gunn, Premier's chief engineer, is the designer, and the motor is built in the Premier factory under his personal supervision. Engineer Gunn built the first aluminum motor in America in 1912.

FARMER'S ADVICE TO HIS SONS

In the current issue of Farm and Fireside we read the following statement by a farmer:

"We have seven sons and three daughters who would all rather farm than anything else. There is no more cheap land like we or our parents got. We have advised those who are old enough: 'Go sell your labor where you can get the most for it for a few years. Put your habits of economy and willingness to work, learned on the farm, in practice, and as soon as you have a little ahead make a payment on a medium-priced piece of land. Keep on until you are over the worst, then we will outfit you with the necessary equipment and you can work your way through.'

"The two oldest boys are doing that way now. They found that they could get the most money for the least labor among the rich in our large cities where a dependable man is yet wanted and the rich people do not care what he costs."

Shown at the leading theatres

"THREADS OF FATE"
A Delightful Metro Play, Starring
VIOLA DANA, is showing at the
COLONIAL THEATER, To-day and To-morrow