

CITY TENNIS COURTS AND RESERVOIR LINKS TO BE OPEN ON SATURDAY

TENNIS AND GOLF SEASONS TO OPEN

Grant Forrer Promises That Courts and Reservoir Links Will Be Ready on Saturday

If the weather keeps favorable, next Saturday will see the revival of tennis and golf in Harrisburg, for Grant Forrer, the park master, believed to-day that everything will be ready by then for the spring opening.

The announcement means that a total of twenty-three courts will be thrown open to the public, certainly a good number for a city of this caliber, as follows: Reservoir, eight; Sycamore, four; Twelfth street, six; Emerald, two, and the Island, three.

The Island courts were in particularly bad shape, backsets had been ruined, falling trees tore down the side screening and the clay floor was ripped up in channels by the hard rains.

CAPITAL CITY SPORTS

Any intermediate amateur team in the city or nearby should communicate with W. L. Murray, 113 South street, Bell phone, to arrange a ball game with Section 2 team.

Manager "Chub" Beatty, of the Engineer and Firemen baseball club, will put his men over the hurdles this afternoon at the Sixth and Division streets diamond.

Rain stopped the game last evening between the Central Informal and the Hick-a-Drift demons on the Island diamond.

Manager Killinger, of the Rosewood baseball club, requests all candidates for positions on that team to report at the Seventeenth and Chestnut streets diamond at 6 o'clock Thursday evening for the initial practice of the club.

The All-Star A. C. after getting a start in the third inning, was out in the seventh street A. C. with a score of 15 to 5. The playing of Knoble and Emmlinger was a feature, while R. Blessing, the All-Star pitcher, held the seventh street A. C. to one hit.

There was some lively bowling last night, some of the Sharp Shooters on the Richards and Brashear's alleys, at Steelton, won out in high singles with 158, and Thompson, also a Sharp Shooter, won a high triple honors with a grand total of 283 pins.

On the Dull's alleys, New Cumberland, last evening, the bowlers from the Pennsylvania Railroad Pipe Shop defeated the New Cumberland shooters by grabbing two games from the match.

MR. GEORGE B. ZECH ANNOUNCES

THAT HE HAS OPENED A

BUICK SERVICE STATION

AT THE CORNER OF RIVER AND BLACKBERRY STS.

REAR OF 15 S. FRONT ST.

WHERE HE WILL MAKE ALL KINDS OF ADJUSTMENTS AND REPAIRS TO BUICK CARS.



WEST END A. C. IN OPENING GAME

Great Battle Expected With St. Mary's, of Steelton, Next Saturday at Seneca Street

The West End Athletic Association of this city, under management of C. J. Householder, will open the 1918 season this Saturday on their field at Fourth and Seneca streets, with the strong St. Mary's Club, of Steelton.

A number of new faces will be seen in the West End lineup to replace the men now in the service of Uncle Sam. It is thought that "Snowball" Winters, a West End favorite may twirl this game.

Others in the service are Scotty Knight, catcher; Lefty Challenger, pitcher; Ben Kline, catcher; Harry Beam, outfielder, along with Winters and Jimmy Russell, who has been selected for service and expects to leave about May 14.

Baseball Summary; Where They Play Today

YESTERDAY'S RESULTS American League Chicago, 13; Cleveland, 3. New York, 2; Athletics, 0. Boston, 8; Washington, 1. St. Louis-Detroit, wet grounds.

National League Brooklyn, 5; Boston, 3. New York, 15; Phillies, 0. Cincinnati, 5; St. Louis, 4. Chicago-Pittsburgh, rain.

STANDING OF THE CLUBS American League W. L. Pct. Boston 11 2 .846 Chicago 5 2 .714 Cleveland 4 4 .500 Detroit 6 4 .600 New York 6 7 .462 Washington 4 7 .364 St. Louis 3 6 .333 Detroit 3 8 .273

National League W. L. Pct. New York 11 1 .917 Philadelphia 8 4 .687 Chicago 6 3 .667 Cincinnati 7 5 .583 Pittsburgh 4 4 .500 St. Louis 2 9 .182 Boston 2 9 .182 Brooklyn 2 9 .182

SCHEDULE FOR TODAY American League Detroit at St. Louis. Chicago at Cleveland. Washington at Boston. Athletics at New York.

National League Pittsburgh at Chicago. St. Louis at Cincinnati. New York at Philadelphia. Boston at Brooklyn.

CAMERON WINS TWICE The Cameron Building lawnball team opened their season yesterday by defeating the Camp Curtin team by the score of 99 to 17 and the Macey Building team by the score of 45 to 39.

On the Dull's alleys, New Cumberland, last evening, the bowlers from the Pennsylvania Railroad Pipe Shop defeated the New Cumberland shooters by grabbing two games from the match.

AROUND THE BASES

Because of war-time economy, Reading High's relay team which won a place Saturday afternoon in the University of Penn track carnival at Philadelphia will not receive an trophies. In other years the first three teams were awarded cups, but this was done away with for the first time this year.

The "breakage" at the Giants' opening game came to about \$300. This is the money over and above the war tax demanded by the government that the managers are going to keep.

Edward H. Adams, former Berks county target champion, was high gun at the shoot held by the Spring Valley Gun Club Saturday afternoon. He won the title by shooting 24 birds in 24 shots in a 24 marksmen participated. The winner broke 49 out of 50 clay pigeons. John J. Marburger was second with a score of 45.

"Watch ho!" Heave her over! "He's fast!" No landlubber would ever accuse those terms of being connected with the vernacular of the national game, yet that's exactly what you'd hear if you wandered near the Federal wharf at Boston and watched the apprentices on the training ships of the new American merchant marine.

Herman Schaefer, new utility man and comedian with the Cleveland Indians, refuses to answer to the old nickname of "German," but will answer to "Germ." He is a choker off that old yodel song of his in Pullman? That was one of his chief attractions, teamed with Nick Altkoek, when he was with the Griffins.

Frank L. Kramer, former national cycling champion, started in on his first year of competition at the Velodrome in Newark, N. J., beating Bob Spears, of Australia in 10 minutes.

SHORTSTOP CRANE LOST TO STEELTON

Manager Cockhill Tried Hard to Keep Him but He Signs With Atlanta

Sam Crane, shortstop, will play the 1918 season with the Atlanta Braves. He leaves Harrisburg tonight to join the Georgia team at Mobile, Ala. Last night Crane received a telegram from Manager F. H. Frank, to report at once. The terms were satisfactory and Crane agreed. He is to set a nice bonus for consenting to Clark Griffith's arrangement to play in Atlanta.

Crane has been home since last Friday, coming here from Cincinnati. Griffith had been on his trail for three days. He learned from Matthews that Crane had left Cincinnati for his home here and caught the shortstop at Pittsburgh by long distance telephone. Crane was advised of Griffith's move to transfer him to Georgia, but he did not give an immediate answer. He told Griffith over the sizzling wires he was coming home, that he didn't propose to warm the bench in Cincinnati, no home he came. Griffith caught him on the telephone a half dozen times.

Crane was tentatively sold to Cincinnati by Griffith early in the season. If he made good as a first string shortstop Cincinnati would pay Griffith's price. He fielded like a streak of fire, but Matthews reckoned he didn't have enough hits against big pitchers and advised Griffith he would be glad to keep Crane as utility infielder.

Crane warmed the bench and Griffith got busy with Atlanta. Early last evening he agreed to meet Griffith and at 10 o'clock last night they were agreed upon. Crane, Griffith, Atlanta and Crane and he agreed to report at once. Cockhill tried hard to have Crane remain at home and play for Steelton, but to no avail.

Y. M. C. A. Determined to Have Mathewson in France

New York, May 1.—After a conference late yesterday with John K. Tener, president of the National League, Dr. George J. Fisher, of the physical department of the National War Work Council of the Y. M. C. A., left for Cincinnati to talk again with Christopher Mathewson regarding the call to go to France to direct all the baseball activities among the men of the fighting forces.

"I think Matty can be induced to accept the offer of the Y. M. C. A.," said Mr. Tener, and for the National League I may say that organization baseball appreciates the honor of the call from our soldiers in the trenches.

Following is the list submitted to the Mayor, giving the exact figures concerning the raise in rents outlined by the Real Estate Board in its statement: W. H. Stuckey, 1733 Fulton street, \$10 to \$15; F. H. Steiner, 1735 Fulton street, \$10 to \$15; Mrs. Anna Pretz, 1737 Fulton street, \$10 to \$15; J. H. Gully, 435 Kelker street, \$13 to \$17; Mrs. J. R. Sterring, 424 Kelker street, \$13 to \$17; Mrs. A. J. Mehlman, 413 Kelker street, \$13 to \$17; Mrs. C. J. Miller, 423 Kelker street, \$13 to \$17; Mrs. John Kipple, 428 Kelker street, \$13 to \$17; Mrs. William Shimp, 430 Kelker street, \$13 to \$17; Mrs. Mary Heist, 432 Kelker street, \$13 to \$17; Miss Kate Kennedy, 439 Kelker street, \$13 to \$17; Mrs. F. C. Miller, 423 Kelker street, \$13 to \$17; Mrs. Harry M. Reeder, 421 Kelker street, \$14 to \$18; Mrs. Strevinger, 429 Kelker street, \$13 to \$17; Mrs. F. C. Miller, 423 Kelker street, \$13 to \$17; Mrs. William Gingrich, 427 Kelker street, \$13 to \$17; George Ream, 1728 North Fifth street, \$16 to \$21.

Not the First Complaint Mayor Keister said that he has been hearing complaints for more than a month and that several committees of volunteers have been making investigations and compiling lists.

ALL NEWS OF THE TOBACCOLESS DAYS AT ENOLA

Railroad War Relief to Collect Money For Material in Novel Way

Enola, Pa., May 1.—The first of the five tobaccoless Thursdays during the month of May will be observed in the local yards to-morrow. This new less-day is plan of Mrs. H. G. Huber, head of the Enola Division of the Women's War Relief of the Pennsylvania Railroad, to raise money to purchase materials for the local unit.

The idea as originated by Mrs. Huber is to have the men of the vicinity contribute the money usually spent for smokes on the five Thursdays in May to the War Relief for the purchase of supplies. If the plan is successful, it will be repeated at intervals during the period of the war.

The Benetians who will have charge of the drive are as follows: H. G. Huber, R. S. Diller, J. H. Kinter, G. A. Yeager, J. W. Sheekard, J. S. Famous, W. H. Fordney, O. J. Matine, R. H. Hutter, J. H. Roth, P. Seidler, Paul Benfield, S. Oberholzer, Charles Miller, C. L. Kautz, John Gruber, Harry Smith, O. A. Fisher, Philip Fordney, H. G. Hassler, P. E. Zorger, R. H. Adams, Robert Benson, C. H. Liddick, W. L. Rider, L. W. Willeman, F. O. Hamilton, E. Hoffsmith, J. M. Myers, R. A. Shepherd, Edward Bachman, Henry Deckard, P. L. Black, George H. Horning, W. S. Rice, J. G. Smiley, S. R. Karper, W. B. Crawford, George Eshel, H. H. Redford, S. A. Bittner, Wellington G. Jones and George Fisher.

President Long Will Meet His Committeemen

John D. Long, president of the Friendship and Co-operative Club of Railroadmen, will meet his entertainment committee to-night at the rooms in Grace street. Plans for the coming year will be discussed and resolutions will be sent to officials along the main line.

All "get-together" organizations will be invited. Altoms will send their big crowd in a special car.

Athletics Will Admit Soldiers Free; Offer Park For Sunday Games

Philadelphia, May 1.—All service men in uniform will be admitted free except the war tax to one game in each city to be played at the Philadelphia Athletics. The war camp community service announced yesterday that the local American League club has made this offer and that it had been accepted.

The management also offered the use of the park for Sunday games between service teams if the Mayor's plan to have the use of the Real Estate Board's committee, which is to have all questions of rates and fares on lines in eastern territory, Boston and New York, is approved.

Eastern Railroad Man Placed on Traffic Board

Boston, May 1.—Charles M. Burt, general passenger agent of the Boston and Maine railroad, has been named as the representative of the passenger traffic committee, which is to have all questions of rates and fares on lines in eastern territory, Boston and New York, is approved.

ing lists. The Mayor this afternoon accepted an invitation to attend the meeting of the realty board.

"If the conditions as called to my attention exists and I have no reason to doubt the accuracy of the reports," said the Mayor, "I would not be a disgrace to the city to permit them to continue."

The Mayor called attention to the fact that the federal authorities have been called upon to correct similar evils in other districts, where government work has caused a rapid increase in rents to-day, and that whatever steps are necessary would be taken here.

Those back of the movement were much pleased when they learned of the activities of the Real Estate Board and the intention of that organization to publish the lists of owners and go thoroughly into the matter.

One of the letters received by the Mayor alleged that advantage was being taken of the fact that several of the centers have members of their families in the war service and are without their natural defenders. Another letter asks "How in the name of God can we do our part in the Third Liberty Loan when a bunch of robbers are forcing the roofs from our heads?"

PENNY VALUES FEMALE HELP

Now Employ Over Six Thousand in Various Departments; on Other Lines

The Pennsylvania Railroad Company reports a total of 6,513 women in service. This is an increase of 5,000 since the enrollment of females began one year ago to-day. Here are some figures showing the work they do.

Clerks and stenographers, 3,551; telephone operators, 778; car department, 504; track laborers, 293; messengers and assistant messengers, 192; typists, 121; machine hands, 29; draftswomen, 20; mechanics' helpers, 19; painters, 14; hammer operators, 6; turntable operators, 2; power operators, (electrical), 7; coal inspector, 1; total, 6,513.

The number of women now employed on prominent English roads is given in a recent statement as follows: London and Northwestern, 3,392; Great Western, 174; Midland, 9,000; Northeastern, 8,520; Great Central, 3,200; Glasgow and Southwestern, 1,202.

The Midland has increased its forces by 2,700 since last July. Over 1,000 of the women on the Northwestern are employed in the shops, making shells.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division—The 103 crew first to go after 12:30 o'clock: 123, 151, 113, 104, 106, 110, 111, 108. Engineer in charge, H. H. Jones. Brakemen for 103, 108, 110, 111, 108.

Engineers up: Bair, J. H. Gable, Grace, Baldwin, Blankenbush, A. K. Steffy, Shoaff, S. K. Steffy. Brakemen up: Evers, Shreffler, Fry, Bryan, Egan, Clark, Brehm. Engineer in charge, H. H. Jones. Brakemen up: Hedlin, Heagy, McCullough, Kinnard, Pascal.

Middle Division—The 35 crew first to go after 1:50 o'clock: 241, 215, 22, 18, 39. Engineer in charge, H. H. Jones. Brakemen for 35, 110, 111, 108.

Engineers up: Hawk, Howard, Swigart, Tiller, Rowe, Earley, Smith, Leib, Snyder, Decker, Bowman. Brakemen up: Kelter, Baird, Roddy, Barnst, Lusk, Rudy. Conductors up: Crimmel, Lower, Brakemen up: Watts, Boserman, Leonard, Hughes, Decker, Bowman. Yard Board—Engineers for 5-7C, 2-14C, 4-15C, 16C. Brakemen for 5-7C, 1-14C, 23C, 26C, 35C.

Engineers up: Getty, Barkey, Sheets, Bair, Eyde, Heffelman, P. A. Myers. Brakemen up: Meyer, Bell, Troup, Swinley, Mowser, Decker, Chorpenn, Welsh, Rhine, Newkirk, Stahl.

ENOLA SIDE Philadelphia Division—The 215 crew first to go after 1:45 o'clock: 225, 226, 221, 215, 225, 225, 223, 237, 238, 230. Engineer in charge, H. H. Jones. Brakemen for 215, 225, 225, 223, 237, 238, 230. Engineer in charge, H. H. Jones. Brakemen for 215, 225, 225, 223, 237, 238, 230.

Engineers up: Dewees, Brakemen up: Keefer, Renshaw, Michael, Unger, Gelz. Middle Division—The 255 crew first to go after 4:30 o'clock: 118, 107, 116, 105. Engineer for 105, Brakemen for 118, 107, 116, 105.

Engineers up: Campbell, Handboe, Conly, Nolte, Garlin, Elcheberger, Kipp, Haverstick, Wickley, Rider, Bainbridge, Snyder, Martin, Zeagy. PASSENGER DEPARTMENT Middle Division—Engineer up: R. M. Crane. Brakemen up: W. E. Hoffman, R. A. Arnold, E. E. Ross, J. C. Kerber, C. L. Dunn, F. A. Yon. Engineer for 19.

Philadelphia Division—Engineer up: A. Hall. Brakemen up: L. E. Everhart, F. H. Cook, Wm. Shive. Brakemen for 40, 26. No Philadelphia crews here.

THE READING The 3 crew first to go after 1:45 o'clock: 8, 55, 54, 5, 56, 53, 19, 64, 11, 52, 9, 51, 57. Engineer for 52, 55, 57, 58, 5, 19, 3-258. Brakemen for 52, 55, 56, 57, 58, Lebaron work train. Conductors for 52, 56, 8, 11. Brakemen for 56, 57, 8, 11, afternoon work train.

Brakemen for 54, 56, 57, 64, 5, 8, 17, 3-258. Engineers up: Bordney, Hollenbaugh, Wireman, Barnes, Raisner, Billig, Deardorf, Jacoby, Sassaman. Brakemen up: Enal, Brady, Speck, Myers, Mentzer, Morrison, Shaver, Buffington, Yeings. Conductors up: Hetrick, Ray, McCullough. Brakemen up: Barton, Shell, Howe, Baish, Fillmore, Keener.

MORE ENGINES FOR UNCLE SAM

Railroad Board Ready With Contracts For Locomotives; Baldwin Gets Part

Washington, D. C., May 1.—Contracts for 1925 freight and passenger locomotives, the largest single order ever placed in the history of American railways, were let yesterday by the Railroad Administration to the American Locomotive Company and the Baldwin Locomotive Works.

The entire order represents a cost of about \$60,000,000 or an average price of a little less than \$80,000 for each locomotive. The profit to the manufacturers, who will divide the work about equally, will be between 5 and 6 per cent, less than half the rate of profit represented in the original bids.

Six newly developed standard types of engines, with heavy and light sizes of each type, were ordered. Deliveries will begin in July and continue through the year, and most of the new engines, it is understood, will be assigned to Eastern roads, where the shortage of motive power is greatest. They will bear only the initial "U. S." and identifying numbers, and will be virtually the first lot of engines to be owned jointly by all railroads under government management.

About 200,000 tons of steel will be required and the War Industries Board has allotted the full quota of steel to the Railroad Administration.

Although the Railroad Administration declined to announce the precise number of engines ordered from each of the companies, it is understood the American company will build 550 and the Baldwin engines 475. Most of the Baldwin works will be built at the main plant at Philadelphia and the American company's order will be distributed among its plants at Schenectady, N. Y.; Dunkirk, N. Y.; Paterson, N. J.; Richmond, Va.; Manchester, N. Y.; Pittsburgh and Providence.

The order will compel the two companies to operate practically at capacity for the next nine months. Contracts will be announced to-morrow for construction of about 70,000 freight cars at an aggregate cost of probably \$200,000,000, to supplement the orders for 30,000 placed last week.

Major Morava is one of the most interesting military men who have visited Harrisburg during the war. He was born in Bohemia, the Bohemians have a real hatred for Germans, partly because they have long been trying to force them to speak German, in one instance murdering a corporal of the American army. He came over to this country when quite young and settled in Chicago when it was a wild western town. He can see no way of accepting Germany on peace terms which he thinks she will likely be soon offering.

Use McNell's Cold Tablets. — Adv. NUXATED IRO DIRON

Just the Same As Before the War

It is not in price that

KING OSCAR CIGARS

are the same, but in QUALITY. The old-time favorite maintains its standard under changing conditions

JOHN C. HERMAN & CO. Makers