

GERMANS SINK HOSPITAL SHIP; 130 LIVES LOST

Seven Americans Landed in England After Torpedoing of Transport Warilda

A British Port, Aug. 6.—The torpedoing early Saturday morning of the British ship Warilda was one of the most harrowing disasters in the history of submarine warfare. The number of dead is variously estimated from 105 to 130 and upward and includes several women nurses. The ship carried six hundred sick and wounded. Among them were seven Americans, two officers and five enlisted men, all of whom have been accounted for except one private.

There were aboard 89 nurses and members of the Voluntary Aid Department, and the crew comprised about 200 men.

More than 650 survivors, brought here shortly after six o'clock, were given first aid treatment, food and clothing. The patients were placed aboard special trains, which had been waiting to receive them and sent to hospitals in various parts of the country.

The torpedo struck the afterpart of the engine room, killing the third engineer and two other members of the engine room force. The dynamo was destroyed, plunging the vessel into darkness. Just over the dynamo was the ward room, which contained more than 100 patients. Most of these were killed outright by the explosion and the others, many of whom had been freshly injured by the torpedo, found themselves trapped. It was impossible for outside aid to reach them and all, except a few who jumped overboard and were picked up, perished. This part of the ship, quickly settled and water flooded the ward room, drowning the men caged there.

Struggle in Darkness

Stories of the fearful struggle in the darkness to rescue the helpless invalids are told by survivors. The ship remained afloat more than two hours, but for a great part of the time continued under headway because the engines could not be stopped. This condition greatly hampered the rescue work and in addition three or four boats were smashed while being lowered, throwing their occupants into the sea.

All the soldier patients and the nurses testify to the heroic efforts of officers and crew. Notwithstanding the excitement and confusion, which were increased by the inky darkness, the crew under the masterly direction of the officers went coolly and methodically about the

difficult task of bringing the sick and wounded up on deck. As many as could be handled in this manner were placed in slings and lowered to the escorting destroyers which, by wonderful seamanship in the rough water, managed to work in close enough to the sinking ship to take off men by lowering ropes.

The morale of the wounded, lying on deck waiting to be taken off, is described by members of the crew as "too fine for words." They never complained and they never urged the rescuers to hurry.

The less seriously disabled assisted their more unfortunate mates to go first. Women were placed in the first boats lowered, notwithstanding their protests that they should not precede the patients. One boat, containing six women, was thrown against another just before touching the water and upset. Three women from capsized craft were being rescued from the main boat, along with five wounded British soldiers all of whom had managed to keep afloat although each had an arm in a sling.

The Warilda had been in the channel service two years, and this was her first crossing from France in which she did not carry a number of German wounded prisoners. Members of the crew remarked over this fact and some expressed the opinion that it was of sinister significance.

Steward's Unusual Escape

T. E. Redman, one of the stewards, had an unusual escape. He had been placed with the six women in the first boat and when the rope broke he seized another line and clambered over hand to the top. There he managed to swing in from the end of the davit to the rail where a wounded "Tommy" awaiting removal was lying. He broke the hand and aided him to clamber aboard. This man described how one woman, becoming entangled in the ropes as she was being placed in the boat, was unable to clamber over the side of the ship. She was frightfully injured by the pressure and begged to be released, but no aid was possible. The small boat finally went adrift and the woman fell into the sea and was drowned.

Electric Lights For All Engines

Electric lights will be installed on all locomotives on the Pennsylvania. This is an order from Director General McAdoo. Recent experiments on the main line have proven satisfactory. The work of installing the new lights was started last week.

The work has been necessarily slow at the beginning and only four or five engines have been equipped, but from this time on it will go more rapidly and the time is not far distant when the oil-burning lights will be a thing of the past, as far as the Pennsylvania is concerned.

The electric current for the headlights is generated by a dynamo driven by a steam turbine, with which each engine must be equipped and the installation of this equipment takes time. The company has not as yet adopted a standard dynamo and none will be adopted until the experimental stage has passed. The one that proves the most satisfactory all around will be adopted by the company.

Brotherhood Plan

The movement for electric headlights had its inception with the engineers, who, through their brotherhood, secured the passage of legislation in various states. The fact that there is no uniformity about the plans has made it somewhat difficult for the railroad to carry out their plans. The distance at which an object like a man can be seen on the track ahead of an engine varies in the statutory requirements of the different states.

As a matter of fact, the distance that an object can be discerned varies with the same light, according to weather conditions, and also with the seasons. It makes a vast difference whether it is raining or foggy, whether there is snow on the ground or not, or whether or not the foliage is out, all of which are factors determining the distance a light is effective.

Some Objections

Experts say that the electric headlight is not the best kind of a light for a foggy atmosphere. Fog is water, though the drops are very minute, but nevertheless, an electric light will reflect from water, back into a man's eyes, and blind him.

Only the general use of the electric headlight will determine its superiority over the oil burners, though they doubtless have advantages that make them the coming thing, not only for the Pennsylvania, but for the railroads throughout the country.

Their installation on all the locomotives of the Pennsylvania, it is said, is an expensive proposition. No estimate of the cost per locomotive could be hazarded by local officials, but the cost of equipping all the engines will run into the millions before the work is completed.

RAILROAD RUMBLES

ELECTRIC LIGHTS FOR ALL ENGINES

Pay week on the Pennsylvania started today.

Nelson Anthony, baggage man at the Pennsylvania Railroad Station, has passed a successful examination for war service.

Extensive repairs and improvements are being made on the Schuylkill Division of the Pennsylvania.

The new yards of the Reading at Berwyn, Pa., are being completed. Superintendent W. H. Miller was at Bethlehem yesterday watching operations.

Two carloads of material for the Depot warehouse have been delivered.

Standing of the Crews

- HARRISBURG SIDE**
- Philadelphia Division**—The 106 crew first to go after 4 o'clock: 107, 113, 125, 141, 144.
- Engineers for 106, 113.
- Firemen for 118, 114.
- Conductors for 118, 126.
- Flagman for 107.
- Brakemen for 107 (2), 118, 101, 114.
- Engineers up: Sandle, Brown, Shocker, Dolby, Anderson, Karr, Frickman.
- Firemen up: Webb, Taylor, Stauffer, Inaviler, Mac Painter.
- Conductor up: Shark.
- Brakemen up: Funk, Kauffman, Funk.
- Middle Division**—The 33 crew first to go after 1 o'clock: 27, 19, 18, 235, 34.
- Engineers for 27, 34.
- Firemen for 18, 24.
- Engineers up: Titter, Kauffman, Nisley, O. W. Snyder, Blizard, Lef-fard, Rathfon.
- Firemen up: Switzer Haskins, Morris, Genson.
- Conductors up: Leonard, Hoffnagle, Klotz.
- Brakemen up: Rhea, Barton, Leonard, Linn, Shelley, Dore, Wengart.
- Yard Board**—Engineers for 3, 7, 2, 15.
- Engineers up: Lackey, Cookerly.
- Firemen for 1, 5-7, 12, 26.
- Firemen up: King, Bell, Swope, Sreafner, Frymick, Rele, Brown, Beard, Garverick, Kell, Nicol.
- JENOLA SIDE**
- Philadelphia Division**—The 220 crew first to go after 1:45 o'clock: 223, 242, 234, 248, 202, 251, 240.
- Engineers for 220, 202.
- Firemen for 220, 223, 242, 234, 202, 240.
- Conductors for 20, 42, 48.
- Brakemen for 20, 23, 42, 48.
- Brakemen up: Bordner, Bower.
- Middle Division**—The 103 crew first to go after 2:15 o'clock: 106, 101, 308, 123, 125.
- Firemen for 103, 125.
- Brakeman for 123.
- Yard Board**—Engineers for 145, 147, 124, 128, 129, 129, 137, 140, 1st 104, 2nd 104, 18.
- Firemen for 4th 126, 1st 129, 4th 129, 140, 1st 102, 118.
- Engineers up: Portenbaugh, Brown, Potter, Hanlon, McAlly, Quigley, Ewing, Zelders, Caff, Fenicle.
- Firemen up: Martin, Weaver, W. F. Ready, Stiffen, Danner, Lutz, Caff, Price, Betting.

PASSENGER SERVICE

Philadelphia Division—Engineers up: Hall, Welsh, Gilluma, Lingley.

Firemen up: Spring, Cook.

Middle Division—Engineers up: Keane, Alexander, Crane, Crimmel, Robley, Graham, Miller.

Firemen up: Zelders, Arnold, Sheatz, Ross, Fletcher, Gross, Kelly, Sheesley.

The 70 crew first to go after 11:45 o'clock: 14, 7, 6, 56, 9, 63, 1, 73, 72, 55, 23, 12, 61, 52, 64.

Engineers for 63, 64, 1, 6, 12.

Firemen for 55, 63, 64, 72, 73, 9, 14, 25.

Conductors for 63, 64, 73, 6, 9, 25.

Flagmen for 64, 25.

Brakemen for 55, 56, 64, 72, 73, 7, 9, 25.

Engineers up: Griffith, Beecher, Hunsicker, Hollonbaugh.

Firemen up: Sennet, Bechtel, Kohnlein, Yelinger, Miller, Miller.

Conductors up: Barbour, Fessler, Hetrick, Helabaun, Hall, Baddorf, McCullough.

Flagmen up: Sourbeer, Ensminger, Gardner, Filbert, Beshore, Farmer, McLaughlin.

Brakemen up: Burnett, McCabe, Koons, Fry, Royer, Pauber.

Red Cross Auxiliaries Doing Work For Nation's Soldiers During Summer

The first results of the new system of bookkeeping among the Harrisburg chapter, American Red Cross were revealed when the first monthly report of the auxiliaries of the local chapter, was released for publication this morning. The New Cumberland auxiliary leads in the production for the month with a total of 1,491 articles produced.

The report listing the auxiliaries and the number of articles produced by each during the month, follows:

Stevens Memorial, 179; W. C. T. U., 84; Market Square, 678; Camp Curran, 692; St. Paul's, 429; First Baptist, 299; Grace Methodist, 358; Emmanuel, 232; Fifth Street Methodist, 77; Wickersham, 182; Evangelical, 38; Lutheran, 756; State Hospital, 374; National War Aid, 718; Andrews, 325; Pine Street Presbyterian, 874; Catholic Women, 279; Shimmel Community, 22; St. Stephen's, 1,135; Mt. Pleasant, 87; Temple, 11; Brotherhood, 865; Calvary, 105; York Room No. 1, 813; Work Room No. 2, 517; Paxtang, 744; Duncannon, 727; Millersburg, 430; Hershey, 520; Hummelstown, 479; Newport, 82; Halifax, 460; New Cumberland, 1,491; Lykens, 182; New Bloomfield, 219; Dauphin, 477; Williamstown, 229; Linglestown, 120; West Fairview, 111; Pillow, 20; Worelysburg, 168; Blain, 542; Marysville, 55; Lemoyne, 18; New Germantown, 10; Loysville, 887; Millerstown, 1,163; Eberly's Mills, 9; Harrisburg Silk Mills, P. R. War Relief, 332; Unknown, 76; Mrs. W. I. Shreiner, 38; O. F. Club, 1; Girls' friendly Club, 3; Miss Rutherford's School, 6; Harrisburg Walking Club, 4; Knitting Department, 786. Total, 21,437.

CHARGED WITH MILK THEFT

Frank Caruso, aged 19, Elmer Fox, aged 18 and Fred McCarty, aged 15, were arrested by Patrolmen Parsons, Dutton and Hoffman last night on the charge of stealing seven quarts of milk from the grocery store at the corner of Race and Paxton streets. Police say that they broke the bottles and smeared the milk over the river walk.

HURT IN FALL

James Keys, 524 Cumberland street, a driver for Doehne's Brewery, is in the Harrisburg Hospital with lacerations of the face as the result of a fall down the steps of a hotel at Third and Verbeke streets. He was carrying a keg of beer down the steps when he slipped and fell, with the keg landing on top of him.

ASSETS OF THE BRETZES ON FILE WITH REFEREE

Total Liabilities \$11,469.31 Holdings, \$20,030.90; Trustee to Be Named

Harry M. Bretz to-day filed with John T. Olmsted, referee in bankruptcy, the schedules of assets and liabilities of Bretz Brothers, hardware dealers, of which he is a member, and also individual assets and liabilities of his brother, William R. Bretz, another firm member. His own schedule and that of the third member of the firm, Charles E. Bretz, is to be filed late to-day or tomorrow.

The schedules of the firm show that there are approximately 130 creditors; \$10,563.84 unsecured claims, and \$965.67 due on notes from the partnership, making the total liabilities \$11,469.31. Estimated value of the partnership is \$15,000; \$500 for fixtures, \$150 for a delivery auto; \$356.26 from proceeds of business since bankruptcy proceedings started, \$8,343 in collectible bills, total assets, \$20,030.90.

Store Stock in Question

The accounts of William R. Bretz show liabilities of \$5,100, as he appeared as a joint maker on three notes for that amount. His assets are estimated at \$5,600; \$400 as the undivided one-seventh interest in the Bretz farm in Cumberland county, and \$5,000 as a one-third interest in the stock of the hardware store. Mr. Olmsted said he questioned whether that amount could be allowed as probably much of the store stock would be needed to meet debts of the partnership. Inventory totaling \$12,000 is carried on the hardware store.

It was said that a trustee would probably first be named for the partnership accounts, and that one would be elected for each of the individual members, the same trustee probably being named for each personal estate.

First Meeting in Two Weeks

Mr. Olmsted announced that notices to the various creditors would not be sent out until all the schedules are filed. The first meeting will probably be called in two weeks.

No exemptions under state laws are asked for any of the property and it was said that the firm members in their personal accounts will include all their personal property holdings, including farm equipment and stock on the homestead farm in Cumberland county.

Of the large number of judgments entered against Harry M. Bretz only \$5,100 worth are liens against his property for full value as they were entered four months or more before bankruptcy proceedings started.

Admiral Von Capelle to Quit as Minister of Marine

Zurich, Switzerland, Aug. 6.—Admiral Von Capelle, German minister of marine, will resign shortly, according to Berlin dispatches to the Tagblatt and the Augsburg Zeitung.

Admiral Von Capelle succeeded Admiral von Tirpitz as German minister of marine in March, 1916. His reported resignation may have some connection with the retirement of Admiral Holtzendorff, head of the naval general staff, announced on August 2. Several days before his announced retirement von Holtzendorff had apologized for the failure of German submarines to sink transports.

DOCTORS ARE BOOSTING IT

Still the good work goes on, soon there will not be any more tired, nervous people in our city.

This is caused largely by the widespread use of Phosphated Iron, the new tonic and nerve bracer that has sprung into instant popularity with the medical world.

Phosphated Iron will help any run-down, nervous condition almost immediately. It will put fresh iron in the blood, the phosphates taking hold of the nerve centers and bracing them up. You will eat better, sleep better and get up in the morning feeling like doing things; you will feel the old-time vim and snap of youth surging through your veins; you will tackle the day's work with confidence and a smile.

Science has taught us that when we are old enough, Iron and Phosphorus in the blood and nerves we are healthy; that almost all conditions of ill health and nervousness are due to the lack of Iron or Phosphorus. Phosphated Iron rarely fails to supply the needed amount of both.

Use Phosphated Iron one week and you will see the difference. You are nervous, tired out and run down, you can feel it taking hold.

Special Notice—To insure physicians and their patients receiving the best of Phosphated Iron we have put up in capsules only, so do not allow dealers to substitute pills or tablets; insist on the genuine, in capsules only, in sale in Harrisburg by George A. Gorkas, 116 North Third Street, P. R. R. Station.

PREMIUMS CAN PAY EXPENSES

Insurance Fund Ruling Made Today; Coal Dredges Under State Inspection Now

Expenses of administration of the State Insurance Fund may be met from revenue derived from premiums since January 1, 1918, if the appropriation made by the Legislature is exhausted according to an opinion rendered to-day by the attorney general's department. After July 1 next the fund must be entirely administered out of the money paid as premiums, according to Deputy Attorney General Hargest.

Inspection of boilers on steam dredges taking coal from the navigable streams of Pennsylvania is outside the scope of the authority of the Department of Labor and Industry because such dredges have the status of other steam vessels navigating the streams of the state holds Deputy Attorney General Emerson Collins. Mr. Collins suggested to Acting Commissioner L. R. Palmer that his department should render any assistance desired by the federal government to secure due inspection of such dredges and to bring to knowledge of United States

authorities dredges which are escaping inspection.

In another opinion it is held that the State Fire Insurance Fund covers the damage done by a boiler explosion at the State Lunatic Hospital here, which was not followed by a fire.

Attorney General Brown has held that the creation of a medical officers reserve in the State Department of Health does not transfer "the health functions and activities of the state to any other authority in any way delegate to any other authority the power by law vested in them," and the Health Department has no power to enter into a program that would bind the state. Employees of the state can individually enter the federal service or they may be drafted but the state cannot send them into such service. Once entering such service they would pass under the jurisdiction of the United States.

If He Drinks Give Him TESCUM POWDERS Secretly

Any mother, wife or sister can stop the Drink Habit, if she wants to do so. Thousands of women are happy today because they gave their husbands, sons or brothers "Tescum Powders." The powders are tasteless and harmless and can be given in either liquid or solid food.

You take no risk as Tescum Powders are sold under a steel-bound money-refund guarantee by J. Nelson Clark at \$1.00 per box, or six boxes for \$5.00.

As Age Advances the Liver Requires occasional slight stimulation. CARTER'S LITTLE LIVER PILLS correct CONSTIPATION.

Genuine Bear Brand signature *Carters*

Colorless or Pale Faces usually indicate the absence of iron in the blood, a condition which will be greatly helped by Carter's Iron Pills



Packers' Profits — Large or Small

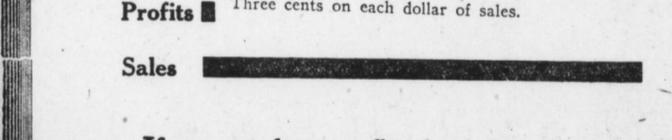
Packers' profits look big—

When the Federal Trade Commission reports that four of them earned \$140,000,000 during the three war years.

Packers' profits look small—

When it is explained that this profit was earned on total sales of over four and a half billion dollars—or only about three cents on each dollar of sales.

This is the relation between profits and sales:



If no packer profits had been earned, you could have bought your meat at only a fraction of a cent per pound cheaper!

Packers' profits on meats and animal products have been limited by the Food Administration since November 1, 1917.

Swift & Company, U. S. A.

Harrisburg Local Branch, Seventh & North Streets
F. W. Covert, Manager

The New Store Wm. STROUSE

Final August Sale

We've Taken 200 Men's and Young Men's Suits Right Off Our Racks For This Sale They were \$25, \$28, \$30, \$35

Your Pick of the Entire Lot at

\$18.75

Young Men's Suits, sizes, 33 to 44.
Men's Regular sizes 34 to 44
Men's Stout Suits up to size 48.

The Young Men's Suits comprise flannels, worsteds, homespuns, gabardines, etc.—the finest of this season's fabrics.

The Men's Suits comprise conservative styles in worsteds, cassimeres, serge, homespuns and unfinished worsteds.

This is the final clearance of our stocks and we've spared no efforts in arranging this sale so that it will not only adjust our stocks quickly for the incoming goods but it will afford those who share in it the biggest opportunity to save money that has been seen in Harrisburg for many a day.

You hear and read a lot about advancing prices and wonderful savings opportunities. Not all savings are alike. It will open your eyes as to clothing opportunities when you see the fine suits we've taken from our regular stocks for this sale.

Still a Few More of Those Extra Fine Palm Beach Suits, Involving Values to \$15. \$8.95 and Sizes up to 50 Stout

The Specialty Store For Men and Boys, 310 Market St.

