

STATE NEEDS THE BIG BOND ISSUE

Sproul Says Roads Can Not Be Built Without Larger Amounts of Money

Senator William C. Sproul, Republican nominee for governor, is hopeful the Pennsylvania electors will this fall approve the constitutional amendment authorizing the issuing of \$50,000,000 worth of bonds to be used in the improvement of state highways, says the Pittsburgh Gazette-Times. While he finds some opposition to the proposition among members of the Grange he believes a majority will be returned in favor of the amendment.

"The voting of authority to issue bonds does not mean that the money is to be spent during these abnormal times," said Senator Sproul. "After this war is over we may find it very

convenient in Pennsylvania to have a large fund to be used in giving work to the unemployed. At the last session of the Legislature I succeeded in having a law put on the books which provides that during periods of extraordinary unemployment, caused by industrial depression, state money can be spent on necessary public works. The administration of the fund would be in the hands of the Emergency Public Works Commission composed of the Governor, Auditor General, State Treasurer and Commissioner of the Department of Labor and Industry. The expenditure of the \$50,000,000 for roads could be placed in the hands of this commission and the money used for road building at a time when adequate return would be gotten by the state.

"Some people have the impression that \$50,000,000 is an enormous sum. They have not stopped to consider it in the light of present day expenditures of the Federal government. It is costing \$18,000,000,000 a year or about \$50,000,000 a day to keep the machinery moving. It must be remembered that Pennsylvania is contributing one-tenth of the cost of the government, so that every 10 days the people of this state are tossing \$50,000,000 into the Federal hopper. With this in mind, the \$50,000,000 bond issue scattered over a term of years is not much of an obligation for Pennsylvania to assume."

From Top To Bottom

IT'S POOR economy to neglect the roof. If it needs new reshingling have it immediately attended to.

Having reached the "top," take a general survey, inside and out, and see that everything is made snug and tight for winter.

A house in good repair looks better and is more livable than one that is run down.

United Ice and Coal Co. Lumber Department Forster and Cowden Streets

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division - The 113 crew first to go after 12 o'clock: 117, 125, 115, 102, 111, 104, 107, 120. Engineers for 125, 115, 102, 20. Fireman for 102. Flagman for 102. Brakemen for 113, 102, 111, 104. Engineers up: Shoaff, Anderson, Schwartz, Gaitan, Beinhauer, Dallinger, Bralley, Mace, Hale, Hiltshel, Sauer, Buyer, Gara, Adams. Brakemen up: Andrews, Mowery, Deyorff, Smith, Reidinger, Cook, Witmyer, Lupp. Middle Division - The 37 crew first to go after 12:10 o'clock: 18, 230, 29, 241, 308, 32, 246, 252, 245. Engineers for 37, 18. Firemen for 308, 32. Brakemen for 37, 32. Conductors up: Blizard, Brink, Rathenon, Corder, Tettemer, Hawk. Firemen up: Book, Nicholas, Burkheimer. Conductors up: Biggan, Ross, Crimel, Bennett. Brakemen up: Grass, Woodward, Clouser, Shelley, Casper, Fleck, Bonnell, Kreps, Manning, Beers, Trego, Register, McAlpin, Kipp. Yard Board - Engineers for 4-7, 6-7. Firemen for 4-7, 11, 12, 14, 3, 15, 16, 17, 50. Engineers up: Sholter, Snell, Bartolet, Gettys, Barkey, Blair, Sheets, Kermer, Ford, Klermer, Crawford, Boyer. Firemen up: Soles, Lauver, Carpenter, Ettinger, Stambaugh, Wevandan, Manning, Ellenberger, Lynn, Bolan.

ENOLA SIDE

Philadelphia Division - The 208 crew first to go after 12:30 o'clock: 223, 219, 227, 224, 252, 234. Conductor for 24. Brakemen for 23, 49, 24. Middle Division - The 130 crew first to go after 12:30 o'clock: 114, 218, 104, 233, 122, 254, 243, 111. Engineers for 120, 111. Firemen for 120, 122. Conductor for 122. Brakeman for 104. Yard Board - Engineers for 3d 125, 149, 2d 104, 112, 115. Firemen for 3d 125, 2d 102, 118. Engineers up: Waller, Quigley, Bickert, Ewing, Smith, Lutz, Allen, Barnhart, Huggins, Pfeical, Liddick. Firemen up: Gamber, Kreitzer, Bruce, Sanders, Wendt, Fisher, Shoffner, Jenkins, Lutz, Kline.

PASSENGER SERVICE

Philadelphia Division - Engineers up: Gibbons, Kennedy, Hall. Firemen up: Copeland, Spring, McNeal. Middle Division - Engineers up: Riley, Miller, Graham, Keane, Crimel, Crane, Buck, Robley, Alexander, Crum, Keiser. Firemen up: Dunn, Bender, Stauffer, Snyder, Reeder, Yon, Stephens, Sheesley, Fletcher, Ross, Simmons, Gross, Sheets, Kuntz.

ST. PAUL RAISED IN NORTH RIVER

Vessel Was Turned Over at Her Pier on the 25th of April

New York. - After nearly five months of difficult salvage work, the men engaged in raising the American liner St. Paul with the vessel on an even keel. The St. Paul has been lying in the slip of Pier 61, North river, since April 25, the day she suddenly capsized and sank while being towed to her berth from a Brooklyn dock. The task of raising her has been one of the most difficult ever undertaken in this port, because the salvors had had such a narrow body of water in which to do their work. It has also been a costly contract and it is possible that nearly \$1,000,000 will be paid out before the St. Paul is ready for sea again.

Three members of her crew and one drownded employee were lost when the St. Paul sank, and the injured numbered six. On board the vessel at the time was a naval gun crew of forty-five officers and men, and about half of her regular crew, together with about 150 workmen. The accident was regarded by the authorities as a peculiar one in that the vessel had apparently not been in any danger just before she sank. It was believed by shipping men that the vessel's sea cocks had been inadvertently left open on the port side and that the tanks had filled while the vessel was coming up the river. As she turned into her slip her balance was destroyed, and she went over suddenly. The military authorities immediately took charge of the vessel, and no official explanation of the accident has ever been made. The St. Paul was built at Philadelphia in 1895. She is registered at 10,230 gross tons, is 535.5 feet long, and has a 63-foot beam. Her speed and the accuracy of her naval gun crew has saved her several times from German U-boats.

Family in Norristown Wiped Out by Scourge

Norristown, Pa., Sept. 27. - A whole Norristown family was wiped out by influenza. George Shane, his wife and a nine-year-old boy died at the Norristown Hospital within a few hours of each other. They were sick only a few days. The three deaths have deepened the fact there are many cases of the disease in Norristown. The victims will be taken to Pottstown, their former home, where there will be a triple funeral.

STATE HELPING IN CAPITAL PLAN

Secretary of the Commonwealth Arranges For Co-operation on Issues Work

In co-operation with the United States government a plan has been devised by Secretary of the Commonwealth Cyrus E. Woods whereby the state authorities will be apprised of incorporation of companies in Pennsylvania and of notices filed of authority to increase stock or debt. This plan has been worked out as the result of conference held in Philadelphia some days ago. When application is made for letters patent for a corporation notice is given of the desire of the national government to have the corporation essential should be invested and the same course will be pursued when the return of a corporate election or debt is filed. The facts of the application or return are then sent to Washington. Under the law if the charter application is proper the letters patent are issued and the notice of increase is filed.

Another School Owned - Governor Brumbaugh has signed the contract whereby the State of Pennsylvania takes title to the East Stroudsburg State Normal School and adds property worth in the neighborhood of a quarter million of dollars to its assets, subject to certain debts which are assumed. The state now owns all the normal schools except those at Indiana and Mansfield.

Forty Pardons. Forty pardons will be issued at the State Capitol within the next few days. They were recommended at the September meeting of the State Board and Governor Brumbaugh has approved them.

Damages Awarded - The State Public Service Commission has ended prolonged litigation over rates for hauling sand to the plant of the Cambria Steel Co. at Johnstown and has made an order for \$500 to be paid by the Baltimore and Ohio Railroad Company, but refuses other claims not established. The complaint involved alleged overcharge on 340 cars of sand shipped by the Rowena Stone and Sand Co. to Johnstown. The railroad company claimed that limitations had run, but the decision by Commissioner Brecht holds that the claim for reparation was filed within the two-year period. The steel company held that as the commission had found a former rate for sand unreasonable it sustained damages for the amount charged in excess of a reasonable rate. This is decided not to have been shown on all of the shipments for which it was claimed.

Should Prepare Papers - Major W. G. Murdock, state draft officer, today called attention to the fact that local draft boards had been instructed to "speed up" their examination of the registrants in September 12 and that all persons entitled to file claims for deferred classification should have their data prepared. Such claims will be passed upon by district appeal boards. The status of school teachers will be passed upon by such boards.

An order in regard to the October shipments of men to camps will be issued in a few days. The quotas have been sent out, but owing to influenza at camps the movement will not be on the days scheduled.

Simmers on Job - Food Agent R. M. Simmers, of the Dairy and Food Division, has given notice that as far as possible he is going to Philadelphia to see if he can find a restaurant men who profiteer in Philadelphia arrested.

Attending Fairs - State Department of Agriculture officials have been attending the Carlisle and Reading fairs this week.

Governor a Speaker - Governor Brumbaugh and Chief Justice Grier were speakers at the dedication of Lancaster's new high school yesterday. It is one of the finest buildings in the state.

Mr. Buller Returns - Fisheries Commissioner Nathan R. Buller has returned to Pleasant Mount after a tour of the state hatcheries and discussion of winter work with the men in charge.

To Get Loan - Arrangements are being made for a big loan to be made by the United States government to the Philadelphia Electric Company to provide power facilities for war work. The Public Service Commission will co-operate.

To Fight Grip - In response to urgent messages from Mayor Archibald Johnston, of Bethlehem, that there was danger of spread of influenza in the munition manufacturing center, State Health Department officials to-day arranged for a conference to be held at Allentown by state, county and city health officers, in Lehigh and Northampton counties. Mayor Johnston stated that an emergency hospital had been established at Bethlehem to care for influenza cases. Influenza has also been reported from Pittsburgh, Bristol, Johnstown and other manufacturing centers, but physicians say the cases are only old-fashioned grip.

Reappointments - Dr. John M. Baldy, chairman of the State Bureau of Mental Hygiene and Education, and Dr. W. M. Hillegas, of Philadelphia, were to-day reappointed members by Governor Brumbaugh. Dr. H. S. Drinker, president of Lehigh University, and Dr. H. H. Apple, president of Franklin and Marshall College, were reappointed to the College and University Council. Quincy Goulet, of city and county health officers, was reappointed as trustee of Polk institution to succeed the late S. H. Miller.

Attack Rates - The new electric rates of the Jersey Electric Company were to-day attacked by residents of Punxsutawney in a complaint filed before the Public Service Commission as excessive. Allegations of "high finance" were also made in the complaint.

Watch For Captain - Captain Frederic A. Godcharles, Deputy Secretary of the State Department, who will enter the army ordinance corps on Monday, was to-day presented with a handsome wrist watch by the attaches of the State Department. Captain F. H. Hoy, Jr., made the presentation speech, which caught the Milton man by surprise. The entire force was present and Captain Hoy voiced the general desire for Captain Godcharles to be advanced in the line of work with which he is so familiar.

Mayor Here - Mayor A. M. Hoagland, of Williamsport, was at the Capital on draft board matters. Mr. Auler, Honored - James M. Auler, messenger in the Governor's office and commander of Post 520 G. A. R., has been appointed an aid on the staff of the department com-

Salvation Army Is Praised From Heart by Veteran of Four Wars

Torn by shrapnel and bullets, covered with wounds and a victim of "gassing," Sergeant James Stanley, of the famous "Prince Pats" regiment of Canada, has just returned to America after four years and two days of participation in everything the deadly fight against the Huns has to offer. Discharged because of his disabilities, Sergeant Stanley intends to devote the remainder of the war to awakening the country and Canada to the tremendous work being done by the Salvation Army, and the other big war work organizations on the battlefields. He comes to America in the interest of the united war work campaign for \$170,500,000.

Sergeant Stanley fairly brims over when he talks of the great work of the Salvationists. Y. M. C. A., Knights of Columbus and others are doing on the battlefield. He says, "I can't make a speech, but I can tell a story, and that is what I labors and they do it without fanfare. They have certainly won the hearts of every soldier in France. I have never heard them criticized and it means the hospital for anyone here to say anything derogatory to a returned soldier about them. If America only knew the real story of what these self-sacrificing people do over there, their forces in France would be four-fold what they are now through the demand from the loyal United States."

"Christmas eve of 1914 I will never forget, for up into the firing line to us they came with boxes of things to eat and little presents to cheer us. But it was that way everywhere. You couldn't turn around but that one was waiting to serve you—serve in a quiet unobtrusive way, always seeking to help.

"Only the men workers came up into the firing lines on the British front, but they were right in the front line trenches. Back a little ways were the lassies, who met the men going up and the tired and sick and wounded, some coming back, and served hot coffee and food and passed a cheering word. But it is different now, for the American lassies and other welfare workers are right up in the first line trenches with the men. The Salvationists take pay for food and drink when the boys have it, but when a boy doesn't have enough money he gets just as much as the boy who has. He can pay back when he gets his pay, if he is inclined, but he never waits.

"Danger means nothing to the workers with the boys. They have been killed, and wounded, shot at and gassed. They are prepared to meet death and the savage Hun has no terrors for them. They work like trained soldiers, cool and col-

lected at all times, and they have saved hundreds of boys' lives. They have huts and ambulances. They constantly are studying the situation to see how they can improve their labors and they do it without fanfare. They have certainly won the hearts of every soldier in France. I have never heard them criticized and it means the hospital for anyone here to say anything derogatory to a returned soldier about them. If America only knew the real story of what these self-sacrificing people do over there, their forces in France would be four-fold what they are now through the demand from the loyal United States."

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'We've Never Seen Such Wonderful Coats As You Show This Season'

The above remark was made in our Outer Garment Department by several ladies the other day—others have made similar complimentary remarks.

As for ourselves, we say in all sincerity, we've never before seen the equal of the Coats we show this season. The predominating styles are the smart, new loose-flowing models with gracefully draped lines and belted creations with medium and large convertible cape-like collars of either self materials or Raccoon, Beaver, Hudson Seal, Skunk or Australian Opossum.

Every woman's taste can be suited here in Pom Pom Cloth, Silvertone, Duvet de Laine, Broadcloth, Silk Velour, Genuine Bolivia, Velour de Laine and Wool Velour in the higher-priced garments—all gorgeously silk lined—as well as Chevots, Zibeline, Boucle, Burella, Velour and Broadcloth in the less expensive coats. Every new shade is shown.

\$18.50 \$22.50 \$25 \$35 \$40 \$45 \$50 to \$150

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For Class and Distinction Coupled With Moderateness of Prices Our Showing Is Unequaled

- A Coatee of genuine Hudson Seal with Kolinsky Squirrel collar at \$275
A Cape of Genuine Hudson Seal with Ermine Collar at \$75
A Cape of Kolinsky Squirrel at \$100
A Cape of Hudson Seal with Kolinsky Squirrel Collar at \$85
A wide Kolinsky Stole, very beautiful, at \$70
A gorgeous Genuine Hudson Seal Stole, with pockets, at \$120
Black Lynx Scarfs range in prices from \$69 to \$125
Brown and Taupe Scarfs are priced at \$40 to \$125
Muffs of Natural Lynx, Mole, Silver Wolf, Red Fox, Skunk and Raccoon are \$25 to \$40

New Petticoats For Those Who Need Them

- Three smart styles of Heatherbloom Petticoats in plaids and fancy effects as well as all the new shades to match the new suits \$1.98
New Petticoats with Heatherbloom top and changeable color taffeta ruffles—regular sizes at \$2.98
Extra sizes at \$3.50.
All Silk Taffeta Petticoats—all colors—deep flounce with pleated ruffles. Price at \$3.98

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THE GLOBE

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IF you buy low price clothing you will be buying economy at the wrong end of the transaction.

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No matter what your own peculiar style ideas may be we've got the "just right" hat here for you. Stetsons, Schoble's, Young's and other matchless lines.

\$3.00 to \$7.00

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Medium weight Peerless Union Suits meet this call admirably. Made of Egyptian ribbed cotton—perfect-fitting—regular and stout sizes—the best values on the market to-day at

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They're the celebrated HEALTH Suits, so called because they prevent your boy from stooping. Many suits have a snappy vest. You can buy them only at The Globe.

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These Suits are nationally known as the ultra tailored and highest grade suits for boys. Trim, military models in fabrics to please every boy.

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A big showing of Velvet, Corduroy, Serge and Mixed Fabric Suits in nobby Naval and Military styles—sizes to 9.

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