

THE "SQUARE" CHEW — THE BEST CHEW

"American Navy" is the Biggest Chewing Tobacco Value in the World

RICH, SWEET, MILD, MELLOW

You get more genuine tobacco enjoyment and more real benefit out of a chew of good *plug* tobacco than out of any other form in which tobacco can be made.

Tobacco like "scrap" can have as much rich, sweet, fruity leaf-flavor in it as plug because it's made only of leaf "cuttings." And it can't hold its freshness and flavor as long as plug, because it's loosely packed.

Chew properly pressed plugs made of the whole leaf like American Navy and you'll find it not only far more tasty and satisfying, but also an aid to digestion and health.

All the rich juices stored up by Nature in the leaf are retained in the American Navy plug, so that every chew overflows with the sweet, fresh, distinctive flavor that has made American Navy famous.

A savory chew of American Navy dove-tails to perfection with the day's work. It puts an edge on your appetite and gives you genuinely wholesome and lasting satisfaction.

Every man with a real tobacco taste who once tries American Navy chews it right along.

Big, generous cuts for 5c and 10c.

SUPERFLUOUS HAIR

Let Me Prove Free That You Can Get Rid Of It Positively, Without Pain or Injury.

Free Coupon Brings You Quick Help

For years I was in despair because of a tedious growth of superfluous hair and a hairy covering on my arms. After seeking relief for years in vain, secured, through an ad in the British Army, a closely-guarded secret of the Hindoo Religion, which had made Superfluous Hair unknown among the native women of India, a fact which is well-known.

It was so successful in my own case that I no longer have the slightest trace of superfluous hair and I shall be glad to send free to anyone, full information and complete instructions, so that you can follow my example and completely destroy all trace of hair without having to resort to the dangerous electric needle. So stop wasting your money on worthless preparations and write me to-day, giving name and address, and stating whether Mrs. or Miss.

All I ask is, that you send me return postage. Address, Mrs. Frederick Hudson, Suite 472 C, No. 8 North Main Street, Attleboro, Mass.

MRS. HUDSON
Whose Soldier-Husband's Brave Deeds and Secretly Secured Hindoo Secret.

IMPORTANT NOTE: Mrs. Hudson belongs to a titled family, high in English Society, and is the widow of a prominent officer in the British Army, so you can write her with entire confidence. She has opened an office in America for the benefit of sufferers from superfluous hair. Her full address, Mrs. Frederick Hudson, Suite 472 C, No. 8 North Main Street, Attleboro, Mass.

RENEW IRON EMBARGO

According to the Iron Age, certain embargoes have been renewed. The following appears in to-day's issue: "The embargo on iron and steel intended for New England that was released ten days ago are on again. The Pennsylvania railroad's new restrictions at Pittsburgh apply to iron and steel to be moved east of the river for lightering and to all such shipments into New England. Manufacturers are resigning themselves to the probability of intermittent embargoes, particularly in the East, over a period of months."

RAILROAD NOTES

Joseph Miller, of 246 Harris street, is recovering slowly from injuries sustained in a fall from a train. To-morrow night at the P. R. Y. M. C. A. Ira P. Dean will talk to the boys on "Woodcraft and Outdoor Life."

Large forces of trainmen were busy in local yards to-day cleaning up the snow.

J. Walter Coon, for 30 years assistant manager of the Baltimore and Ohio railroad, has resigned to accept a position with the new Wabash company.

G. W. Nestor, of the local real estate department of the Pennsylvania railroad, was in York yesterday.

The Philadelphia and Reading Railway Company will this week receive twenty of the large Mikado engines ordered from the Baldwin Company.

The annual meeting of the stockholders of the Pennsylvania Railroad Company will be held March 14; and the annual election March 28.

Joseph A. Kohr, of 1828 Fulton street, of the middle division of the Pennsylvania railroad, is in the Harrisburg Hospital, suffering from typhoid fever. His condition was unchanged to-day.

Dr. W. B. Reynolds, of Sunbury, a Pennsylvania railroad relief doctor, was placed on the pension list here to-day.

STOMACH TROUBLES DUE TO ACIDITY

So-called stomach troubles, such as indigestion, wind, stomach-ache and inability to retain food, are in probably nine cases out of ten simply evidence that fermentation, the result of excess acid, is taking place in the food contents of the stomach causing the formation of gas. Wind distends the stomach and causes that oppressive feeling sometimes known as heartburn, while the acid irritates and inflames the lining of the stomach. The trouble lies entirely in the excessive secretion of acid and the fermentation of the food. Such fermentation is unnatural and may involve harmful consequences if not corrected. To stop or prevent fermentation of the contents of the stomach and to neutralize the acid, and render it bland and harmless, a teaspoonful of Bismarck Magnesia, perhaps the best of all remedies, should be taken in a quarter of a glass of hot or cold water immediately after eating, or whenever wind or acidity is felt. This stops the fermentation, and neutralizes the acid. The only other remedy, fermentation, wind and acidity are necessary. Stop or prevent them by the use of a remedy such as Bismarck Magnesia, which can be obtained from any drug store and thus enable the stomach to do its normal work properly without being hindered by gas and excessive acid.

A FINE TREATMENT FOR CATARRH

EASY TO MAKE AND COSTS LITTLE

Catarrh is such an insidious disease and has become so prevalent during the last few years that its treatment should be understood by all.

Science has fully proved that Catarrh of the nose, throat and lungs, requires a constitutional treatment. Sprays, inhalants, salves and nose douches seldom if ever give lasting benefit and often drive the disease further down the air passages and into the lungs.

If you have Catarrh of Catarrh deafness or head-noise, go to your druggist and get one ounce of Eucalyptol (Double strength). Take this home and add to it 1/2 pint of hot water and 4 ounces of granulated sugar; stir until dissolved, take one tablespoonful 4 times a day.

This will often bring quick relief from the distressing head-noise, clogged nostrils should open, breathing become easy and mucus stop dropping into the throat.

This treatment has a slight tonic action which makes it especially effective in cases where the blood has become thin and weak. It is easy to make, tastes pleasant and costs little. Every person who wishes to be free from this distressing disease should give this treatment a trial.—Advertisement.

Try Telegraph Want Ads

RAILROAD RUMBLES

VETERANS PLAN MEMORIAL SUNDAY

New England Officials Ask For One Day in May For Eulogies

Plans for a national memorial day for deceased railroad veterans will be considered this year at the annual meetings of the associations throughout the United States. In the New England States, special days have been fixed. It is probable the last Sunday in May will be fixed as the national date.

The hearty co-operation of the Philadelphia Division Veteran Employees Association has been asked in a letter received by H. J. Babb, the secretary, from the general committee in charge of the project in the Eastern States. It is said officials of the middle division and Philadelphia associations favor the project.

THE HONOR ROLL

ISAAC R. POFFENBERGER

The only middle division employee of the Pennsylvania railroad who can boast that his train was held up by a bandit is Isaac R. Poffenberger, of 418 Boas street. He joined the honor roll last July. Since that time Conductor Poffenberger has been enjoying his well-earned rest. He served the company nearly a half century. It was at Lewistown Narrows one dark night ten years ago that a bandit held up his train and carried away considerable booty.

Urges Federal Ownership of United States Railroads

Special to the Telegraph

Louisville, Ky., Feb. 3.—Adoption in this country of the Canadian plan of railroad regulation was advocated by Eilett Lee, general solicitor of the Illinois Central Railroad, in a speech before the Louisville Transportation Club here last night.

"Railroad regulation has virtually put an end to railroad building in the United States," said Mr. Lee. "In Canada conditions are much better because their railroads are regulated by one commission and one legislative body at a time, and the provinces have no control over federal railroads. The system works well and we should have it in the United States."

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—129 crew first to go after 3:40 p. m.: 132, 115, 102, 177, 118, 124, 121, 118, 119, 123, 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.

THE READING

Harrisburg Division—18 crew first to go after 3:45 p. m.: 225, 205, 249, 223, 211, 227, 230, 246, 235, 238, 210, 254, 252, 201, 237, 202.

Engineers for 202, 211, 249, 258, 218, 201, 205, 210, 227, 219, 250, 258.

Conductors for 15, 39, 33, 49, 52, 58, 57, 58 (two), 10, 15, 49, 50, 57, 58 (two).

Conductors up: Flickinger, Hasson, Flagman up: Staley, Martin, Brakeman up: Bittler, Beckman, Funk, Malsede, Mumma, Post, Kettel, Burger, Clair, Ohme, Seabolt, Gest, Martz, Twigg, Groce.

Middle Division—14 crew first to go after 3:50 p. m.: 102, 120, 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.