

Reliable Laxative Relieved This Baby

Child Was Badly Constipated
Until Mother Tried
Simple Remedy.

In spite of every care and attention to diet, children are very apt to become constipated, a condition responsible for many ills in after life unless promptly relieved.

Mrs. C. W. Wilson, of Shelbyville, Tenn., had trouble with her baby boy, Woodrow, until she heard of Dr. Caldwell's Syrup Pepsin. She writes, "I can safely say Dr. Caldwell's Syrup Pepsin is the best remedy of its kind on earth. It acts so gently and yet so surely. Little Woodrow was very badly constipated and we could find nothing that gave relief until we tried your Syrup Pepsin, which gave immediate relief."



WOODROW WILSON

well-stocked drug store. A trial bottle of Dr. Caldwell's Syrup Pepsin can be obtained free of charge by writing to Dr. W. B. Caldwell, 454 Washington St., Monticello, Illinois.

Idle Cars Show Decrease; Box Equipment Scarce

Idle cars on the railroad lines in the United States and Canada on February 1 were 21,485, a decrease of 25,476 as compared with January 1. This is the smallest number of idle cars reported since November 1, 1912 when there was a net shortage of 1842 cars. There was a net shortage on February 1 of 8418 boxcars, one reason probably being the congested condition of some of the Atlantic terminals, preventing the unloading of cars. In the New York district it was recently estimated that between 40,000 and 50,000 cars were tied up. Many of the cars so held are boxcars loaded with merchandise for export and this has resulted in a scarcity of box cars in some sections.

of petitions from traveling men and patrons residing in Harrisburg and Reading, requesting a later train to and from Reading and intermediate points. Traveling men are also circulating petitions to be sent to the Public Service Commission, requesting aid in getting better accommodations. The demand is for a train leaving Harrisburg and Reading at 10 p. m. or later. At present the last train leaves Harrisburg at 6:30 p. m. and Reading at 8 p. m.

Engineer C. H. Heffright Dies at Altoona Hospital

C. H. Heffright, aged 40 years, an extra passenger engineer on the Middle division died yesterday afternoon at the Altoona Hospital. He had been ill for three weeks. Engineer Heffright who is a resident of Huntingdon is survived by a widow. He was placed on the extra list a short time ago and until his illness was in charge of trains No. 48 and 55 running between Harrisburg and Altoona. He was a member of the Brotherhood of Locomotive Engineers and Pennsylvania Railroad Relief Department.

Reading Patrons Ask For Better Train Facilities

Passenger department officials of the Philadelphia and Reading Railway Company have received a number

RAILROAD RUMBLES

P. & R. NEWSBOY HARRISBURG BIG CLEVER MAGICIAN EXCURSION CENTER

Fred LaVaughn to Entertain
Visiting Threshermen To-
night; Is Busy Boy



FRED LAVAUGHN

Newsboy Magician Who Will Entertain Threshermen

An interesting feature on the entertainment program to-night for the State Threshermen at Chestnut Street Auditorium, will be the appearance of Fred LaVaughn, known as the "Newsboy Magician." In private life this young man is Fred Landis. His home is at 124 North Tenth street, and he is known all over the Philadelphia and Reading Railway system. This boy has no dull moments. He sells papers, candy and books on trains running between Harrisburg and Gettysburg and between Harrisburg and Lebanon. During the mornings he looks after his confectionery business, having a large trade at the various local industries. In the evenings he gives magic entertainments. He has secured a large outfit and his program includes everything offered by professional magicians.

Pennsylvania and Reading
Lines Arrange For Sea Shore
and Other Trips

Harrisburg this year will again be prominent as an excursion center. Both the Pennsylvania railroad and the Philadelphia and Reading railway will run a series of excursions. The first excursion out of Harrisburg will be to Philadelphia on Sunday, March 12, over the Pennsylvania line.

The biggest day will be Sunday, May 28, when special trains will be run to Harrisburg from Wilkes-Barre, Philadelphia and Williamsport. On April 2 an excursion will come from Johnstown to Harrisburg. On April 30 excursions will be run from Harrisburg to New York, and to Pittsburgh. The usual special excursions to the seashore for Easter will be run by both the Pennsylvania and Reading lines, and during the summer these railroads will alternate in weekly excursions to Atlantic City and other points. The seashore excursions over the Pennsy out of Harrisburg are:

Seashore Dates
April 22 (Easter), July 8, 22; August 5, 19 and 24 to Ocean Grove and Asbury Park (special); Sunday excursions to Atlantic City, July 23, August 6 and 20; from Wilkes-Barre, Lancaster, Altoona, Lebanon to Tolchester Beach, June 25 and July 9. The Reading dates follow:
April 22, seashore, 16 days; May 9, Washington, D. C., four days; May 28, Washington, D. C., one day; May 30, Gettysburg; June 3, Philadelphia zoo; June 11, New York; June 18, Philadelphia; June 24, West Point; July 2, New York; July 4, Gettysburg; July 15, seashore, 16 days; July 16, seashore, one day; July 22, West Point; July 29, Thousand Islands, 16 days; July 29, seashore, sixteen days; July 30, seashore, one day; August 12, seashore, sixteen days; August 13, seashore, one day; August 17, Tipton anniversary; August 19, West Point; August 23, Ocean Grove, 16 days; August 23, seashore, 16 days; August 27, seashore, one day; August 30, Womelsdorf anniversary; September 2, seashore, 15 days. The Reading is also booking many excursions to Hershey and to other nearby summer resorts.

Railroad Notes

Franklin Duane, engineer on the Baltimore and Annapolis, the Pennsylvania Railroad was a visitor yesterday to York and Harrisburg.

E. H. Melhorn, freight conductor on the Baltimore division is ill at his home in York.

S. C. Kohr, of York, has accepted a position as electrician for the Pennsylvania Railroad at Renovo.

T. H. Shesley, traveling engineer on the Middle Division of the Pennsylvania Railroad is making an inspection between Harrisburg and Lewisport.

Notice has been given by Middle division officials that a freight congestion exists at Lewistown yards.

"Freight" business in the yards of the Reading Company at Coatesville has increased so rapidly that 16 engines are necessary to take care of the traffic at that point.

Charles Deisher, assistant yardmaster for the Philadelphia and Reading Railway Company who underwent an operation sometime ago, for the removal of a tumor is improving.

William E. McCaleb, superintendent of the Philadelphia division was on an inspection trip east to-day. He left at 9:30.

C. C. Hunter passenger engineer on the Middle division who has been ill at his home in North Sixth street, returned to duty to-day.

Passenger Engine No. 111 recently remodeled, has resumed service on the Philadelphia and Reading main line.

During Saturday and Sunday nights thieves entered the Reading ticket offices at Valley Forge and Port Kennedy and carried off slot machines.

The Pennsylvania Railroad is again storing cars on the Portage branch between New Portage and Gallitzin.

Charles Baldwin, a special officer on the Middle division of the Pennsylvania Railroad is ill at his home in Altoona.

W. H. Farraday assistant purchasing agent for the Pennsylvania Railroad, has taken up his new duties. He succeeds George H. Grome who has resigned.

George Murray who was visiting in Cuba has returned to his duties in the local yards of the Pennsylvania Railroad.

H. E. Yost an engine watchman at the local roundhouse, is off duty on account of illness.

The weekly cottage prayer meeting at the P. & R. Y. M. C. A. will be held to-night at the home of Mrs. Carrie Charles, 1515 North Fifth street.

W. E. Parson employed in the yards of the Pennsylvania Railroad at Maclay street, is recovering from a severe sickness.

C. T. White, brakeman in the Harrisburg yards of the P. & R. who was injured last Saturday when he fell from a train, is improving slowly. He received cuts and body bruises.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—132 crew first to go after 4 p. m.: 124, 122, 120, 128, 114, 115, 103, 121.
Engineers for 122, 114, 103.
Firemen for 114, 115.
Conductors for 124, 120, 115.
Flagmen for 115, 121.
Brakemen for 122 (two), 114 (two).
Engineers up: Shoaff, Baldwin, Gable, Brubaker, House, Maxwell, May, Clark, Albright, Gable, McGowan, Newcomer, Evans.
Firemen up: Hartz, Campbell, Maclay, Bowersox, Cable, Arney, Bixler, Zoll, Kelley, Kleinfeiter, Hamm, Morris, Hepler, Howe, Weil, Brymser, Herman, Groff.
Flagmen up: Buyer, Martin, Williams.
Brakemen up: Potter, Kilgore, Shearer, Wright, Lloyd, Harmon, Steiner, Edwards, Fissell, Hemenkamps, Bricker, C. Mumma, Frank, G. Mumma, Teenshaw.
Middle Division—5 crew first to go after 12:30 p. m.: 3, 10, 254, 214, 22, 15, 18, 23, 20, 18, 19.
Engineers for 3, 20, 18, 19.
Firemen for 3, 22.
Conductors for 22, 23.
Flagman for 3.
Brakemen for 32, 18 (two).
Engineers up: Briggsley, Burris, Dorman, Clouser, Grove.
Firemen up: Sprengle, Hunter, Sholley, Rexroth, Kepner.
Conductors up: Comp, Glace.
Flagman up: Finley.
Brakemen up: M. M. Campbell, McNaught, Kistler, Powell, Raisner, Yost.
Yard Crews—
Engineers for 20, second 22, second 24, 23, 26, fifth 8. Three extras.
Firemen for first 8, 18, first 22, 26, 28,

22, 50, fifth T. Three extras.
Engineers up: LeMorris, Runkle, Wise, Watts, Clelland, Goodman, Harling, Sayford, Matson, Beckwith.
Firemen up: Cumber, Smith, Desch, Graham, Fry, Dougherty, Eyde, McKillips, Ewing, Reeder, Berrier, Peiffer, Snell, Fleisher, Blottenberger, Weigle, Burger, Alcorn, Wagner, Richter, Keiser, Ferguson, Six.

ENOLA SIDE
Philadelphia Division—211 crew first to go after 3:45 p. m.: 227, 232, 249, 219, 232, 251, 246, 229, 215, 235, 230, 205, 239, 232, 234.
Engineers for 27, 33, 58, 54.
Firemen for 252, 54.
Brakemen for 49, 33, 46, 15, 30, 52.
Flagman up: Krow.
Brakemen up: Cole, Gayman.
Middle Division—216 crew first to go after 12:40 p. m.: 249, 222, 213, 29, 105, 101, 117, 119, 34, 111.
Eight Altoona crews to come in.
Engineer for 119, 34.
Flagman for 119, 34.
Yard Crews—To go after 4 p. m.:
Engineer for fourth 126.
Firemen for first 108, first 124, fourth 126, second 106, first 102.
Engineers up: Rider, Hill, Kling, Smith, Branyon, Bretz.
Firemen up: Linn, Yost, Hinkle, McIntyre, Waller, Sellers, Deiling.

READING CREWS
The 7 crew first to go after 6 p. m.: 19, 20, 4, 2, 12, 13, 9, 18, 59, 60, 53, 51, 48, 58, 67, 61, 64.
Engineers for 52, 58, 15.
Firemen for 54, 58, 16, 19, 101.
Conductors for 61, 4, 18.
Brakemen for 61, 67, 7, 16.
Engineers up: Barnhart, Myre.

Hollenbach, Crawford, Morrison, Merkle.
Firemen up: Wartel, Cottenham, Miller, Longenecker, Halderman, Barr, Stoner, Woland, Nye, Gleser, Peters, Carl, Zukowski, Basterline, Sullivan.
Conductor up: Shover.
Brakemen up: Beach, Kaufman, Stephens, Painter, Greager, Wato, Pelker, Redman, Rishel, Penstomacher, Reed, Moss, Jones, Dittman, Pietz.

When you wash your hair, be careful what you use. Most soaps and prepared shampoos contain too much alkali, which is very injurious, as it dries the scalp and makes the hair brittle.

The best thing to use is just plain mulsified coconut oil, for this is pure and entirely greaseless. It's very cheap, and beats the most expensive soaps or anything else all to pieces. You can get this at any drug store, and a few ounces will last the whole family for months.

Simply moisten the hair with water and rub it in, about a teaspoonful is all that is required. It makes an abundance of rich, creamy lather, cleanses thoroughly, and rinses out easily. The hair dries quickly and evenly, and is soft, fresh looking, bright, fluffy, wavy and easy to handle. Besides, it loosens and takes out every particle of dust, dirt and dandruff.

Don't Let Soap Spoil Your Hair

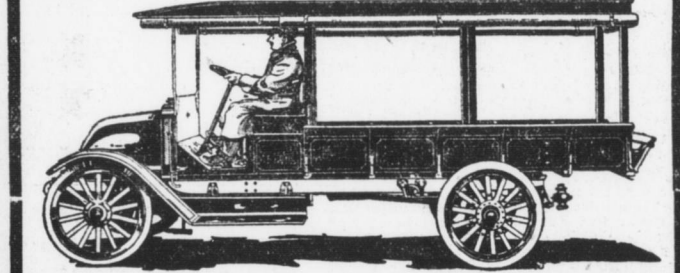
By McManus

New Treatment for Bronchitis, Asthma, Catarrh and Head Colds

Vick's "Vap-O-Rub" Salve Relieves by Inhalation and Absorption.
No Dosing.
No need to take internal medicines or habit forming drugs for these troubles. When Vick's "Vap-O-Rub" Salve is applied to the heat of the body, soothing, medicated vapors are released that are inhaled through the air passages to 50c, or \$1.00.

VICK'S "VAPORUB" SALVE

Big Truck Exhibit At No. 619-21 Walnut St.



Many different motor truck equipments now on exhibit, and demonstrations given daily.

Water radiator behind motor and out of danger. Bosch high tension magneto. In ternational fool-proof transmission. No stripping of gears. All international motors, silent and durable, embody highest quality and quantity of motor endurance. The International motor stands up throughout the life of the truck with uniform energy.

All models furnished in 36-inch solid or pneumatic tires.

International Harvester Company of America (INCORPORATED)

Motor Truck Department, 619-21 Walnut St.
Other branch houses at Pittsburgh, Philadelphia, Baltimore, Elmira and Parkersburg.

Bringing Up Father



GO UP STAIRS AND GET DRESSED—MRS. JONES' DAUGHTER IS COMING OVER THIS EVENING—
HER DAUGHTER? I NEVER MET HER!

OH! MY BACK!

The Expression of Many a Kidney Sufferer in Harrisburg

A stubborn backache is cause to suspect kidney trouble. When the kidneys are inflamed and swollen, stooping brings a sharp twinge in the small of the back, that almost takes the breath away. Doan's Kidney Pills revive sluggish kidneys—relieve aching backs. Here's Harrisburg proof:

F. Rotehorn, railroad conductor, 434 Peffer St., Harrisburg, says: "I am subject to attacks of lumbago, more so when I take cold. I have been so bad at times that when I made a quick move or attempted to bend over, I got a sharp stitch in my back. A few doses of Doan's Kidney Pills have always relieved me of the misery. They gave relief after everything else had failed to do me any good."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Rotehorn had. Foster-Milburn Co., Props, Buffalo, N. Y.

CLASS-BOYS-CLASS!!

I HOPE MAGGIE WON'T GET JEALOUS!

?

HOW DO YOU DO—MR. JIGGS—I'M JENNIE JONES—

ISN'T SHE CUTE—DEAR!

By McManus