

F. A. REILEY DIES AT WATERBURY

Death Attributed to Injury Received in Football at Cornell



FREDERICK A. REILEY

News of the death of Frederick A. Reiley, formerly of this city and for the last few years acting superintendent of a large gas works at Waterbury, Connecticut, was received with a shock among friends in the city last evening.

The cause of his death is directly attributed to a hip injury received while playing football at Cornell. Mr. Reiley was powerfully built and very athletic, but the injury which he received during his undergraduate days developed at a later date into what is now a complete surprise.

Frederick A. Reiley was the son of Mr. and Mrs. James McKendrie Reiley formerly of this city, who moved to Buffalo, N. Y., several years ago. After his graduation from Cornell in 1910, Mr. Reiley married Miss Anna Miller, the daughter of a well-known candy manufacturer of Philadelphia. He is survived by a brother, James McKendrie, who is a student at Cornell, and three sisters, Miss Carrie Reiley, of 123 Pine street, this city; Mrs. Adrian Alkman, Indianapolis, Ind.; and Mrs. Henry Brock, of Pittsburgh. Miss Grettie Swartz of 123 Pine street is an aunt.

PLEASANTVIEW MIGHT COME IN

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SEEN MODELS FOR WOMAN AND CO.?

Anyway Your Wife'll Tell You All About It Tonight—It's Some Show

If your wife is a wee bit distraught when she greets you this evening, but gradually grows congenial to the point of laughing delightfully at all your oldest jokes, ten to one she's been putting in a goodly part of the day at the "fashion show" at Bowman & Co.'s store.

And when she has finished going into detail to some extent you'll probably be asked to help her arrange such things at Bowman & Co. might have a crouch against mere man. In other words, you'll wonder how she can stand such a thing. Your wife, however, will tell you very firmly that "men really don't go."

(Once in a long while a newspaper reporter is assigned to a job that makes him think such positions as advertising man for Bowman & Co. and similar coupon-clipping places among the Morgans and the Schwabs, and so forth, must make a man eternally happy. One of them, one of the reporters, that is, got such an assignment to-day. This is the story about the show.)

Fashion shows such as Bowman & Co. began to-day are calculated to affect in just two ways the average man. One is that he will like to please her by buying her things—'he'll probably get heart failure three. Once when he gets a first glimpse of a spring gown; again when he learns in a going way the prices.

Just five models do the showing at Bowman & Co.'s. Of course there is an orchestra, and pretty flowers and curtains in a going way the prices.

Hall and eyes that match with most of the color and combination in millinery and seamstress art and shoes and enough glimpses of stockings to get you guessing as to what the "ad" writer meant when he referred to "shoes, stockings and accessories," all help out in an ensemble that produces SOME show.

Of the dainty sport coats, the pretty hats, the gloves, the handbags, the house and satins and broadcloths and crepe and georgette, whole columns could readily be written. But the wall of fashion does not lack of lack of office has been many hours. Suffice it to say in conclusion that every model that was worn is an exclusive good thing Bowman & Co. sells.

GERMANS POUND WAY TO VERDUN

Lacks on Douaumont by way of Vaucheville. If successfully pressed, it would serve to reduce the awkward salient along the bend in the Meuse near Verdun.

In the Champagne a surprise attack recovered for the Germans the position east of Maison de Champaigne which the French took on February 11.

The attack on Verdun has shifted to the west and the Germans are now engaged in pounding their way toward the east beyond the Meuse, advancing along the railroad that parallels the western bank.

Last night the German troops assaulted and took the town of Gornoy, nine miles northwest of Verdun, but were prevented by the French from debouching against the Cote de l'Oie, a height about a mile to the south.

SUFFRAGISTS DISCUSS PLANS FOR WOMAN SUFFRAGE CAMPAIGN

Women Workers From All Parts of State Meet Here Today

Suffrage workers from all parts of Pennsylvania came here this morning to attend the Woman Suffrage Party conference in the Board of Trade hall and map out plans for carrying on their campaign for the ballot in the Keystone State.

The session which will continue throughout to-morrow, was opened at 10 o'clock this morning by Miss Emma L. MacAlarney, who talked on publicity and a study course to assist the women in getting the vote. Miss MacAlarney urged that the State Library should circulate its books pertaining to civil government, regulation of municipal affairs and elections over the State for the education of both men and women. She also told of the need of the development of local speakers during the next few years so that the question is again submitted to the voters in 1920 there will be sufficient good speakers to cover the territory.

Following Miss MacAlarney's talk primary work was taken up for general discussion and almost all of the women present had something to say. They advised the assisting of candidates in any party who favor suffrage, while the present list of forty-two candidates of all types, three additional dreadsnaughts and seven battle cruisers, Admiral Fletcher thought we could reasonably expect to make good defense although not an absolute one, of both coasts against any combination of two enemy powers that did not include Great Britain.

This afternoon remarks on the revised party plan of organization were made by Mrs. George A. Pierson, of Philadelphia, and Mrs. M. E. Orme, of Wayne, Delaware county, local leaders. The plan was thoroughly discussed from every angle and will be voted upon at the annual meeting in November.

Prospects of a sensational debate attracted a record crowd to the House long before the doors opened. Men, women and children came ready for the occasion with their opera glasses, opera glasses and books ornery the principal part of their equipment. When the public galleries were thrown open there was a rush and scramble and the galleries were filled within five minutes.

The first outburst of applause from the floor came at the outset of Mr. Poirer's address. It was a motion picture of the recent visit of Mrs. Carrie Chapman Catt, president of the National American Woman Suffrage Association, and Mrs. Stanley McCormick, second vice-president of the National American Woman Suffrage Association.

Among the women here from various parts of the State are: Miss E. E. Kierland, of Huntingdon; Mrs. J. D. Davenport, of Luzerne county; Mrs. J. D. Davenport, of Luzerne county; Mrs. J. D. Davenport, of Luzerne county; Mrs. J. D. Davenport, of Luzerne county.

At the public meeting this evening Bishop James Henry Darling will open his session with prayer. Mr. Catt will be introduced by John Price Jackson, Commissioner of Labor and Industry.

Brumbaugh Gives Ohio Governor's Warning

Governor Brumbaugh to-day sent a warning to Governor Frank E. Willis, of Ohio, that Secretary of Internal Affairs Houch, who was eighty years young, yesterday was about to visit Ohio. The Governor of Ohio had written to Mr. Houch yesterday giving him congratulations in his own peculiar way. He and Governor Brumbaugh and Dr. Houch have returned to the same platform and are intimate friends.

Governor Brumbaugh's letter is as follows: Dear Willis: Houch is on his way to Columbus armed to the teeth. He is doing nothing on the Ohio question. He is really entertained, but the moment he reaches your soil, he will likely break loose in a regular "wild man hunt." Look out for him. He is a dangerous fellow when he once tastes gore.

SAYS FLEETER RAILROAD MUTUAL MEMBERS COME NEXT WEEK

Fletcher Asserts Four New Cruisers Will Balance Kaiser's Seven

Washington, D. C., March 7.—Three dreadnaughts and four battle cruisers, built and authorized, added to the American fleet, would make it the equal in fighting strength of the present German fleet, Admiral Fletcher, commander of the Atlantic fleet, declared yesterday before the House naval committee.

While Germany has seven battle cruisers and the United States none, the admiral said, the 35-knot craft proposed by the Navy Department would be so much superior to anything now afloat that four of them, possibly three, would more than offset the seven German boats.

The House committee on the proposed fleet plan of organization were made by Mrs. George A. Pierson, of Philadelphia, and Mrs. M. E. Orme, of Wayne, Delaware county, local leaders.

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Lee Admits Overwhelming Vote For 8-Hour Day

Cleveland, March 7. A concerted demand to shorten the workday of United States for an eight-hour day by 400,000 employees in train service is assured by the favorable vote being polled in the referendum conducted by the Brotherhood of Railroad Trainmen, today.

The adoption of the rule meant four hours' debate on the McEmlere resolution itself, with another roll call at the end of the session.

Representative Campbell, of Kansas, Republican member of the rules committee, announced when Mr. Pou invited the motion to close debate on the McEmlere resolution to offer a substitute for the McEmlere resolution which would be a direct warning to Americans to keep their feet off the ground.

RAILROAD TRAIN MEMBERS COME NEXT WEEK

Will Attend Anniversary Celebration of Local Assembly; Coming by Special Train

Members of the Mutual Beneficial Association of Pennsylvania Railroad Employees from Philadelphia will come here in a body March 13 for the second anniversary of the local assembly, No. 4.

It is probable a special train will be provided and will make stops along the Philadelphia division to accommodate members of other assemblies.

The Philadelphia members will be accompanied by the Accorded Band, a famous New Year shooter organization.

This band will play for the overflow dance to be held in Chestnut Street Hall after the big entertainment in the auditorium. The chairman of the committee on arrangements, Isaiah Reese, Jr., said the auditorium crowd would be too large for the dance, and has planned to use the smaller hall.

The committee to receive the visiting railroad officials and members will be announced this week.

Both the auditorium and hall will be decorated in a unique and attractive manner for this celebration. The program, including a hearing, completion and will be announced officially as soon as word is received from prospective out-of-town speakers.

Veteran Brakeman Dies at State Hospital Yesterday

Charles W. Hopple, aged 62, a veteran flagman of the Pennsylvania Railroad, died yesterday at the State Hospital for the Insane. The funeral was held yesterday morning at 2 o'clock. Services were conducted by the Rev. Harvey Klaer, pastor of Covenant Presbyterian Church, at the home of Harry M. Jones, 409 Herr street.

Burial of Howard S. Robeson to Be Made in Altoona

The funeral of Howard S. Robeson, of Altoona, Green street, a Pennsylvania railroad engineer, will take place at Altoona Thursday where burial will be made. Friends may view the body at the home after 7 o'clock this evening.

The survivors are a widow and three sons, Carl W., of Savannah, Ga.; George A., of Sunbury, and Chester L., of Milton. Engineer Robeson was sick one week and died yesterday at the Harrisburg Hospital for gallstones.

Railroad Train Members Come Next Week

Will Attend Anniversary Celebration of Local Assembly; Coming by Special Train

The first trainload of what is said to be the largest transcontinental shipment of a single commodity ever made, was handled yesterday by the Pennsylvania Railroad, through Marysville and Enola yards, enroute to New York.

It was a train of fifty cars, each loaded with sugar from Hawaii. Similar trains will go east at intervals during the next three months until 250,000 tons of sugar are shipped to the refineries in the metropolis, and some in Philadelphia.

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Williamsport Division Engineer Dead at 82

David F. Ahn, retired engineer on the Williamsport Division of the Pennsylvania Railroad, died at his home in Williamsport, Pa., last night. He was 82 years old. He had been an engineer for 42 years.

He was an engineer on the Pennsylvania Railroad for many years. Mr. Ahn was a member of the Fifth Street Methodist church, Bayard Lodge No. 150, Knights of Pythias, and the Pennsylvania Railroad Veterans Association.

He also served in the Civil War. Funeral services will be held at 10 o'clock today at the home of his wife, Mrs. E. A. Pyles, pastor of the Fifth street church officiating, assisted by the Rev. E. E. Curtis, pastor of Westminster Presbyterian church. The body will be taken to Sunbury at 11:50 o'clock in the morning.

Further services will be held at Sunbury in the St. John's Methodist church. Burial will be made at the Pomfert Manor Cemetery at that place.

Treat Gall-Stones Without Knife

Avoid Dangerous Operation by Using Lohmann's Gallstones to Free Yourself of Gall-Stones

This medicine has been employed successfully for years. Numerous letters from grateful former sufferers attest its result-getting qualities. It is positively unfair to yourself to undergo a painful, dangerous and often long operation until you have found out what Lohmann's Gallstones can do for you.

An operation only removes the stones that have already formed. It doesn't correct the conditions that cause them, therefore another operation may shortly be necessary. Lohmann's Gallstones is designed to not only dissolve gall-stones (by dissolution), but to correct the kidney, liver and bowel conditions that cause them. Hence, a remarkable success.

Which will you do? Will you risk your life and many dollars for an operation, or will you risk one dollar for a package of Lohmann's Gallstones? Which course will you take? Naturally, you will prefer the latter.

Enola. Extra crew at Marysville. Engineers up: Rider, Hill, Boyer, Boy, Bowling, Smith, Branyan, etc. Firemen up: Zellner, McDonnell, Hinkle, L. P. Hall, Rickert, Elcheiberg, Ladd, Lydon, Kline, etc.

BIG CHANGES IN HIGHWAY BUREAU

districts and promotions have been made from the ranks of five men who will act as assistant engineers in charge of these districts. The object of this change is to facilitate the work of the bureau by placing its headquarters and to bring it and the department into closer touch with the township supervisors and the public.

The first district, with headquarters at Harrisburg, of this township highway bureau subdivision, comprises the following counties: Dauphin, Lebanon, Schuylkill, Lancaster, Lehigh, Northampton, Bucks, Montgomery, Chester and Delaware. The name of the assistant engineer in charge of this district is withheld for the present.

The second district, with headquarters at Harrisburg, comprises the following counties: Cambria, Somerset, Blair, Bedford, Huntingdon, Fulton, Franklin, Adams, York, Lancaster, Juniata, Perry and Cumberland. The engineer named for this district is George L. Sollenberger, who has been a draftsman in the bureau of township highways.

The third district, with headquarters at Pittsburgh, comprises the following counties: Lawrence, Butler, Armstrong, Indiana, Beaver, Allegheny, Westmoreland, Washington, Luzerne, Columbia, Fayette. The engineer in charge of this district is R. B. Hamill, who has been a chief of party in the bureau of township highways.

The fourth district, with headquarters at Warren, comprises the following counties: Erie, Crawford, Mercer, Seneca, Clarion, Forest, McKean, Elk, Warren, Mercer, Erie, Warren, Clinton and Center. The engineer named for this district is W. P. Miller, who has been a draftsman in the bureau of township highways.

The fifth district, with headquarters at Bloomsburg, comprises the following counties: Tioga, Bradford, Susquehanna, Wyoming, Lycoming, Adams, Potter, Clearfield, Warren, Columbia, Montour, Northumberland, Union, Snyder, Wayne, Pike, Monroe and Carbon. The engineer named for this district is Walter L. Clarke, who has been attached to the Harrisburg office.

J. C. BECK ANNOUNCES that he has taken charge of 34 SOUTH THIRTEENTH with a full line of Cigars, Candy and Stationery. He will appreciate the patronage of the public.