

Democrats to Confer on Suffrage Tonight

Washington, Feb. 5.—Upon petition of twenty-two Democratic Senators favoring the woman suffrage resolution pending in the Senate, Senator Martin, of Virginia, the Democratic leader, called a conference of Democratic members for tonight to consider the question.

EDGAR E. HUFF Edgar Esher Huff, a former resident of Harrisburg and a graduate of the Harrisburg Post Office, died yesterday morning from pneumonia at his home, 655 East Penn street, Germantown. He was secretary and superintendent of the Pennsylvania Fire and Marine Insurance Company and was prominent in the Masonic fraternity. He was also an active member of the Trinity Lutheran Church, Camp Hill. Mr. Huff is survived by his wife and three children. Mrs. Huff is remembered in Harrisburg as Miss Margaret McCormick. The family has many friends in this city.

SWAMP-ROOT FOR KIDNEY AILMENTS

There is only one medicine that really stands out pre-eminent as a medicine for curable ailments of the kidneys, liver and bladder. Dr. Kilmer's Swamp-Root stands the highest for the reason that it has proven to be just the remedy needed in thousands upon thousands of distressing cases. Swamp-Root makes friends quickly because its mild and immediate effect is soon realized in most cases. It is a gentle, healing vegetable compound. Start treatment at once. Sold at all drug stores in bottles of two sizes, medium and large. However, if you wish first to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention the Harrisburg Daily Telegraph.

PROBE CAUSE OF WRECK IN WHICH THREE PERISH

Pennsylvania Officials Uncertain Whether Freight or Express Went Wrong

Altoona, Feb. 5.—Pennsylvania Railroad officials are to-day investigating the cause of the wreck early last night at Shoemaker, thirteen miles east of here, where three men were killed when the Chicago Mail, eastbound, was derailed. The engine of the fast train went over an embankment into the Juniata river. The dead were all in the locomotive. They are: J. L. Sandoe, Harrisburg, engineer; F. M. McCue, Altoona, fireman; Samuel Hyle, Altoona, special instructor. Nine of fourteen cars in the train were derailed. One day coach at the rear carried the only passengers, none of them being hurt. The other cars contained mail and express. Several postal clerks and express messengers suffered minor injuries. The accident resulted in a dual wreck. Three empty cars of a westbound freight train were wrecked at the same point. All tracks are blocked and passenger traffic is being detoured by Middle division branches. Whether the mail train caused the freight wreck, or if the freight train was wrecked first, has not been determined. The crash came at 9:30 P. M. as the train was gathering momentum for a down-grade coast. At this point the trackage runs almost parallel with the Juniata river and the embankment at this point is fully thirty feet high. It is not known whether there was an obstruction on the track or not, but from first indications it is believed that the wreck may have been caused by spreading rails. The engineer of the train did not realize his peril until the locomotive lurched and plunged down the embankment into the river. As the red-hot boiler of the locomotive came in contact with the water there was an explosion and part of the engine was blown to pieces. Nine of the twelve cars which made up the train were derailed, but none of them rolled down the embankment. Officials at the Pennsylvania Railroad station here this morning said that the trains were again running on time. During the night they had been delayed because of the wreck. It is expected that all of the wreckage will be cleared up during the day. Mr. Sandoe, the engineer, who was killed, lived at 21 North Fifth street. The body was brought home shortly after 9 o'clock this morning. Plans for the funeral will be completed late to-day. Besides his wife, who is prostrated over the death, Mr. Sandoe is survived by two daughters, Miss Mary Sandoe, of Philadelphia, and Mrs. Anna Sandoe, of Atlantic City. When Mrs. Sandoe learned of the death of her husband a physician had to be called for her.

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Samuel F. Hall Dies After Short Illness

Samuel F. Hall, long an employee of the Harrisburg postoffice, died yesterday, at his home, 1312 William street. He is survived by two daughters, Miss Anna Hall and Mrs. Mary Okey. He is widely known in Harrisburg and had many friends here. He was a member of David R. Stevens Post No. 528, G. A. R., and of Brotherly Love Lodge No. 896 and G. N. O. of Odd Fellows. Funeral services will be held at his late home Friday afternoon at 2 o'clock. Burial will be in the Lincoln Cemetery.

MRS. IRENE E. MORNING

Mrs. Irene Eshelman Morning, wife of Christian Morning, died yesterday at her home, No. 29 Evergreen street, of Spanish influenza. She is survived by her husband, who is seriously ill with the same disease at the Harrisburg Hospital, and two small children. The body may be viewed between the hours of 7 and 9 this evening at the C. M. Musselman undertaking establishment at Lemoyne. The burial will be made in the Slate Hill Cemetery Thursday morning following services at 10 o'clock in the Grange at the cemetery.

MRS. ANNIE FINICLE

Mrs. Annie Finicle, wife of Joshua S. Finicle died yesterday afternoon at her late residence, 2410 Jefferson street. She was aged 76 years. Funeral services will be held Saturday afternoon at 2 o'clock at the MacLay Street Church of God. Burial will be in the Paxtang Cemetery. Mrs. Finicle was a member of the church for many years and was among the most active workers. She is survived by her husband and six children.

BELLANS FOR INDIGESTION 6 BELLANS Hot water Sure Relief

RAILROAD NEWS

ALTOONA CAR SHOPS ARE BUSY

Enough Work on Hand to Keep Them Busy Until Late August

Forces at Altoona car shops have sufficient work ahead to keep them occupied until August, probably the latter part of the month, it was learned last night. Orders for 1,000 boxcars of the X-25 type, and 200 flat cars will occupy the men for several months, as the greater number of them remain to be built. Employers are also working on the last of an order for N-5 cabin cars. Practically all of these cars have been completed save the floors, and are waiting for the necessary material.

Six gun-trucks constructed at the car shops last spring, for the government naval yards, were never delivered to the points where they were to have been utilized. The Pennsylvania completed on schedule time, this order, but the signing of the armistice removed all present need of them, and the trucks are stored in the local yards, awaiting orders from Uncle Sam.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division — The 123 crew first to go after 12 o'clock: 105, 106, 103, 132, 104, 351, 107, 301, 352, 111. Engineers for 104, 111, 132. Firemen for 107, 123. Brakemen for (2) 103, 104, 111, 123. Engineers up: Frankford, Anderson, Smith, Wentz, Bickel, Conley, Ryan, Shoaff, Johnson, Myers, Hall, Tolman, Keam, Lowery, Bair, Andrews, Herter, Aumont, Ream, Bell. Firemen up: Weitzel, Heedman, Baker, Kuntz, Bescher, Lenard, Senenig, Leamer, Moffett, Dennison, Carroll, Webb, Lloyd, Malone, Cushing, Mayer, Kintz, Raupp, Dickover. Brakemen up: Houch, Hanna, Lark, Espenshade, Eichelberger, Funk, Mingham, Kennedy, Singleton, Burger, Lutz, Schriver, Alexander, Litzmiller, McManus, Mowery, Wood, Ulrich, Levans. Middle Division — The 226 crew to go first after 1 o'clock: 31, 39, 28, 35, 222, 20, 32, 29. Engineers for 31, 39, 29. Firemen for 31, 35, 32. Brakemen for 21. Engineers up: O. W. Snyder, Hopkins, Fittler, Cope, Gladhill, Strickler, Dunkle, Sweigart, Beverlin, Fisher, McAlleher, Shelly, McMurtrie. Firemen up: Knecht, Dillow, Gruft, Sheaffer, Fortenbaugh, C. H. Myers, Brown, Kirk, Gutshall, Liototick, Stember. Conductors up: Wagner, Lower. Brakemen up: Hawk, McAlpin, Gontz, Reinecker, Zimmerman, Stern, Clark, Clouser. Yard Board—Engineers for 6C, 3, 7C, 4, 7C, 1, 14C, 2, 14C. Engineers up: Crawford, Boyer, Hamilton, J. R. Miller, E. E. Miller, Riffert, McCartney, Waltz, Hall, Desch, Graham, Fry, E. F. Eyde, Ewing, Snell, Fleisher, Piker. Firemen up: Drake, Little, Attkick, Bowers, Packler, Rhoads, Lake, Shawfield, Rhine, Smith, Weaver, Klinepeter, Lewis, Ettlinger, Soles, Shambaugh, Werodan, Manning, Ettenberger, Lynn, Bolan.

ENOLA SIDE Philadelphia Division — The 230 crew first to go after 1:15 o'clock: 213, 231, 228, 219, 227, 235, 233, 243, 252, 213, 204, 215, 246, 242, 202, 208. Engineers for 213, 219, 227, 228. Firemen for 215, 227, 228. Conductors for 230, 231, 228, 219, 252, 202. Flagmen for 230, 218, 228, 233, 243, 213, 215. Brakemen 218, 219, 227, 233, 252, 213, (2) 214, 242, 202, (2) 208. Brakemen up: Strickland, Vogleson, Kitch. Middle Division — The 240 crew to go first after 12:45 o'clock: 228, 105, 115, 132, 116, 120, 106, 254. Firemen for 105, 132, 106. Brakemen for 106, 132, 106. Yard Crews—Branhart, P. F. Brown, Hall, Bickhart, Eichelberger, Murray, Fencile. Firemen up: Frank, Jenkins, Allen, Kreitzer, McCurdy, Stoll, Henderson. Engineers for 4th, 126, 3rd, 129. Change crew: 112. Firemen for 2nd, 129, 149. Change crew, 112.

PASSENGER SERVICE Middle Division — Engineers up at 12:01: C. Cramel, C. D. Hollenbaugh, D. Keane, S. Donnelly, W. C. Black, W. B. Glaser, G. G. Keiser, H. F. Krepps, R. M. Crane, F. Schreck, W. D. McDougal, W. C. Graham, J. W. Smith. Engineers wanted for 49, 31, 35, 55. Firemen up at 12:01: C. L. Sheats, H. S. Olwine, W. P. Primm, J. E. Putt, J. R. Rumburger, E. R. Pierce, G. L. Kennedy, C. E. Peterman, R. C. Melinger, L. M. Orr, L. R. Smith, L. M. Graham, S. G. Rainey, F. W. Boyer, L. R. Colyer, C. Linsenbach, R. Parks, G. H. Tippey, G. H. Howard, J. A. Swab. Foremen for trains 45, 19, 35. Philadelphia Division — Engineers up: H. Smeltzer, V. C. Gibbons, R. B. Welch, B. L. Smith. Firemen up: E. C. Naylor, L. E. Everhart, W. B. Warfel, J. Cover, B. P. Huston.

THE READING The 7 crew first to go after 1:15 o'clock: 6, 14, 19, 11, 58, 63, 21, 18, 53, 20, 22, 72, 59, 71, 62, 62, 4, 15, 64, 24, 3, 57. Engineers for 59, 64, 72, 19, 22. Firemen for 57, 59, 31, 4, 6, 7, 22, 24. Conductors for 53, 62, 63, 11, 18. Brakemen for 63, 57, 59, 62, 72, 3, 4, 6, 7, 11, 14, 19, 21, 24. Engineers up: Griffith Snader, Herr, Stees, Lower, Bordner, Neidhammer, Barnhart, Lackey, Dillow, Boyer, Bowman, Jones, Wierman, Ralster, Wynna, Felix, Warner, Moyer, Doyhower, Leitner. Firemen up: Morris, King, Buehler, Slough, Leiper, Loken, Keller, Orndorfer, Cook, Sornberger, Deardorff, Walse, Orndorff, Herbelin, Schue, Attkick, Winters, Shomper, Shay, Corpman, Swartz, Brinton. Conductors up: Ford, Shover, Bahelman, Hall. Flagmen up: Keener, Schwartz, Waugh, Miles, McKim, Travis, Wampler, Thomas, Pottelger, Zink, Sourber, Wiley, Habbysaw. Brakemen up: Sire, Ryan, Wiley, Buford, Baxton, Wole, White, Sharp, Smith, Osman, Deardorff, Lehman, Nye, Brownagle, Epler, Moore, Shuff, Anderson, Lehman, Yingst, Heagy.

RETRENCHMENTS ARE STARTED

Western Maryland Discharges 75 Brakemen; 150 More to Go

Retrenchments have set in in full force on the Western Maryland railroad and the labor situation at Hagerstown is reaching alarming conditions. More than 225 brakemen of the railroad in and near Hagerstown are scheduled for early discharge, Western Maryland officials have announced. The cutting of men and crews was started yesterday in earnest. Seventy-five brakemen were furloughed to the reserve list and more are scheduled to go within a short time.

Railroad Notes

Railroads are ordered by the Oklahoma corporation commission to make refund of 1 cent a mile in all cases where a fare of four cents a mile is collected from passengers in Oklahoma. The roads have been collecting four cents a mile in all cases where passengers were not provided with tickets. The commission will allow the railroads to continue the collection of four cents a mile as cash fare in order that the roads may have some check on such fares, but where a cash fare is collected the conductor will be required to give a refund slip for one cent for each mile.

Passenger travel to Florida is reported very heavy just now. Sleeping car reservation out of New York and Washington, for the south, have been practically taken for the entire month of February, it is said. At least, lower berths will be scarce.

MAY USE HEAVY ENGINES

The intention of the Pennsylvania railroad to use the heaviest motive power in and about Pittsburgh is indicated by a bulletin issued by Superintendent R. T. Morrow, in which he says "that H-C-F Mallet engines may be operated over the Brilliant, Port Perry and Radebaugh divisions without restriction." The Mallet type engine is the heaviest locomotive in service on any railroad. The Pittsburgh division of the Pennsylvania is now operating several Bessemer and Lake Erie engines. There are also being used on the Pittsburgh division two freight locomotives of the Santa Fe railroad.

NEW MILEAGE BOOKS

Mileage scrip books, good for 3,000 miles, costing \$20, with \$7.20 additional for war tax, will be placed on sale February 10, the railroad administration announces. They will be good on all government-controlled railroads and towns of the size of the man at the turn of \$30 and \$15 books now on sale.

Returns Home From the Flying Front in France

From flying over the battlefields in France to conducting on the Harrisburg Railways Company lines is a far, far call, but Ralph Bryan Campbell, 1907 North Fourth street, who has just accepted the position as a conductor after serving as an aviator in the Army, declares that "it will be a nice little change to come down to earth and stay there awhile." Campbell was trained at Kelley field, and at three English fields. He did a lot of flying on the west front, and figured in one or two flying accidents which nearly cost his life. Campbell also has two brothers in the service.

TASTE IT and SEE WHY!

Many people would not believe that Benoit Brand "Sweet Nut" Margarine could be equal to the best butter and far superior to the ordinary dairy product, until convinced by the evidence of their own palate. When it's only Benoit's brand that's worth investigating? Sold only at Tamsu Tea Co., 331 Market St., up 1 flight, Harrisburg, where Benoit's Tea, Coffee and Grocery Specialties are retailed at wholesale prices. Look for our store in your town.

Sweet Nut Margarine

CONSTIPATION

"I want every person who is ill-tous or has any stomach or liver ailment to try my Paw-Paw Pills. I want to prove that they cure Indigestion, Sour Stomach, Belching Wind, Headache, Nervousness, Sleeplessness, and are nature's remedy for Constipation. Money back if they fail." Munyon All-Drug-ists. 30c.

PURITAN HAND KNIT WOOL

4 Ply 1 Hank, 1/4-lb., \$1.00 Worsted 4 Hanks, 1 lb., \$4.00

MUNYON'S PAW-PAW PILLS

Chas. H. Mauk Both Phone UNDERTAKERS 1740 Private Ambulance M. 4th St

UZ-IT FOR CHAS. BUNIONS CALLOSSES

GORGAS DRUG STORES

PEACE CONGRESS MEETS TO SPUR NATIONS LEAGUE

Former President Taft Presides and Delivers the Opening Address

New York, Feb. 5.—With more than three thousand delegates registered the Atlantic Congress for a League of Nations began a two-day session here to-day. The congress is under the auspices of the League to Enforce Peace and its state branches in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and West Virginia. It is the first of a series of nine congresses to be held this month throughout the country. To assure the formation of a "strong" league of nations and the acceptance of such a league by the United States Senate, it was announced that plans will be outlined at these congresses for an intensive campaign reaching every city and town in the country. Ex-President William H. Taft, as president of the League to Enforce Peace, called the congress to order and delivered the keynote address. The topic of the morning session was "The Plain Necessity for a League of Nations." Use McNeill's Pain Exterminator—A.4

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Warner's Safe Remedies

A Constant Boon to Invalids Since 1877 Warner's Safe Kidney and Liver Remedy. Warner's Safe Diabetes Remedy. Warner's Safe Rheumatic Remedy. Warner's Safe Asthma Remedy. Warner's Safe Nerve. Warner's Safe Pills, (Constipation and Biliousness) The Reliable Family Medicines Sold by leading druggists everywhere. Sample sent on receipt of 10c. WARNER'S SAFE REMEDIES CO., Dept. 266, ROCHESTER, N. Y.

An Invitation Now the ending of the war permits the lifting of the veil of secrecy, which for military reasons, kept shrouded the origin, development and nature of the Liberty Motor. Naturally there is the liveliest interest in this distinctively American contribution to the winning of the war. We are glad to be able to announce that this interest may now be gratified. This splendid war engine can be inspected at close range during its exhibition at our showroom. Feb. 5th to Feb. 8th, 1919 HARRISBURG BRANCH PACKARD MOTOR CAR COMPANY, of Philadelphia Front and Market Sts., Harrisburg, Pa.

"just a line to thank you for your advice and your wonderful medicine. I had a very bad attack of bronchial trouble last winter. I would cough and raise mucous every five minutes and at night I got no peaceful sleep. Decided to try essence Mentho-Laxene and proud to say in two weeks was entirely well." Note: The above quotation from a letter written by Mrs. Emma Conway, 80 E. 54th St., New York City, to a prominent physician, is only a brief evidence of the great virtues which anyone will find in using the concentrated essence Mentho-Laxene to short colds and coughs and to relieve and overcome the chronic effects of neglected colds. Contains no opiates and is now used by a million families who "swear by it." Full directions and formulae with each bottle. Sold by druggists everywhere. Mentho-Laxene For Colds and Coughs

Dealers who want to give their customers the best sell Hershey's Superior Ice Cream

SOME people say that all ice creams taste alike. Of course, there are many ice creams that do—but there is no ice cream that tastes as good as Hershey's SUPERIOR ICE CREAM for there is none made like HERSHEY'S SUPERIOR ICE CREAM. You see we are very particular about the quality of cream we use, very particular about the other food-stuffs and flavors that go into our ice cream—and therefore we make a very particular Ice Cream—one that everybody likes and when once eaten is satisfying and refreshing. If you want to see us make ice cream come to our plant and we'll be glad to take you all over the place and point out to you every operation in the process. It's worth your while. Hershey Creamery Co. 401 South Cameron Street

COMBINED 10th Anniversary And February Furniture Sale Double reductions on nearly everything in our store. A wonderful opportunity for Home Furnishers to provide their needs in our lines at extraordinary low prices. Just ten years ago this store was opened in a very modest way and in rather limited quarters. A fixed policy of square, honest business methods has built the business up gradually until at the present time it is one of the largest, if not the largest, and most complete Furniture and Home Furnishing establishment in Harrisburg, utilizing 19,000 sq. ft. of floor space to show our goods. This being our 10th Anniversary we felt the necessity of doing something in the shape of celebrating a successful business. The event coming at the same time as our Annual February Furniture Sale complicated matters somewhat for us. We hardly felt ourselves able to afford two reduction sales owing to our unalterable rule of adhering strictly to every representation made in connection with our business. We finally decided to apply an extraordinary large reduction on all our goods during the entire month of February and call it our 10th Anniversary and February Furniture Sale. This reduction will place our vast stock of Furniture, Rugs, etc., before the people this month at prices that it is fair to say will not be equalled in other stores in the city. It will pay you to anticipate your needs early in the sale. BROWN & CO. 1215-1217 1219 N. Third St. THE BIG UP-TOWN HOME FURNISHERS