

Standard Remedy For Many Homes

Indigestion and constipation are two conditions closely related and the cause of much physical suffering. The tendency to indulge one's appetite is general, so that most people suffer at some time or another from rebellion of the overtaxed digestive organs and elimination. A simple, pleasantly effective remedy that will quickly relieve the congestion of poisonous wastes and restore regularity, is the combination of simple laxative herbs with pepsin, sold in Dr. Cassell's Syrup Pepsin. This is a mild, pleasant laxative-foenic and digestant, absolutely free from opiates or narcotic drugs and has been the standard household remedy in countless homes for many years. A free trial bottle cannot be obtained by writing to Dr. W. R. Caldwell, 422 Washington St., Monticello, Ill.

KINDERGARTEN AGE.

Meriden Man Wants State Law Changed—Introduces Bill in Legislature.

Representative Montague Hamm of Meriden, who is a concrete contractor, has submitted a bill to the general assembly to change the legal age for entrance into kindergarten from four to four and a half years. Mr. Hamm offers this explanation for a change in the law: "The present law regarding the entrance age to kindergartens was passed in 1888, and has not since been amended. It established this age at 4 years. At the present time boards of education generally throughout the state have arbitrarily fixed the age at their respective committees 4 or 4 1/2 years, the majority using the latter, which by general agreement, seems to be the age at which this work may be done most effectively for the pupils and most economical for the community. The present law has resulted in considerable embarrassment to the school committee of Meriden, because a parent insisted on having his child entered at three, resulting in a large number from other parents to force the schools to care for their children, which has resulted in a distinct loss without due benefits educationally. Further, the age of entering the first grade now is generally 5 and the legal age for the kindergarten is 4, this requires the community to keep the child three or four years in these two grades or to force it along the school course for too young. The age of 4 1/2 allows the child one and one-half years to complete the kindergarten, which is usually more than sufficient, and the child to enter the first grade at 5 1/2 or 6 years, which according to all authorities of the subject and experience in most communities, is the best age to begin the regular work of the grade. The amendment makes provision for favorable consideration of exceptional cases, and will not therefore, discriminate against children, especially more mature at this early age."

VEGETABLE GROWERS.

Murray D. Lincoln to Be a Speaker at State Convention.

The Connecticut Vegetable Growers' association is to hold its annual meeting at the Hotel Grand last, Tuesday, Wednesday and Thursday, in connection with the meeting of Connecticut Forestry Association. The program for the three days is as follows: Tuesday, 11 a. m.—Reports of secretary, treasurer and standing committee. Professor J. K. Shaw, agricultural experiment station, on Plant Breeding and Seed Selection. Joint session with Entomological society afternoon and evening. Wednesday, 9:30 a. m.—Question box. Round Table on Potatoes—Dr. E. H. Jenkins, editor, Bulletin of the Connecticut Agricultural Experiment Station; Professor A. T. Stevens, Seed Selection; Prof. W. L. Slate, Tillage; Mr. J. Baker, Cooperative Production; Mr. Frank Woodruff, Sales; Murray D. Lincoln, Campaign to Increase Production; P. F. Rockwell, Overhead Irrigation. Afternoon—Joint session. President Barnham addresses: W. F. Allen on Vine Crops. Evening—Joint session. Thursday, 9:30 a. m.—Joint session; question box; election of officers: A. H. Smith of Danbury, President; Market Gardening; afternoon, Allen and others on Small Fruit.

CONGREGATIONAL MINISTERS.

New London Association Met With Park Church Pastor.

On Tuesday the regular monthly meeting of the New London Association of Congregational Ministers was held with Rev. Samuel H. Howe, D. D., pastor of Park Congregational Church. The meeting was held at the Osgood Memorial and opened with devotional exercises at 11 o'clock, which were followed by the regular business matters. Rev. J. H. Sheldon, D. D., gave an address on A Day at Ellis Island and a discussion followed. Luncheon was then served, the menu being as follows: Chicken Pie, Mashed Potatoes, Hot Rolls, Jelly, Coffee, Ice Cream, Cake. A paper on A University Atmosphere—Reminiscences of Good Folks and Great, was then given by Rev. F. S. Childs. Many of the ministers were unable to attend the meeting owing to the unfavorable weather, and those present included Rev. J. W. Elisha, R. Danforth, G. C. Pollock, J. O. Barrows, F. S. Childs, G. H. Ewing, J. H. Howe, H. Ricketts, D. C. Stone, J. H. Sheldon, F. Palmer and Rev. Arthur Varley. The ladies who served were Mrs. R. C. Jones, chairman, Mrs. W. H. Collins, Mrs. H. R. Branche and Miss Eiste Brand.

LOGICAL DYSPEPSIA TREATMENT

Importance of Eliminating Acidity and Food Fermentation. During the past two or three years reports have frequently appeared in the Press concerning the remarkable value of bisulphated magnesia as an antacid, and its tendency to promote normal, healthy digestion by preventing food fermentation and neutralizing dangerous stomach acid has often been demonstrated. Until recently, druggists could supply bisulphated magnesia in powder form only, from one to two teaspoonfuls of which, taken in a little water after each meal, would promptly stop all fermentation and neutralize acid, but suffers from stomach trouble will be glad to learn that, after a long series of experiments, a leading firm of manufacturing druggists has now succeeded in producing a 5 grain tablet which combines all the valuable antacid properties of the ordinary bisulphated magnesia in a very convenient form. This new tablet of bisulphated magnesia can now be obtained of druggists everywhere and many physicians are already prescribing them instead of the powder form.

PUMERANTZ ON TRIAL FOR ARSON

New London Clothing Dealer Before Superior Court—His Stock and Fixtures Were Burned in December, 1913—Had \$15,000 Insurance—Attorney G. Curtis Morgan Presented Before Court on Bench Warrant.

Seven jurors delayed by difficulty with transportation facilities on account of the storm made the criminal superior court late in coming in here on Tuesday morning, so that court did not open until about 11 o'clock, with Judge Gardner Green presiding. In selecting a jury for the trial of the case of the state vs. Nathan Pumerantz of New London on a charge of arson, so many jurors on the panel were challenged that it was necessary to send out for three talemens. Deputy Sheriff H. E. Draper secured Ashley T. Boon, Frank D. Sevin and Daniel Preston.

In the prosecution of the case State Attorney Hill is assisted by Attorney Frederick Sherman, the counsel for his accused, Attorney John C. Geary, Warren Burrows and Frank Hanke. The jury finally selected consisted of Robert Stott, Daniel Preston, Ashley T. Boon and Frank D. Sevin, Norwich; James G. Wood, Preston; William C. Sherman, Colchester; Raymond H. Young and Samuel F. Palmer, Griswold; Rowland S. Browning, Roger Foote, Lebanon; Frederick Sabitt, Surrogate; Ernest M. Blake, Lisbon. Mr. Pumerantz is accused of setting fire to his clothing store, No. 49 Bank street, New London, which was broken in in the early morning of Dec. 14, 1913. Some proofs of loss that were laid in court stated that the inventory showed that the fixtures and stock of clothing was insured in 14 different companies for the total sum of \$15,000, of which \$14,125 was on stock and \$575 on fixtures.

Civil Engineer George E. Pletcher was the first witness, explaining two large plans that he had made of the Pumerantz store and the two adjoining buildings. Abraham Yesner told of goods that were seen to be removed from the store about the time of the fire and they were not accepted. Elmer Saunders, freight agent for the New Haven road, identified receipts of goods that came for Pumerantz. The proofs of loss made to the insurance company showed that the sound value of stock was \$11,795, loss claimed \$11,255 and insurance \$14,125; sound value of fixtures \$2,255, loss claimed \$2,825 and insurance \$575. An inventory of Jan. 1, 1914, showed \$13,000.

When court adjourned at 4:30 to the next morning at 10, Judge Green told the jurors on the case that they need not attend court again until they were notified to do so by the clerk.

Attorney Morgan Pleaded Not Guilty.

During a point in the Pumerantz case when opportunity offered, Attorney G. Curtis Morgan of New London was put to plea on a charge of indictment against him. He has been brought from New London on a bench warrant by State Policeman Theodore E. Downing after the case against him on the same charge had been returned at the New London police court in the morning. He pleaded not guilty in the superior court. He had been brought to court and Fred H. Gavit of London went on his bond for \$2,500. Attorney Morgan has not yet retained a lawyer and has consulted Attorney R. P. Freeman about his case.

STORM KEPT SPEAKER FROM UNIVERSALIST RALLY.

Rev. S. G. Ayers Could Not Come from Woonsocket—But Two Addresses Given.

Tuesday evening's storm affected the attendance somewhat at the young people's rally service in the Sunday school room of the Universalist church, but those who braved the chilling wind, the driving snow and the slippery roads were well rewarded, as there were two very helpful talks, one by Edwin Hill, general secretary of the Y. M. C. A., and the other by E. A. Tracy, the superintendent of the Sunday school. It was planned to have as the speaker Rev. S. G. Ayers of Woonsocket, but he was unable to come here because of the storm. Mr. Hill kindly consented to take his place. Rev. Joseph P. Cobb, the pastor of the church, presided at the meeting, and after the song service Mr. Hill spoke very interestingly on God's Commission to His Disciples and to Us. He took his text from John 21:19-22. Mr. Hill said that after the crucifixion of Jesus the disciples were huddled together in a fearful state of mind, wondering what they would do now that their leader had been crucified. He would rise again, Jesus appeared to their midst unexpectedly and instead of chiding them for their lack of faith he said to them, "I am with you continually speaking peace to the troubled heart; to the business man loaded down with business cares, to the housekeeper, and to the student at school whose problems trouble him. When sorrow comes Jesus brings peace to our hearts. Mr. Hill emphasized the need of having peace of heart in order that we may serve God. After his address Mr. Hill emphasized the principle of Jesus' teaching, "As my Father hath sent me, so send I you." Not only were the disciples commissioned to preach the gospel, but the commission from high heaven. In closing Mr. Hill said that if we could see ourselves as Jesus meant us to be we would not be afraid to go. Mr. Tracy then made a few remarks in which he touched on the need of righteous thought and living. Mr. Tracy said the young people should take a responsibility in God's cause. One part of this responsibility is the "bearing of burdens that have to do with this world. Mr. Tracy said: "Be as strong intellectually as you can and be as strong morally as you can." The principle of Jesus' teaching is in the world today just as powerful as it ever was. The hymn that followed the singing of the hymn, "All Hail the Power of Jesus' Name."

MOTH PESTS IN SEVEN TOWNS IN THIS COUNTY.

Report of Gypsy and Brown Tail Moths Made to Pomological Society.

At the annual meeting of the State Pomological society, held on Tuesday, Dr. William E. Britton, New Haven, state entomologist and chairman of the committee on injurious insects, submitted his report, saying that the chief entomological feature in 1914 was the discovery of the gypsy moth in several towns in Eastern Connecticut. The pest is now present in eleven towns in Windham county and in New London county. This widespread condition is believed to be due to an easterly gale which blew the newly hatched caterpillars long distances. About \$22,000 was spent by the federal government and \$4,000 by the state in dealing with the situation. Dr. Britton referred to the two bills before the general assembly relating to the subject, one asking for \$30,000 to be used in two years, \$15,000 to become immediately available, the other providing that towns and cities and private owners take decisive measures to suppress the pest. Dr. Britton announced that prizes offered to children resulted in the destruction of more than 10,000,000 ten caterpillars. The worst case was in New London, where the caterpillar was never more abundant than in 1914. Methods of dealing with various orchard pests were outlined by Dr. Britton.

FEBRUARY CAME IN WITH WORST STORM.

Sleet and Snow Troubled Transportation Lines in This Section.

The worst storm of the winter developed Monday evening and continued well into Tuesday morning. About 9 o'clock Monday night a sleet storm started in and the fall was thick and fast, covering streets and roofs with a slippery coating that made walking and driving hazardous. The snow piled up, causing much trouble on the roads. The sleet storm was followed by a heavy snow storm on Tuesday. The snow on the part of the employees of the Shore Line electric line that its cars were kept running and for the most part they were running on from 10 to 15 minutes late. However, there were no cars into Willimantic. The storm seemed to have centered itself over that city and on Tuesday night snow was still falling rapidly. The tracks were covered with a solid covering of ice and snow, which thickened as the day progressed. The snowplows and a force of men were kept at work all day clearing the rails with pick and shovel. Cars were running as far north as Berlin, but got no further. The West Side trolley car that left the barn at 4:30 o'clock Tuesday morning did not start until 5 o'clock to reach the top of the West Main street hill. The ice was so thickly coated on the tracks that at points the cars were actually chipped off. The line was finally opened for traffic about the middle of the morning and was kept on schedule through the remainder of the day. A car that left the tracks near Avery's greenhouses at Bean Hill early Tuesday morning put the Yankee line out of commission for the day. The cars were, however, run fairly well on schedule. In the early trips it was at first impossible to get cars from New London to Berlin, and the men going to work took to walking. The Central Village and Westerly lines were run on a schedule that the storm seemed to effect more the lines going to Willimantic. No trouble of any consequence was experienced on the lower end line, the usual trips to that point and Laurel Hill being made on almost the right time. This was one of the few lines really open at the time of the early trips. Delays were experienced on the railroads and their schedule time was affected to some extent. On the Central Vermont the trains were sent on nearly schedule time until the 11:35 train from Brattleboro, which was nearly one-half hour behind regular time. They reported some eight inches of snow up north, besides hail and sleet. The company had their snowplows working from Brattleboro nearly to Palmer. About all trains on the New Haven line going both north and south, were delayed somewhat as a result of the storm. Sidewalk cleaning was extremely difficult Tuesday morning and many gave up. The snow was a thick crust of ice and sleet which made a fine foundation for sleighing. For the first time this winter many of the sleighs delivered their milk in sleighs and all stated that they found the going excellent. No complaints from trouble as the result of the storm were received. The local telephone office. It is expected that nothing of any consequence will result as the storm consisted principally of snow and sleet and this will not bother the telephone lines. At Willimantic no cars were run up to well into the afternoon. Tuesday morning an attempt was made to run a car to South Coventry from the barn on West Main street at 5:45. It was

PLAN ADOPTED AT DEMOCRATIC CAUCUS.

To Break Down Opposition to the Ship Purchase Bill.

Washington, Feb. 2.—A plan which they guarded with the utmost secrecy was adopted by administration Democrats in caucus tonight in an effort to break down opposition to the government ship purchase bill. The programme includes parliamentary maneuvering which will be continued tomorrow afternoon in the senate and, according to the leaders of the party, is calculated to bring support for the measure to offset the democratic revolt Monday. After reaching an agreement the caucus adopted a resolution pledging every member to secrecy. Senator Kern, chairman of the caucus, announced that secrecy was necessary for the obvious reason that to make the plan public would mean their frustration. It was reported later that included in the plan was an agreement to amend the bill to conform with some suggestions in the government bill from various sources within the last few strenuous days. "We will get the bill into the senate tonight tomorrow," said Senator Kern. "That positively is all that can be said. The opposition did not concede to us what they intended to do today. For the same reason, we cannot divulge our plans." "Does the plan contemplate winning votes for the bill?" the senator was asked. "We expect to hold all the votes that we had for the bill," said Senator Kern. "Do you mean the 42 votes which stood last Monday afternoon?" "That wouldn't be enough," Senator Kern said. "We have done for the bill?" the senator was asked. "Hope, defined," the senator replied, "is a combination of expectancy and desire." One plan suggested following the conference was that an effort might be made to amend Senator Clark's motion to recommit the bill by adding instructions to the commerce committee to return it to the senate at once with amendments. These amendments were said to be on lines to safeguard neutrality with regard to purchase of belligerent ships and the length of time in which the government would engage in ocean transportation business. Later it was learned that when the Clark motion to re-commit comes up, Senator Fletcher will move as an amendment that the committee report back within 48 hours and that an amendment be included which would not commit the government to a permanent policy in the proposed shipping enterprise and that the time limit for the undertaking be fixed. This, it was said, would be fixed either at 18 months or two years. Upon these amendments, it was pointed out, the administration Democrats had pinned their hopes in winning back democrats, rather than in winning over progressive republican support.

OFFICERS INSTALLED.

Lafayette Council Had Ceremony Performed by Norbert De Celles of Woonsocket.

At the business meeting of Lafayette Council No. 207, L. E. Johnson, Jean Baptiste in Foresters' hall on Sunday afternoon the following officers were installed by Norbert De Celles of Woonsocket: Chaplain, Rev. Desbureau of Osgood; honorary president, Aime Gordon; president, Alphonse Morin; vice president, Joseph Gagnon; treasurer, P. B. Kauler; financial secretary, Napoleon Lavoie; recording secretary, J. B. Caron; assistant, H. H. Brunelle; members of the committee on the part of the employees of the Shore Line electric line that its cars were kept running and for the most part they were running on from 10 to 15 minutes late. However, there were no cars into Willimantic. The storm seemed to have centered itself over that city and on Tuesday night snow was still falling rapidly. The tracks were covered with a solid covering of ice and snow, which thickened as the day progressed. The snowplows and a force of men were kept at work all day clearing the rails with pick and shovel. Cars were running as far north as Berlin, but got no further. The West Side trolley car that left the barn at 4:30 o'clock Tuesday morning did not start until 5 o'clock to reach the top of the West Main street hill. The ice was so thickly coated on the tracks that at points the cars were actually chipped off. The line was finally opened for traffic about the middle of the morning and was kept on schedule through the remainder of the day. A car that left the tracks near Avery's greenhouses at Bean Hill early Tuesday morning put the Yankee line out of commission for the day. The cars were, however, run fairly well on schedule. In the early trips it was at first impossible to get cars from New London to Berlin, and the men going to work took to walking. The Central Village and Westerly lines were run on a schedule that the storm seemed to effect more the lines going to Willimantic. No trouble of any consequence was experienced on the lower end line, the usual trips to that point and Laurel Hill being made on almost the right time. This was one of the few lines really open at the time of the early trips. Delays were experienced on the railroads and their schedule time was affected to some extent. On the Central Vermont the trains were sent on nearly schedule time until the 11:35 train from Brattleboro, which was nearly one-half hour behind regular time. They reported some eight inches of snow up north, besides hail and sleet. The company had their snowplows working from Brattleboro nearly to Palmer. About all trains on the New Haven line going both north and south, were delayed somewhat as a result of the storm. Sidewalk cleaning was extremely difficult Tuesday morning and many gave up. The snow was a thick crust of ice and sleet which made a fine foundation for sleighing. For the first time this winter many of the sleighs delivered their milk in sleighs and all stated that they found the going excellent. No complaints from trouble as the result of the storm were received. The local telephone office. It is expected that nothing of any consequence will result as the storm consisted principally of snow and sleet and this will not bother the telephone lines. At Willimantic no cars were run up to well into the afternoon. Tuesday morning an attempt was made to run a car to South Coventry from the barn on West Main street at 5:45. It was

OLD LYME LIST UP \$471,553.

The assessors of Old Lyme have completed their work of reassessing the town and the books are in the hands of the town clerk. There are 318 resident lists which amount to 5782,931, and 302 non-resident lists which amount to 553,822, making a total valuation of the town \$1,315,350, which is \$471,553 more than last year.

CONNECTICUT CO.'S EARNINGS IN HARTFORD.

Hartford, Conn., Feb. 2.—City Treasurer Charles H. Stearns said today from the trustees of the Connecticut company a check for \$24,592 representing two per cent of the company's gross receipts of trolley fares within its limits of the city for the year 1914. The gross receipts were \$1,229,413.44. The payment is made in accordance with an agreement executed in 1914.

STILL PARLEYING OVER THE SHIP BILL.

(Continued from Page One)

discised. These included preparation for the bill, the pending bill to draw support from progressive republican senators and proposals designed to win back at least six of the seven democrats who joined with republicans yesterday in an effort to send the measure back to the commerce committee. President Confers With Republicans. Preliminary skirmishes at the capitol and White House were begun early in the day. President Wilson conferred with several progressive republican senators in regard to their ideas on the proposed legislation, the democratic majority considered methods of procedure to regain its lost ground, and the seven republican democrats conferred among themselves with the avowed purpose of standing firm on their attitude. With a reservation that ultimate success would be theirs. To Negotiate With Opponents. As a result of this complicated situation, the democratic conference appointed a special committee of three members, Senators Fletcher, Cummings and Martin, to conduct negotiations with senators of both parties with a view to ascertaining what support could be gained for the bill and upon what points of revision. This special committee was prepared to report progress at the second caucus tonight and would report to their colleagues that ultimate success would be theirs. Revolving Democrats Firm. Revolving democrats, Senators Bankhead, Clarke, Camden, Hardwick, Hitchcock, Gorman and Vandenberg, were approached by the caucus some five or six times during the day and asked for a stipulation of terms upon which they might reconsider their attitude. With a reservation that it might first be wise to recommit the bill, the committee was given to understand that there would be no objection to a declaration of policy toward the measure, unless it was stripped of government ownership features, with a provision that it be understood to be an emergency undertaking with positive limitations. One suggestion offered was that provisions be made that the government retire from the proposed operation of the ships after two years. Another stipulation was said to be that the government should purchase or acquire none of the ships of belligerent nations. Want Government Corporation Permanent. In its plan for prohibition of purchase of foreign ships now laid up in this country is concerned, such a stipulation was also made by some of the progressive republican senators. They, however, do not favor the government shipping corporation as a temporary measure, and suggested amendments which would be instituted as a permanent venture. Here the proposals of progressive republicans and those of the government were in a permanent controversy. President Satisfied With Permanency. After Senator Norris and Senator Kenyon had talked with President Wilson, it was understood that the president had looked with favor upon some amendment that might satisfy their views with regard to permanency of the project. A direct stipulation that the government be prohibited from acquiring ships from belligerent nations was said, however, was not favorably received, although the stipulation was given that there might be an objection to a declaration of policy on the subject and that the government did not contemplate purchasing any ships that might be the subject of international controversy. Government to Lease Ships. Another amendment proposed by Senator La Follette, who is expected to support the bill, was suggested as a condition precedent to the proposed leasing of ships to private corporations by the government. It would provide that the government shipping corporation in leasing ships should do so for a period no longer than six months and that all such leases should specify the "rates, charges and conditions" to be observed by the lessee. Republican Senators Confident. After all angles of the situation had been canvassed during the day, the senate having adjourned to await the outcome of the skirmishing, republican leaders were confident that their fight against the measure had been won. Senators Smoot, Lodge, Weeks and others declared that the bill was advanced to the point of final passage. The house spent all of today on the measure and remained in session until

The George W. Kies Company BIG CLEAN-UP SALE Wednesday, February 3rd

MEN'S HIGH GRADE GUN METAL AND RUSSIA CALF, BUTON AND LACE, \$4.00, \$4.50 and \$5.00—

at \$2.95

MEN'S GUN METAL AND RUSSET, BUTON AND LACE. Good Assortment. \$3.50 and \$4.00 Grade

at \$2.45

MEN'S GUN METAL, RUSSET AND BOX CALF LACE SHOES that were priced \$2.50 and \$3.00—

at \$1.95

1 LOT MISSES', CHILDREN'S AND LITTLE GENTS' SCHOOL SHOES, BUTON AND LACE—

at 95c

LADIES' WARM HOUSE SLIPERS, FELT AND CROCHET, good assortment of colors—

at 45c

SPECIAL LOT OF LADIES' VICI KID AND PATENT LEATHER STRAP SANDALS AND SAILOR TIES—

at 95c

FOR MEN WITH SMALL FEET—PATENT LEATHER, BUTON AND LACE, HIGH GRADE SHOES THAT SOLD FOR \$3.50, \$4.00 AND \$4.50. Sizes 4, 4 1/2, 5 and 5 1/2—

at \$1.45

1 LOT LADIES' RUBBERS, ALL SIZES IN THIS LOT—

at 30c

1 LOT LADIES' RUBBERS, HIGH HEEL—

at 50c

LADIES' HIGH GRADE PATENT LEATHER AND GUN METAL BUTON SHOES, good assortment of sizes and widths. Shoes that sold for \$3.50 and \$4.00—

at \$2.45

LADIES' VICI KID AND GUN METAL BUTON AND LACE, CLOTH OR PLAIN TOPS. \$3.00 AND \$3.50 SHOES—

at \$1.95

LADIES' GUN METAL AND VICI KID, BUTON AND LACE, CLOTH OR PLAIN TOPS—

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MEN'S RUBBERS

69c Per Pair

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Rheumatism For Young and Old

The acute agonizing pain of rheumatism is soothed at once by Sloan's Liniment. Do not rub—it penetrates to the sore spot, bringing a comfort not dreamed of until tried. Get a bottle today.

RHEUMATISM Here What Others Say

"I highly recommend your Liniment as the best remedy for rheumatism I ever used. Before using it I spent hours of money trying to get rid of the pain and pain in limbs and body, so I tried your Liniment and in two days I found quick relief, and now am well and strong again."—Geo. Curtis, 225 N. 10th St., Springfield, Ill.

SLOAN'S LINIMENT

For neuralgia, sciatica, sprains and bruises. All Druggists, 25c. Send four cents in stamps for a TRIAL BOTTLE. Dr. Earl S. Sloan, Inc., Dept. B, Philadelphia, Pa.