

INDIGESTION AND STOMACH MISERY JUST VANISHES

The moment "Pape's Diapepsin" reaches the stomach all distress goes.

Instantly stops any sourness, gases, heartburn, acidity, dyspepsia.

"Really does" put bad stomach in order—"really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that's just that—makes Pape's Diapepsin the largest selling stomach regulator in the world.

RAIDER SLIPS HOME PAST BRITISH PATROL

[Continued From First Page]

Months, arrived at her home port with 4 British officers, 29 British marines and sailors, 166 men of crews of enemy steamers, among them 103 Indians as prisoners, and 2,000,000 marks in gold bars.

The vessel captured fifteen enemy steamers, the greater part of which were sunk and a small part of which were sent as prizes to the British.

At several points on the enemy coast the Moewe also laid out mines to which, among others, the battleship King Edward VII fell a victim.

Commander Given Cross

London, March 6.—An Exchange Telegraph dispatch from Amsterdam says the Moewe reached Wilhelmshaven yesterday.

Count von Dohna, the Moewe's commander, has been awarded the iron cross of the first class and the members of the crew have received medals from the Emperor.

Slipped Through British Patrol

The Moewe, previously made famous by her exploits, has performed one of the most spectacular feats of the war on the seas by reaching a home port in safety.

Amsterdam, March 6.—The Berlin newspapers declare the Moewe's advent to have been one of the great events of the war and urge the government to permit other ships to go out on similar missions from Kiel.

Britisher Sunk

London, March 6.—The British steamship Masunda has been sunk. All the members of her crew were saved.

The Masunda sailed from Bangkok, Siam, on January 28 for England and arrived at Colombo, Ceylon, on February 7. Her movements since that time have not been reported. She was 402 feet long and of 4,952 tons gross.

700 AT THE FORUM

More than 700 people were present yesterday afternoon at the session of the Forum held in the Wesley A. M. E. Church, to the address of the Rev. Dr. Clayton Albert Smucker, pastor of the Stevens Memorial Methodist Church, who spoke on "The Church and Other Folks."

GRANTED PATENT RIGHTS

Charles B. Weibey, 191 North Second street, has recently been granted patent rights on a device invented by him which has for its purpose the improvement of rope awnings.

IMMANUEL SUNDAY SCHOOL TO SEND CHILD TO THE COUNTRY

Immanuel Presbyterian Sunday School to a man, woman and child, joined in yesterday toward a fund that will insure a health-giving sojourn in the country for a small girl who has been under the care of the Associated Agencies of the city.

VISITS DAUGHTERS

Amos Beamer, of Lancaster, spent the week-end with his daughters, Mrs. Edward G. Kauffman and Miss Violet Beamer of Penbrook.

Sore Throat Chest Pains Tightness across the chest and sore throat can at once be relieved by applying Sloan's Liniment. It goes right to the seat of pain—warming and soothing the painful parts. The inflammation subsides and the pain is gone.

Sloan's Liniment KILLS PAIN "Keep a bottle in your home." Price 25c. 50c. \$1.00

1,324,700 MEN ARE PROVIDED FOR IN HOUSE ARMY BILL

Measure Urges Greater Force of Trained Men Than Senate; Available at Once

Washington, March 6.—With the introduction to-day of the House Army bill by Chairman Hay, of the Military committee, the second of the national defense measures recommended by the War Department to the House Congress, the Senate army bill was introduced Saturday.

The House bill is the result of months of work and investigation, was accompanied by a report which asserts that the committee believes it has succeeded in embodying the measure in a form which is necessary to bring about a reasonable plan for national defense.

As completed the measure proposed to increase the regular army to a strength of 140,000 fighting troops which means the addition of forty thousand men and 7,439 officers. It also provided 786 additional officers or detached service with the National Guard, military schools and elsewhere. A maximum strength, however, is fixed at 170,000 men.

The bill provides for federalization of the National Guard under a militia pay bill substantially similar to that proposed in the Senate bill. The House plan, however, differs from the Senate bill in that the President is authorized to draft National Guardsmen into the Federal service on the outbreak of war. The ultimate strength of the Guard is greater under the House plan since a minimum force of 425,000 is stimulated to be organized within five years. The Senate plan provides for approximately 350,000 Guardsmen.

In the House bill, as in the Senate, an officers' reserve corps is provided for but the House plan would double the enrollment at the military academy. Chairman Hay's report estimates that a force of 1,324,700 men trained for military service, "will be at once available upon the passage of this bill."

At present the total force of 140,000 and a reserve of 60,000, upon 129,000 National Guardsmen, the Guards' present strength, and upon 250,000 former regulars or National Guardsmen.

A feature of the House bill is the scope given its proposals for the mobilization of commercial industries and lines of communications for war use.

MAKES BUCKSHOT COUNT IN FIGHT

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Mexico four months studying and collecting birds for the State of Pennsylvania. He was at Tampico three weeks ago when Ward and his wife reported to the American consul and asked to be sent home.

Shoot Through Floor

Their story, according to Mr. Brewster, was that three Mexicans, all newly arrived in the city, came to him after raiding the home of another American, a negro, who lived nearby. The Mexicans demanded that he surrender his wife, which they refused to do. The Mexicans then crawled under the house and began to shoot up through the floor. Ward had a shotgun, Mr. Brewster continued, but he had no ammunition.

They were discussing St. Paul's new \$15,000,000 building when Hill stopped the conversation, went to the street and took the horse, which he snuggly blanketed, and then resumed his conversation with Budd.

Motive Power Directors Adopt New Regulations

The board of directors of the Motive Power Athletic Association of the Pennsylvania Railroad held a lengthy session yesterday afternoon. A set of rules was considered and adopted. Each member will receive a printed copy. Branches of sport outside of baseball will be in charge of a separate committee. It is proposed to have the athletic association meet at least once a month and the directors every two weeks or oftener if necessary.

Railroad Notes

L. C. Clemson, of Altoona, road foreman of engines of the Middle Division of the Pennsylvania Railroad, spent Sunday at his home in this city.

W. W. Copenhaber, Pennsylvania Railroad brakeman is ill at his home in Littlestown.

E. E. Lentz is ill at his home in York. He is a brakeman on the Baltimore and Ohio Railroad.

C. A. Farch and S. C. Y. Messersmith, Baltimore division yardmasters, returned from a visit to Washington, D. C.

Aggregate gross earnings of thirty-seven railroads in the United States for the third week of February were \$12,559,605, increase \$2,147,089, according to the "Financial Chronicle."

Three railroad companies have already placed orders with the United States Steel Corporation for steel rails for 1917 delivery, aggregating 70,000 tons.

PATRICK O'LEARY

Patrick O'Leary, aged 45, died yesterday at the home of his cousin, Mrs. John J. Kelley, 324 North Sixth street, from a complication of diseases. He was a member of the Brotherhood of Railway Trainmen. Funeral services will be held to-morrow morning at 9 o'clock at the St. Patrick's cathedral. Burial will be made at the Mt. Calvary Cemetery.

CHARLES W. HOPPLE

Charles W. Hopple, aged 63, flagman on the Pennsylvania railroad, died this morning in the State Hospital from pneumonia. Funeral services will be held Thursday afternoon at 2 o'clock at the home of his brother-in-law, Charles McCombs, 409 Herr street, the Rev. Harvey Klaier, pastor of the Presbyterian Church, officiating. Burial will be made at the East Harrisburg Cemetery. He was a member of the Pennsylvania Railroad Relief Association.

WILLIAM H. H. YOUNG

William Henry Young died last night at his home, 349 Rely street, from dropsy. He is survived by his wife and three children. Funeral services will be held Wednesday afternoon at 2 o'clock at the Harris A. M. E. Zion Church.

CHILD DIES

Mary Johnson, 6-month-old daughter of Mr. and Mrs. Joseph Johnson, of 1708 Wood street, died this morning at her parents' home. Funeral services will be held Wednesday afternoon at 2 o'clock, followed by burial at the East Harrisburg Cemetery.

ALL THE NEWS OF THE RAILROADS

FLYING CAR ROOF HIS BRAKEMAN

Hurls C. M. Baker, of Enola, Seventy-five Feet; Dies Later in Hospital

Charles M. Baker, aged 37, of Enola, a brakeman on the Philadelphia division of the Pennsylvania Railroad, was knocked from the top of a box car yesterday afternoon near White Marsh Junction, on the Trenton cut-off, and fatally injured. He died soon after reaching the Charity Hospital at Norristown. The brakeman fell a distance of seventy-five feet to the Reading tracks, fracturing his skull and receiving internal injuries.

The accident was a peculiar one. Baker was en route east on train No. 3278. Freight train No. 1388 was passing, west bound. A high wind blowing over the roof of a car on the westbound train. The flying timber hit Baker as both trains reached the Schuylkill river bridge. He was hurled over the side of the bridge to the Reading tracks, running under the bridge along the river. A passing automobile took the injured brakeman to Norristown.

Baker is survived by his wife, Elizabeth, and two children. He was employed by the Pennsylvania Railroad since 1900. He started as a repairman, entering the freight service in 1902. He was a member of the Pennsylvania Railroad Relief and the Brotherhood of Railroad Trainmen.

Howard S. Robeson Dies in Harrisburg Hospital

Howard S. Robeson, aged 54 years, of 1628 Green street, engineer on the Middle Division of the Pennsylvania Railroad, died yesterday in the Harrisburg Hospital. Engineer Robeson was an operator several days ago. A widow, Elizabeth Robeson, and three children survive. Funeral services will be held Wednesday, time to be announced later. The body will be taken to Altoona for interment Thursday by C. H. Mauk, of the Middle Division.

CHANGE IN BAGGAGE

Something new in baggage racks in day coaches may come with the new steel cars now being built for the Pennsylvania Railroad. Instead of the series of small racks, one brass rack running the entire length of the coach on each side will be provided for baggage, according to reports.

For some time complaints have been made that car aisles have been crowded with baggage and parcels and that the passengers take up a large portion of the seats with dress suit cases and grips. It is believed that one long rack, sufficiently wide to hold a dress suit case, will solve the present problem.

Recently trainmen were requested to keep a close watch on the number and style of baggage placed on the racks and to report the number of seats with grips and other parcels and report all complaints.

P. R. R. PROPERTY INCREASE

For the twelve months ended January 31, 1916, the property of the Pennsylvania Railroad system East and West was \$95 per cent. as compared with 4.18 per cent. for the twelve months ended January 31, 1915. For the twelve months ended January 31 last, the return on the property investment of the New York Central was 6.41 per cent.

TOTAL FREIGHT MOVEMENT

Freight movement over the Pennsylvania Railroad in February, as noted at eight observation points, was 85,868 cars, an increase of 18,487 cars. The daily average movement was 27,857 cars, increase 6,403 cars, or 23.3 per cent. At Lewistown Junction the movement was 11,651 cars, increase 17,838 cars. February this year had the advantage of one day.

OPERATING INCOME INCREASE

Chicago, Ill., March 6.—Net operating income of the railroads in the United States for December, 1915, increased \$180 per mile, or 83.2 per cent., as compared with December, 1914, according to a statement issued today by the Bureau of Railway Economics.

MORE FOR SECTION HANDS

Hazleton, Pa., March 6.—Official announcement was made here to-day that the Lehigh Valley Railroad will on April 1 increase the wages of its section hands from 15 to 17 1/2 cents an hour, or at the rate of \$1.75 per day.

CAPTAIN BARCLAY OUT

Paul L. Barclay, captain of police of the Philadelphia division of the Pennsylvania Railroad, who has been confined to his home with a severe cold, is out again.

Crude Oil Takes Expected Jump to \$2.50 a Barrel; May Affect Gasoline

By Associated Press

Pittsburgh, Pa., March 6.—The expected advance in the price of the principal grades of crude oil appeared to-day when the purchasing agencies announced an increase in Pennsylvania crude of ten cents a barrel to \$2.50, the goal for which producers were said to have been waiting.

Refining interests said they expected this would bring into the market a part, at least, of the vast stores of crude oil held for the account of producers in tank and pipe lines. They held out no hope, however, that the increased supply would affect the market value of gasoline.

Uniform Compensation Rates For Trolley Men

Uniform rates for workmen's compensation insurance of employees on interurban as well as urban trolley lines have been fixed by W. N. Magoun, general manager Pennsylvania rating and inspection bureau of the Workmen's Compensation Board.

Heretofore the rate for the interurban or rural lines was more than \$3 per annum, while the rate for the urban of city lines was \$1.40 per hundred. By Mr. Magoun's new ruling the latter rate will apply to the rural lines as well as those operating only in cities.

The adoption of a uniform rate was urged by the Pennsylvania association of Street Railways and the announcement of the ruling was received today by Henry M. Stine, secretary of the organization.

Local Athletes Win Out in Three Events at Tyrone

Local athletes representing the Philadelphia division in the Tyrone meet on Saturday made a good showing. The winners will be permitted to enter the Baltimore meet scheduled for June 1.

J. B. Patton, a clerk in the transfer department, representing the C. T. M. W. Department Athletic Association, won second place in the half-mile run; time, 2:28. The local indoor team won over Tyrone in the indoor baseball game, score 20 to 18. The Alton machine shop team, war team eliminated the Motive Power team of Harrisburg. The first pull was won by Altoona by four and a half inches. The Harrisburg team was defeated by one-eighth of an inch; and Altoona won the third, by one inch.

The general office bowling team of Harrisburg lost to Altoona, scores 2348 to 402. The Harrisburg team lost to Altoona Machine, Shops, scores 430 to 350.

Engineer Speeds Engine Over Burning Bridge

Special to the Telegraph

Watertown, S. C., March 6.—Throwing on full steam when he discovered a high trestle beneath his engine was burning, Engineer Maxwell, of a South Dakota Central train, saved the lives of all but two of his passengers on Saturday.

The last two cars went down with the trestle. The engine and coaches caught fire and were destroyed. Maxwell was severely hurt when his engine jumped the track.

Firemen at Watertown, S. C., on Saturday, of Denver, were killed. Maxwell did not see the flames until his engine, running thirty miles an hour, was on the wooden structure.

Reading Motive Power Man Joins Baldwin Forces

Clyde C. Elmes, assistant superintendent of motive power of the Philadelphia and Reading Railway, has tendered his resignation. He has secured a position with the Baldwin Locomotive Company at Philadelphia. He continues upon his new duties this week.

Mr. Elmes was appointed last November. He has been with the Reading company for three years, filling various positions in the motive power department and about the shops and roundhouses. Previous to taking a position with the Reading, Mr. Elmes was employed on other Eastern railroads.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—115 crew to go first after 3:30 p. m.: 131, 132, 120, 108, 106, 116, 103, 134, 119, 102, 105, 130, 107, 104, 109, 112, 113, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 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.

ENOLA SIDE

Philadelphia Division—237 crew to go first after 3:45 p. m.: 227, 241, 202, 256, 253, 259, 208, 255, 232, 219, 212, 206, 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, 26