

HUSBAND SAVES WIFE

From Suffering by Getting Her Lydia E. Pinkham's Vegetable Compound.

Pittsburgh, Pa.—"For many months I was not able to do my work owing to a weakness which caused backache and headaches. A friend called my attention to one of your newspaper advertisements and immediately my husband bought three bottles of Lydia E. Pinkham's Vegetable Compound for me. After taking two bottles I felt fine and my troubles caused by that weakness are a thing of the past. All women who suffer as I did should try Lydia E. Pinkham's Vegetable Compound."—Mrs. JAS. ROHRBERG, 620 Knapp St., N. S., Pittsburgh, Pa.

Women who suffer from any form of weakness, as indicated by displacement, inflammation, irregularities, backache, headaches, nervousness or "the blues," should accept Mrs. Rohrborg's suggestion and give Lydia E. Pinkham's Vegetable Compound a thorough trial.

For over forty years it has been correcting such ailments. If you have mysterious complications write for advice to Lydia E. Pinkham Medicine Co., Lynn, Mass.

The cleverer a man is the less he tries to get away with a lie.

Take care of your health and wealth will take care of you. Garfield Tea promotes health.—Adv.

If you would make a hit you must strike out—unless you are a baseball player.

Cheerfulness is also an excellent wearing quality. It has been called the bright weather of the heart.—Samuel Smiles.

No Worms in a Healthy Child. All children troubled with worms have an un-rosy color, which indicates poor blood, and as a result, there is more or less stomach disturbance. GROW'S TARTARLESS CHILL TONIC given regularly for two or three weeks will enrich the blood, improve the digestion, and act as a general strengthening tonic to the whole system. Nature will then throw off or dispel the worms, and the child will be in perfect health. Pleasant to take. 6c per bottle.

"Turn Down Your Pants." A well-known pastor of an Eastern town on a recent rainy Sunday turned up his trousers and trudged to church. Being of an absent-minded nature he forgot to turn them down on arriving at the church. His good wife from her pew noticed the trouble and dropped a note into the collection basket. The pastor took the note, thinking it was a notice, and read aloud: "Henry, turn down your pants."

Footing the Cooties. I wrote to my brother in France, who had been in action, asking if he had acquired "cooties." His reply came back: "Yes, indeed, I had cooties. One is not a regular soldier until he does have them, but I got rid of mine in this fashion: I sprinkled my clothes all over with salt, then laid them down on a river bank. The cooties became very thirsty and got off the clothes to get a drink, then I pulled them away quickly. Nine-tenths of the cooties died from mortification and the other tenth from lonesomeness."—Exchange.

"Marseillaise" in Strasburg Again. The "Marseillaise," national anthem of France, is sung again in the homes and on the streets of Strasburg, the city of its birth. In that city on the night of April 25, 1792, Rouget de Lisle, then an officer in the engineers, composed the song.

He sang it for the first time in the home of Mr. Dietrich, mayor of Strasburg. After serving with the French army at La Vendon until 1820 De Lisle was pensioned by Louis Philippe, Strasburg was taken by the Germans in the war of 1870-1871 and held, with the rest of Alsace-Lorraine. The Germans were forced to evacuate it under the terms of the armistice.

Save Sugar by eating Grape-Nuts as your cereal dish

This standard food needs no added sweetening for it is rich in its own sugar, developed from wheat and barley by the special Grape-Nuts process of cooking.

"There's a Reason"

RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which is Better, Government Ownership or Private Ownership Wisely Regulated Under Superior Authority of Federal Government.

By W. G. M'ADOO.

The railroad problem is today one of the most, if not the most, important and vital domestic questions facing the American people. Our welfare and prosperity depend on its proper solution. Therefore it is peculiarly necessary that the facts regarding it be understood clearly; that it be settled not in deference to the prejudices of any class; that the American people face the issue boldly and dispose of it as courageously as they have always done with every basic problem they have had to meet.

Let me say immediately that I have no pet theory to advance in discussing the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of government ownership. But while my tendency is against government ownership and in favor of a wisely regulated private ownership under strong federal control, I am frank to say that I am not afraid of government ownership should experience, gained by an adequate test, prove that it is the best solution of the problem. We are living in a new day in America; the world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of preconceptions. I favor a five-year test period because I believe its results will tell us convincingly which is better—government ownership or private ownership wisely and adequately regulated under the superior authority of the federal government.

Calls Attention to Problem.

The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been dictated by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months' period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course seems to me impossible; first, the roads cannot be operated successfully under the present act for twenty-one months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation, and the lack of crystallization of the thought of the nation as to what is the best permanent solution. In discussing these two points, I must be frank, for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether certain interests want them to or not.

The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument, put forward to bolster up a plan. They do not know the situation. "No man can serve two masters."

Face Stubborn Fact.

The railroad officials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of control, which will vitally affect each individual employee, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in many cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must be faced. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine. It would be a dangerous experiment truly to play with such an organism merely for fear of a bugaboo or for partisan political purpose or advantage.

Then, too, were the effort made to continue the present control under existing legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twenty-one months' period. Without the operation of the railroad corporations, it is difficult under the present law to carry forward improvements or to obtain needed equipment. Already many of the railroads are resisting purchases of necessary equipment for their account. Many of the necessary improvements, such as joint terminals, while of great benefit to the public, are not relished by some railroad corporations for competitive and therefore selfish reasons. Such improvements would result in great economies, without which it probably would be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program of improvements and to demonstrate those operative economies which will cheapen transportation in a shorter period than five years.

Must Keep Out of Politics.

I would prefer not to mention politics in connection with this problem, because primarily it is an economic question. But we must not be blind. The American people have been discussing the railroads for generations; almost every man in public life has gone on record on some phase of the subject. In 1920 there will be a presidential election. It is idle to suppose that under such conditions it will be possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution of the problem, much less a fair and adequate permanent settlement. This vital question must not be settled in the heat or passion of partisan politics; it must be dealt with in the calm of an inter-presidential election period.

sion made an investigation. As a result, Commissioner McChord filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uncertain and difficult."

Became Simple Matter.

The accommodation of passengers in peace times, and the proper attention to the transportation of ordinary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Already needed trains are being restored; crowded conditions are being remedied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no clouding of the issue by the injection of false premises. No disaccommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely is whether wise and well considered remedial legislation for the return of the roads to private control can be obtained under existing conditions within twenty-one months, and whether, even if that were possible, the roads could be operated successfully, economically and satisfactorily pending the discussion by the congress and the country, and especially with the 1920 presidential campaign approaching.

Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities be made, free from partisan political influences, or the railroads must be restored to private control in the near future to take their chances under the old laws and conditions which governed them prior to the assumption of control by the government.

PREACHES FROM HIS CELL

Clergyman Refuses to Obey Order to Close Church During "Flu" Epidemic and is Arrested.

Harrison, O.—Because the city authorities would not order the saloons to close, Rev. George Cocks would not close his church, although the board of health had prohibited public meetings because of the epidemic of influenza. Sixteen members agreed with him and all 17 were arrested.

THIRTEEN IS LUCKY TO HIM

Mystic Number Figures Largely in Career of Sergeant in the Aircraft Service.

Camp Devens, Mass.—Sergt. James B. Harneson of aircraft acceptance park No. 1 came to the camp personnel office and asked to be discharged on Friday, the 13th. He gave these reasons: That he enlisted December 13, 1917, at Chicago; that the last two figures in his army serial number make 13; that he was number 13 on the pay roll of the Chicago Telephone company, and that he believed 13 was his lucky number. He received his discharge.

MRS. MEDILL M'CORMICK



Mrs. Medill M'Cormick, wife of the Illinois senator-elect, is chairman of the Republican woman's national committee, an organization which will co-operate with the Republican national committee. The woman's organization has opened handsome offices in a fashionable section in Washington, and Mrs. M'Cormick spends a large part of her time there. This is a new photograph. Mrs. M'Cormick is a daughter of the late Mark Hanna.

STOMACH UPSET?

PAPE'S DIAPEPSIN AT ONCE ENDS SOURNESS, GASES, ACIDITY, INDIGESTION.

Lumps of undigested food causing pain. When your stomach is acid, gassy, sour or you have heartburn, flatulence, headache or dyspepsia, here is instant relief—No waiting!



Don't stay upset! Eat a tablet of Pape's Diapepsin and instantly your stomach feels fine. All the indigestion pain, gases, acidity and misery in the stomach ends.

Pape's Diapepsin tablets cost little at any drug store but there is no surer or quicker stomach relief known. Adv.

Insects and Forest Fires.

Insects cause the destruction of more timber that would otherwise be available for building purposes than do forest fires, according to investigations made by the bureau of entomology at Washington.—People's Home Journal.

Important to Mothers

Examine carefully every bottle of CASTORIA, that famous old remedy for infants and children, and see that it bears the Signature of *Dr. J. C. Watson* in Use for Over 30 Years. Children Cry for Fletcher's Castoria

Willing to Do It.

Teacher—George, can you give me a long sentence?
George—No, sir, but I would like to.

For a disordered liver, take Garfield Tea, the Herb Laxative. All druggists.—Adv.

Jenously is the injured lover's hell.—Milton.

Weekly Health Talks

What Doctor Pierce Has Done for Humanity

BY DOCTOR CRIPPS.

It has always seemed to me that Dr. Pierce, of Buffalo, N. Y., should be placed near the top when a list of America's great benefactors is written. He studied and conquered human diseases to a degree that few realize. Whenever he found a remedy that overcame disease, he at once announced it in the newspapers and told where it could be bought at a small price. He did not follow the usual custom of keeping the ingredients secret, so that the rich only could afford to buy the medicine, but openly printed the name of each root and herb he used. And so today the names of Dr. Pierce and his medicines are widely known, and they stand for better health and better citizenship.

One of this great physician's most successful remedies is known as Dr. Pierce's Pleasant Pellets. These are little, sugar-coated pills, composed of Mayapple, leaves of alo, root of jalap—things that Nature grows in the ground. These Pellets are safe because they move the bowels gently, leaving no bad after-effects, as so many pills do. Very often they make a person who takes them feel like a new man or woman, for they cleanse the intestines of hard, decayed and poisonous matter that accumulates when one is constive. If you are constipated, by all means go to your druggist and get some of Dr. Pierce's Pleasant Pellets. They may prove to be the very thing your system requires to make you well and happy.

Bring Your Friends Along.

I am well pleased with EATONIC, and it surely does just what it says it will. Know I can recommend it highly, because my customers come back for more and not only praise it, but bring or send their friends for it. An old gentleman 87 years old says, "I would get indigestion so bad, though I would die, would have to get a physician and be in bed from one to three days. As I got EATONIC and have not had a spell since, but a physician and I know EATONIC has kept me well." J. E. PROCTOR, Druggist, Wooster, Ohio.

After meals eat one EATONIC

(FOR YOUR STOMACH'S SAKE)

Removes heartburn, indigestion, that full feeling, almost instantly, drives gas out of body and the blood with it. All Druggists.

W. N. U., BALTIMORE, NO. 4-1919.

WEAK KIDNEYS MEAN A WEAK BODY

When you're fifty, your body begins to creak a little at the hinges. Motion is more slow and deliberate. "Not so young as I used to be" is a frequent and unwelcome thought. Certain bodily functions upon which good health and good spirits so much depend, are impaired. The weak spot is generally the bladder. Unpleasant symptoms show themselves. Painful and annoying complications in other organs arise. This is particularly true with elderly people. If you only know how, this trouble can be obviated.

For over 200 years GOLD MEDAL Haarlem Oil has been relieving the inconvenience and pain due to advancing years. It is a standard, old-time home remedy, and needs no introduction. It is now put up in odorless, tasteless capsules. These are easier and more pleasant to take than the oil in bottles.

Each capsule contains about one dose of five drops. Take them just like you would any pill, with a small swallow of water. They work into the system and throw off the poisons which are making you old before your time. They will quickly relieve

those stiffened joints, that backache, rheumatism, lumbago, sciatica, gall stones, gravel, "brick dust," etc. They are an effective remedy for all diseases of the bladder, kidney, liver, stomach and allied organs.

GOLD MEDAL Haarlem Oil Capsules cleanse the kidneys and purify the blood. They frequently ward off attacks of the dangerous and fatal diseases of the kidneys. They have a beneficial effect, and often completely cure the diseases of the body organs, allied with the bladder and kidneys.

If you are troubled with soreness across the loins or with "simple" aches and pains in the back take warning, it may be the preliminary indications of some dreadful malady which can be warded off or cured if taken in time.

BLACKMAN'S MEDICATED SALT BRICK

STOCK LIKE IT

HOUSES, CATTLE, SHEEP & HOGS

DRIP BRICK IN FEED BOX

CONTAINS COPPERAS FOR WORMS, SULPHUR FOR THE BLOOD, SALT PETER FOR THE KIDNEYS, BLUE VOSENA, A TONIC AND PURE DAIRY SALT. USE IN VETERINARIANS IS OF NO DOSE. ASK YOUR DEALER FOR BLACKMAN'S OR WRITE BLACKMAN STOCK REMEDY COMPANY Chattanooga, Tenn.

AVOID INFLUENZA AND PNEUMONIA BY USING GOWANS Rub-It-On

The pleasant, effective, external application for colds, croup, pleurisy, pneumonia, etc. Soothes and heals. Price 25c, 50c, \$1.00. Pay No More.

Keep a Bottle Handy

Pain whether it comes from rheumatism, neuralgia, sciatica, backache or sprain is usually most acute at night.

If you have a bottle of Yager's Liniment handy and use it you get quick relief. Price 35c.

The large bottle contains twice as much as the usual 50c bottle of liniment and lasts the average family for months. At all dealers.

YAGER'S LINIMENT RELIEVES PAIN

GILBERT BROS. & CO., Baltimore, Md.

OLD FALSE TEETH

In any Shape—No Matter if Broken OLD GOLD, SILVER OR PLATINUM OLD OR NEW JEWELRY

Tinset, pewter or collapsible tubes. Nothing matches our quality. Cash by registered mail. Goods held ten days subject to approval.

C. H. HOWELL, Metals Broker 5-277 Baltimore Ave., East BALTIMORE, MD.

Deep-Seated Colds

develop serious complications if neglected. Use an old and time-tried remedy that has given satisfaction for more than fifty years

PISO'S

When Your Eyes Need Care Try Murine Eye Remedy

No Smarting—Just Eye Comfort. 5c bottle at all drug stores. Write for Free Eye Book. MURINE EYE REMEDY CO., CHICAGO