

TAKES CARE OF 5 CHILDREN

Mrs. Taylor's Sickness Ended by Lydia E. Pinkham's Vegetable Compound

Roxbury, Mass.—"I suffered continually with backache and was often dependent, had dizzy spells and at my monthly periods it was almost impossible to keep around at my work. Since my last baby came two years ago my back has been worse and no position I could get in would relieve it, and doctor's medicine did not help me. A friend recommended Lydia E. Pinkham's Vegetable Compound and I have found great relief since using it. My back is much better and I can sleep well. I keep house and have the care of five children so my work is very trying and I am very thankful I have found the Compound such a help. I recommend it to my friends and if you wish to use this letter I am very glad to help any woman suffering as I was until I used Lydia E. Pinkham's Vegetable Compound."—Mrs. MAUDE E. TAYLOR, 5 St. James Place, Roxbury, Mass.

Backache is one of the most common symptoms of a displacement or derangement of the female system. No woman should make the mistake of trying to overcome it by heroic endurance, but profit by Mrs. Taylor's experience and try Lydia E. Pinkham's Vegetable Compound



DON'T DESPAIR

If you are troubled with pains or aches; feel tired; have headache, indigestion, insomnia; painful passage of urine, you will find relief in

GOLD MEDAL HARLEM OIL CAPSULES

The world's standard remedy for kidney, liver, bladder and uric acid troubles and National Remedy of Holland since 1895. Three sizes, all druggists.

Look for the name Gold Medal on every box and accept no imitation

ASTHMA

DR. J. D. KELLOGG'S ASTHMA REMEDY for the prompt relief of Asthma and Hay Fever. Ask your druggist for it. 25 Cents and one dollar. Write for FREE SAMPLE. Warthrop & Lyman Co., Inc., Buffalo, N.Y.

Dr. J. D. KELLOGG'S ASTHMA REMEDY

Keep Your Skin-Pores Active and Healthy With Cuticura Soap

Soap 25c, Ointment 25c and 50c, Talcum 25c.

Sewing Wood.

There has appeared in this country recently a special plywood material for aircraft construction.

This new material must not be confused with ordinary plywood, which is glued together. It is claimed to be a super-plywood, and is actually sewn together!

First, the layers are cemented together with waterproof material, and then stretched through in parallel rows about one and a quarter inches apart. This gives a rigidity and resilience not to be attained by any other method.

Weight for weight, it is the strongest material yet invented. It is made in sheets of any size or shape up to eight feet wide by 60 feet long and from one-eighth of an inch to five-eighths of an inch thick, thus doing away with waste in the conversion.—London Tit-Bits.

Lesser Evil.

"Why didn't you stop when I signaled you?" inquired the officer.

"Well," replied Mr. Chuggins, "it had taken me two hours to get this old flivver started, and it seemed a shame to stop her merely to avoid a little thing like being arrested."—Gateway Magazine.

The sea is generally getting more and more salty.

Ill For Six Months

Kuttama, Ky.—"About eighteen years ago I was bedfast off and on for about six months, suffering from female trouble. I doctored with two different doctors, but nothing seemed to do me any good. I was getting worse all the time. A friend came and told me to write to the specialists at Dr. Pierce's Invalids' Hotel in Buffalo, N. Y., as the doctors here couldn't do me any good, so I wrote and they told me to take Dr. Pierce's Favorite Prescription, Golden Medical Discovery, and Pleasant Pellets according to directions, and in a short time I was well."—MRS. KATE SMITH, Route 3, Box 92. All druggists.



W. N. U., BALTIMORE, NO. 42-1921.

Omaha's Aero Congress

MAHA—Center of the Air Industry. This is Omaha's slogan these days. Why? Because this enterprising Nebraska city of 200,000 people will stage November 3-5 the First International Aero Congress. This congress is Omaha's own idea and the city has carried it out, in spite of many apparently insuperable obstacles, to the point where success is assured. In consequence, Omaha is proudly claiming to be America's most progressive aviation center.

The purposes of the congress are praiseworthy. The congress itself is likely to be of great importance.

One purpose is to bring the flyers together for a big reunion, the first since the World War. Another is to show everything in connection with aviation, in order to interest the people of the nation in flying. A third is to form a national air body for the advancement of aviation in America. The big purpose is: "Aviation supreme for America."

The formation of a national air body appears to be well under way, through preliminary organizations in the states. At this writing twenty-five states are forming state organizations of the congress and will be represented by delegates.

That there is necessity for the formation of such a body seems hardly open to argument. Rudyard Kipling, years ago, wrote of aircraft: "We are at the opening verse of the opening page of the chapter of endless possibilities." We have read far beyond that now and the march of events forces us to keep on turning the leaves, if we would keep our place in the forefront of the procession of the nations.

In the opinion of those who seem best qualified to know, the United States has not kept abreast with other countries in the development of aviation, especially in the matter of development of airways. For example, the best we can show in the way of a transcontinental route is that following the general line of Cleveland, Chicago, Omaha, Reno and San Francisco. The experts declare it to be not more than 40 per cent complete in organization.

An essential of the success of big business is imagination. Imagine, if you can, what the part of aviation in the life of the nation will be five years from now. It is no wonder that men of large affairs want the organization of a national air body and want it now.

Omaha's slogan was inspired by the Aero Club of Omaha, an organization of 100 former pilots and observers of the World War. Nevertheless, all the city is talking aviation these days. Three months ago, of course, it was not so. Omaha was no more enthusiastic over aviation than any other city. When its citizens heard an airplane roaring overhead they gazed skyward for a moment. Otherwise they were uninterested.

Then Earl W. Porter, president of the Aero Club of Omaha, conceived the idea of the congress and went to work on it. Now aviation is in the blood of the citizens. They talk of the many phases of air travel with the nonchalance of ones. In other cities the people may call anything that traverses the air an airship. But not so in Omaha; they rightly use the word aircraft. Do you hear blimp in Omaha? Well, hardly. Omaha knows that blimp is not only slang, but obsolete slang, whereas people in other cities are still applying the word indiscriminately to all balloons, rigid and nonrigid airships, and lighter-than-air craft. You never catch an Omaha these days saying hydroplane when he means seaplane; he knows that the former never leaves the water. And you find him correctly using airplane, seaplane and airship instead of aeroplane, hydro-aeroplane and dirigible. You may even overhear a conversation about the captive helicopter. In short, everyone in Omaha appears to be enthusiastic about aviation in general and the coming congress in particular.

President Porter went to his fellow clubmen. They endorsed his idea and his plans and pledged their support. They also fixed on him as the local head of the movement and he was duly made

president of the congress. He accepted the position, turned over his business affairs to his partner and went to work. The first step was to get twenty-five Omaha business men to back the project for \$1,000 each. This was easily done.

It was also easy to get the indorsement of all Omaha business and social organizations. A speakers' bureau was formed to educate the citizens. Arrangements to raise funds for financing the congress were made. Attention was then turned to the preparation of a program worthy of the occasion.

Incidentally it became necessary to provide a landing field large enough to stage the program. A little thing like this, however, did not deter the air men, who located a farm of 136 acres showing possibilities as a field, although it was uneven and contained 150 large trees.

A "field day" was duly announced, and the air men and their friends rolled up their sleeves and with the assistance of two Holt caterpillar tractors donated for the occasion, pulled the trees and leveled the land.

An open drainage ditch traversed the center of the field, which lies on the edge of one of the residence districts, only fifteen minutes' ride from the heart of Omaha. The city council was induced to vote unanimously to build a covered sewer through the field at a cost of \$21,000. So the problem of a flying field was satisfactorily solved.

In the meantime, an office force was busy mailing thousands of invitations and pamphlets to the air men and celebrities, such as President Harding, Marshal Foch, Orville Wright, Glenn Curtiss and Judge K. M. Landis.

The graduates of Fort Omaha balloon school, the center of America's wartime ballooning, were invited for their first reunion. Squadrons and escadrilles of flyers were asked to hold their first reunions in Omaha. The fifty-two American aces were invited, as well as everyone else interested in aviation.

The aid of Kansas City was enlisted in sending the American Legion convention delegates on to Omaha. The indorsements of national headquarters of the American Legion, of the Aero Club of America, of the World's Board of Aeronautical Commissioners and of the Aircraft Manufacturers' Association were obtained. The co-operation of the Army and Navy air headquarters was asked for and received.

The railroads helped out by offering a fare and a half rate for the round trip from all parts of the country to Omaha. Gutzon Borglum, world-famed sculptor, offered a commemorative medal design symbolical of the work of the American air man during the war, as his "bit." James Hanley, song writer of New York, wrote a special song praising the work of the flyers, to be sung for the first time at the congress.

In preparing its program, Omaha had a piece of rare good luck right at the outset. As everyone knows, the Pulitzer Trophy Race became the world's most famous air event with its first running in November of 1920 at Mitchell Field, New York, under the auspices of the Aero Club of America. There were twenty-five Army, eight Navy, seven Marine Corps and one civilian entrants in the contest. The winner was Lieut. C. C. Mosely of the Army air service, who flew 132 miles in a Verville-Packard machine at an average speed of 173 miles an hour. The Army won seven of the first ten places in the contest and the Navy two. There were 30,000 spectators, including celebrities from all walks of life.

Well, the Pulitzer Trophy Race for 1921 had been scheduled for Detroit, but difficulties had arisen and the Aero Club of America had cancelled the race for the year. Omaha stepped in and offered the necessary funds. In consequence, the first announcement on the program is this: "The First International Aero Congress announces the second annual aerial contest for the Pulitzer Trophy, in connection with the first con-

test for the Aero Club of Omaha Trophy and also other aerial events. Sanctioned by the Aero Club of America under the rules of the Federation Aeronautique Internationale and those of the First International Aero Congress. To be conducted at Omaha Field, Omaha, Nebraska, U. S. A., November 3, 4 and 5, 1921."

The Pulitzer Trophy Race is a free-for-all contest for high-speed airplanes. The distance is approximately 150 miles, five times around a closed course of 30 miles, from Omaha Field, thence northwest to a captive balloon on railroad track north of Calhoun, Nebraska, thence east to a captive balloon on the southern outskirts of Loveland, Iowa, thence return to Omaha Field. All pilots must hold an aviator's license, issued by the Federation Aeronautique Internationale and duly entered upon the competitor's register of the Aero Club of America. All airplanes may compete with pilot only. The Pulitzer Trophy, given by Ralph Pulitzer, editor of the New York World, is a four-foot silver trophy, to be raced for annually. Any flyer winning the trophy two years in succession may keep it. In addition, these prizes are offered: First, \$3,000; second, \$2,000; third, \$1,000.

Event No. 2, set for 3 p. m. Thursday, is an acrobatic contest, with cash prizes as follows: First, \$250; second, \$150; third, \$100. It is a free-for-all contest for all types of airplanes. The contest will be decided on points and the points will be given as follows: Immelman turns, 15; barrel rolls, 15; falling leaves, 20; loops, 20; vertical reversements, 15; tail spin, 15.

Event No. 3, set for Friday at 10 a. m., is a commercial derby for all types of commercial planes. The distance is approximately 250 miles. Starting at Omaha Field, contestants will fly to Des Moines, Iowa, land on Curtis Field and return to Omaha Field. The prizes are: First, \$2,000; second, \$1,000; third, \$500. The contest will be decided on points.

Event No. 4, set for Friday at 10:45 a. m., is a free-for-all race, with prizes aggregating \$475, open to JN's, OX5-Standards, Orioles with Curtiss OX5 motor, Canucks and other planes with a speed of from 60 to 75 miles an hour. The distance is approximately 90 miles.

Event No. 5, set for Friday at 1:30 p. m., is a free-for-all race, with prizes aggregating \$475, open to planes with a speed of from 75 to 90 miles an hour. The distance is approximately 90 miles.

Event No. 6, set for Friday at 3:30 p. m., is a parachute jumping contest, with prizes aggregating \$350. The jump is from 1,000 feet or more and the winner is the contestant who lands closest to a given mark on the field.

Event No. 7, set for Saturday at noon, is a race for a trophy, with cash prizes aggregating \$2,625. It is a closed handicap, open to all machines. The distance is approximately 150 miles.

Event No. 8, set for Saturday at 2:30 p. m., is a bombing contest, open to Army and Navy planes only. The first prize is a gold cup and the second a silver cup.

Inasmuch as the congress is to arouse interest in flying and stimulate the development of commercial flying, the program thus contains events for diversified types of aircraft. The intention is to attract a varied field of entries to compete for prizes to be awarded for desirable airplane performance as well as for high speed.

A feature of the congress will be a half-mile row of various types of airplanes lined up in front of the grandstand, with exhibits of accessories. Actual airplane construction will be shown.

For the entertainment of the crowds the great aerial spectacle, "The Bombing of Courcelay," will be shown, with 100 costumed people in the cast and a model of the French village set up on the field. Parades, banquets, boxing contests and a variety of other functions round out a most attractive program for three days and three nights.

MOTHER! CLEAN CHILD'S BOWELS WITH CALIFORNIA FIG SYRUP

Even a sick child loves the "fruity" taste of "California Fig Syrup." If the little tongue is coated, or if your child is listless, cross, feverish, full of cold, or has colic, give a teaspoonful to cleanse the liver and bowels. In a few hours you can see for yourself how thoroughly it works all the constipation poison, sour bile and waste out of the bowels, and you have a well, playful child again.

Millions of mothers keep "California Fig Syrup" handy. They know a teaspoonful today saves a sick child tomorrow. Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.—Advertisement.

Lost.
Stella—Did she lose her heart?
Bella—Yes, she wants it returned with one question asked.

Important to all Women Readers of this Paper

Thousands upon thousands of women have kidney or bladder trouble and never suspect it.

Women's complaints often prove to be nothing else but kidney trouble, or the result of kidney or bladder disease.

If the kidneys are not in a healthy condition, they may cause the other organs to become diseased.

You may suffer pain in the back, headache and loss of ambition.

Poor health makes you nervous, irritable and may be dependent; it makes any one so.

But hundreds of women claim that Dr. Kilmer's Swamp-Root, by restoring health to the kidneys, proved to be just the remedy needed to overcome such conditions.

Many send for a sample bottle to see what Swamp-Root, the great kidney, liver and bladder medicine, will do for them. By enclosing ten cents to Dr. Kilmer & Co., Binghamton, N. Y., you may receive a sample size bottle by Parcel Post. You can purchase medium and large size bottles at all drug stores.—Advertisement.

Opposing Minds.
"Darling, I've made up my mind to stay at home."
"Too late, George—I've made up my mind to go out."—The Bulletin (Sydney).

After a man is about so old he begins to talk about what a fool he used to be.

Leggett & Myers KING PIN PLUG TOBACCO

Known as "that good kind" Try it—and you will know why

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This free catalogue will help you to solve your water supply problem and to select the right kind of pump.

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Give lasting satisfactory service. A child can operate them and when repairs are necessary you can do the work yourself.

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The tried home remedy for breaking up colds, relieving throat troubles; healing and soothing—quick relief for coughing and hoarseness.

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Money back without question if HUNT'S GUARANTEED SKIN DISEASE REMEDY (Hunt's Salve and Soap), fail in the treatment of Itch, Eczema, Ringworm, Tetter or other itching skin diseases. Try this treatment at our risk. Sold by all reliable druggists.

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Short breathing relieved in a few hours; swelling reduced in a few days; regulates the liver, kidneys, stomach and heart; purifies the blood, strengthens the entire system. Write for Free Trial Treatment.

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