

INDUSTRIAL AND LABOR

D. L. AND W. COMPANY WANTS MORE LAND.

Making Efforts to Get More Room for Yard Purposes Along the Bloomsburg Track—Strike at the Erie Mines at Dunmore Has Been Settled—Employees of the Scranton Bolt and Nut Works Have Their Wages Increased—Colliers Idle in Schuylkill County.

Negotiations are pending between the Delaware, Lackawanna and Western Railroad company and Contractor Frank Carlucci for the purchase of the land fronting on Scranton street, and adjoining that owned by the company, for the purpose of extending the yard limits of the railroad. A portion of the land on which Carlucci's stone yard is located is owned by the company, and has been leased by the contractor for a number of years, until now the plant has grown to such large proportions that it occupies the entire yard. The company would imagine until an insight into the workings were obtained.

In order for the company to increase its yard facilities on the ground that it already owns on either side of Scranton street, it will be absolutely necessary to tear down all the buildings occupied by the Carlucci plant, and a substantial offer with that end in view has been made to the contractor. The deal has not yet been closed, but in all probability it will be accomplished in a few days. To substantiate this belief, it has been learned that John Henore & Son have been notified to remove their piles of lumber from the company's land, which lies between the Bloomsburg division tracks and the main yard.

On the southerly side of Scranton street, where a number of one-story buildings stand, the company also owns a large piece of land, and has known as ex-Alderman Kelly is what is known as a "squatter" thereon. He, too, has been notified to remove his buildings. The contemplated change will not seriously affect the Kelly properties, as they can easily be removed from the land, but with the Carlucci plant it is different. The buildings, machinery, stone, etc., will have to be taken from that locality.

The Carluccis contemplate centralizing all of their work in their new plant adjoining the Nut and Bolt works, and as soon as the above sale is effected, they will remove their machinery to their new plant. At present the contractors employ about one hundred and fifty men, but with the increased facilities at their new plant, and all of the work being done at one place, they expect to furnish employment for a large number of additional men.

The company already has a large number of sidings on this division at the Scranton street crossing, but when the increased room is obtained it will be convenient for the making of new sidings which is now done in the main yard. Much of the coal for tidewater that comes through the Scranton yard is now hauled into the main yard, but with the additional yardage the trains can be made up below the Scranton street crossing, and afterwards run through on the main tracks without stopping in the central yards. A considerable amount of this work is now done in the Taylor yard, but this is not as convenient as the company would like to have it done.

The plans and specifications have all been drawn up for the above mentioned changes, and if the Carlucci proposition is definitely disposed of, it will give the company ample yardage to handle the increased coal and freight business through Scranton. The Carlucci plant has about 150 feet frontage on Scranton street, but runs back in a triangular plot into the railroad land. There is upwards of fifty feet or more of available land in the rear of the stone yard which is now covered with lumber. The contemplated changes will extend from the western end of the stone bridge to a point several hundred feet below the Scranton street crossing.

It is also understood that Ainsley's lumber yard is partly located on the company's land, and that it may be necessary for a portion of that land to be taken in order to carry out the changes which the company have in view.

D. L. and W. Board for Today.

Following is the make-up of the D. L. & W. board for today:

TUESDAY, MAY 21.
Wild Cats East—8 p. m., A. E. Muller; 10 p. m., O'Connor, Baker's men; 11 p. m., D. Wallace.

WEDNESDAY, MAY 22.
Wild Cats East—12:30 p. m., P. Casanova; 2 p. m., J. McMane; 4 p. m., J. Stevens; 6 p. m., M. Mills with J. H. Rowe's men; 8 p. m., H. P. Gilligan; 10 p. m., T. Fitzpatrick; 11 p. m., O. M. Fitzgerald; 12 p. m., Kirby; 2 p. m., Bishop.

Summit—6 a. m., east, J. Hennigan; 8 a. m., west, G. Frontolone; 10 p. m., east, J. Carrigan; 12 p. m., east, W. H. Stroh; 2 p. m., east from Nay Ave.; E. McAllister; 7 p. m., west from Cayuga, McLane; 8 p. m., west from Cayuga, M. Prapple, Thompson crew.

Puller—10 a. m., E. E. Seer.
Passenger Engines—7 a. m., Gaffney; 7 a. m., Conroy; 8:30 p. m., Starnes; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., A. Wildner.

Wild Cats West—4 a. m., O. Randolph; 6 a. m., Ketchum; 8 a. m., John Gallagher; 10 a. m., M. Golden; 11 a. m., H. Hager; 1 p. m., W. W. Labare; 2 p. m., E. Longhney; 4 p. m., Doubleday; 5 p. m., E. Wall; 6 p. m., M. Lamond; 7 p. m., W. E. Gaster.

NOTE.
Conductor A. H. Rowe will run P. J. Neill's crew May 21, and until further notice.

Brokenman John Gallagher reports for duty with A. P. Muller.

Lackawanna or Nothing?

If the consolidation of the Gould roads in the Southwest goes through the Wabash, also a Gould property, doubtless will be included as the eastern outlet. This, however, would bring the system no farther east than Toledo and Detroit over its own tracks, although the Wabash reaches Buffalo by trackage agreement with the Grand Trunk and by steamship line. An outlet on the Atlantic would be important, if not absolutely necessary to the consolidated system. At present, the Wabash has traffic arrangements with the West Shore and the Lackawanna. The former is safely locked up in the New York Central and could not be absorbed by the Goulds.

Concerning the latter, there is much doubt. While the Vanderbilts have a large interest in the company, it is thought they do not control it. Although purchase of control would be difficult, it is not impossible. Available routes from Buffalo to New York are plentiful. In fact, the Lackawanna appears to be the only road not

lied up. The Erie is held by the Hill-Morgan interests; the several Vanderbilt lines are out of the question; the Lehigh Valley is controlled by Morgan. It seems to be either the Lackawanna or nothing.—Philadelphia Stockholder.

Mine Strikes Settled.

The recent trouble at No. 1 and No. 5 shafts of the Erie company have all been satisfactorily settled and both places will resume work today.

At No. 5 shaft, where the trouble was caused because of laborers having to do the work of miners, an arrangement satisfactory to the laborers has been arrived at.

At No. 1, where the men went out because of a non-union man working in the mines, the threatened trouble was brought to an end last night by the man objected to joining the union.

Their Wages Increased.

The employees of the Scranton Bolt and Nut works were yesterday notified of an increase in wages of seven per cent., to take effect forthwith.

An increase of similar proportions was granted last April. Both increases were unopposed by the employees.

This and That.

Employees of the Pond Tule works, at Paterson, N. J., the number of 250, went out on strike yesterday, making the total of 1,250 machinists and helpers of that place who have gone out in support of the demand for a nine-hour day.

These companies were incorporated at Trenton yesterday. The Tula Iron and Steel works, capital \$2,500,000, to mine ore and to manufacture iron and steel; the Lake Shore Salt company, capital \$500,000, to produce and deal in salt.

The puddlers and dependent workers at the American Iron and Steel works, at Lebanon, were given notice yesterday of another increase of wages, to take effect on June 30. The

increase is based on an advance of puddling rates from \$3.25 to \$3.50 per ton.

The contemplated changes in the round house of the Lackawanna railroad have been temporarily abandoned, owing to the uncertainty of affairs around the shops.

The Ontario and Western Railroad company, which recently purchased the Mt. Pleasant colliery, situated on the main line northern division of the Lackawanna railroad, has erected new scales and weighing facilities on their switches, where all of the coal will be weighed before it leaves the mines.

Three hundred men and boys tied up the Corbin colliery at Shamokin yesterday by striking for the enforcement of the semi-monthly pay law. The six hundred employees of the Excelsior colliery threaten to strike next Saturday unless the pay law is observed. The operations are controlled by A. Robertson & Co., of Shamokin.

T. J. Duffy, president of District No. 7, and John Fahy, president of District No. 9, of the United Mine Workers, held another conference at Hazleton yesterday afternoon, but refused to make any statement as to what subjects were discussed. It is believed they are arranging for some move on the part of the miners of the lower anthracite field in case the mine bills now before the senate are not passed.

Hammond colliery, at Girardville, operated by the Philadelphia and Reading Coal and Iron company, is idle because union men refuse to work with Dennis Curley, a contractor who took a contract to drive a hole to be used as a pump way at a figure without including the sixteen per cent. advance paid by the company since last October. It is feared by the men that this may be a precedent, and the sixteen per cent. may gradually be withdrawn unless the contractors are checked in the matter. Curley was expelled from the union and the other employees refuse to work with him. Five hundred men and boys are idle.

Alfred Richards, A. E. Stewart, C. Seely, J. A. Scattergood, Mrs. Robert Shoff, Thomas D. Thomas, J. Trevelick, Justin Troell, Mrs. J. S. Tanne, Mrs. Frances Westcott, Miss Mand Wilson, R. W. Williams, Mrs. C. E. Ward.

THIRD CLASS MATTER.
Mrs. S. Perse Miller, photo; Miss Mildred Rieker, toll music.

FOURTH CLASS MATTER.
E. M. Brown, merchandise; Edwin Kraneberg, salve; K. Krom, old slipper; Mrs. Elizabeth Klugger, medicine; G. Mulholland, perfume.

West Scranton Station.
John Brown, Miss Alice Davis, Mary Gilroy, William Keegan, William Nery, John Palat, Lizzie Richards, Mrs. A. W. Koyrim, Mrs. E. Shanaker, Miss Mabel Wells.

ADVERTISED LETTER LIST.

List of letters remaining uncolled for at the Scranton postoffice, Lackawanna county, Pa., May 22, 1901. Persons calling for these letters will please say advertised and give date of list.

Rosa H. Rippler, Postmaster.
Charles Vogel, Ralph Andrews, Carl W. Jones, P. Boyce, Edward Blatchley, Mrs. George Burns, Luther H. Buchanan, George G. Baird, Frank H. Carrell, Miss Anna Carter, Chie Coleman, A. T. M.

Edward Doeringer, Dr. Ellenwood, Dentist.
Marie Frodie, Jake Feldman, John J. Franko, William Foster, Mr. Francis, J. C. Magoo, S. M. Greenwalt, Mrs. A. Goff, 741 Sixth avenue; Hon. Gardner.

Miss Bridget Haley, Mrs. Mary Hughes, Miss May Hannon, Miss Lena Hansman, Mrs. I. F. Jones, Augustus G. Jones, Thomas G. Jones.

H. M. Reefe, John Ketchum, Nellie Kunkle, May Beall Kramer, M. D. Jacob Koffman, Mrs. S. Lee, Mrs. George Lamey (2), L. J. Lee, Lady Commander, Scranton Hive, No. 188, A. T. M.

Harry McLaughlin, Miss McGrath, Thomas McKee, Joseph Mengel, Miss Mary Mangano, M. W. Manning, J. C. Martin, Mrs. J. C. Magoo, Joseph Margolis, Miss Annie Morgan, Dr. Jacob Mickowick, Dr. James M. Monaghan, Miss Anna Manley, W. Maynard.

Miss Mary Nicholas, C. L. & C. H. Nelson, Mrs. Charles Nelson, H. Sachman, Miss Sallie Pury, W. S. Palmer, Pury & Howe, Miss D. Powell, S. Procter, Rose Parham, L. W. Perkins, W. S. Palmer.

Miss Daisy Reed (2), H. H. Rogers, Mrs. Ida Reynolds, Mrs. John Ratler, E. H. Robblyer, William Reed, Peter Ralph, W. L. Robinson, Dr. Alfred Richards.

A. E. Stewart, C. Seely, J. A. Scattergood, Mrs. Robert Shoff, Thomas D. Thomas, J. Trevelick, Justin Troell, Mrs. J. S. Tanne, Mrs. Frances Westcott, Miss Mand Wilson, R. W. Williams, Mrs. C. E. Ward.

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Sacrifice Sale of Ladies' Garments

Suits, Jackets, Coats, Waists, Etc.

M. D. BRESCHEL'S

124 Wyoming Ave

Honesty in business is a principle which will sooner or later establish the man who conducts his business upon that principle, and there is no better testimonial to the truth of the statement than the immense trade M. D. Breschel, the Wyoming avenue furrier, has established in a few years.

When Mr. Breschel started in business three years ago at 328 Lackawanna avenue, he made a specialty of repairing and remodeling all kinds of furs. Competitors told their customers that they would give him three months to stay. It was no unusual thing for furriers to change about and people were a little shaky about leaving valuable furs with them, and as a matter of course were likewise afraid to leave them with Mr. Breschel, as he was a stranger in the city. Consequently to display his workmanship and establish himself he made over a seal skin jacket free of charge for a very prominent person, and as soon as others examined the work they rushed to his store. The result was that people were not only pleased with his work, but gained confidence in him by his treatment of them, and today he has the finest cloak and fur store in the state.

In a few weeks when Mr. Breschel returns from New York you will find at his store a stock of raw and dressed furs worth \$50,000, and he will immediately commence to make up seal skin garments, Persian lamb jackets, Russian and Hudson Bay sables, for which orders have already been placed. About July 1st, Mr. Breschel will send out his salesmen to visit the wholesale trade, and customers placing their wants in the fur line during the months, I will give them the benefit of the wholesale price, in which there is a difference of 50 per cent. between the retail and wholesale price. Mr. Breschel will also remodel and repair your furs to the latest next fall's styles at greatly reduced prices during the summer months. Mr. Breschel's is the largest and most reliable fur establishment in the state, outside of Philadelphia, and when that fact is impressed on your mind you will save money by it.

For the next ten days Mr. Breschel will run a great sacrifice sale of fine tailor made suits, silk skirts, waists and jackets in silk, ston and cloth; shirt waists and wrappers. An opportunity to buy these goods in the heart of the season at a sacrifice should be taken advantage of by every woman in the city.

BRESCHEL
124 Wyoming Ave
In the Coal Exchange, Opposite the Globe Store.

SUMMER FURNISHINGS

Our new stock of fabrics specially adapted for this season, is now complete and comprises all the new novelties in

Porch Rugs, Porch Curtains

Fibre Carpets

Straw Mattings, Summer Draperies

WILLIAMS & McANULTY

Temporary Store—126 Washington Ave.
Carpets, Wall Paper, Draperies.

REPRESENTATIVES WANTED both sexes, to sell our Vermorel and Mohl Powders, for Lice on Poultry, Plague, Hecce, Catgut, Swine Typhoid, Cholera, etc. Send for the Vermorel Preventative. Enclose stamped envelope for information and order sample box. Large can delivered anywhere in U. S. or Canada, for 40 Cts. Do not send stamps for powder. Charges prepaid. Goods guaranteed or money refunded. All hens should be dusted before setting and three days before hatching. It saves the lives of thousands of little chicks and turkeys from head lice, makes your hens lay and keeps them healthy. Sample box, 10 cents.

Florida—Send us trial order for our Superior Quality of Scrimps Duvet, Price, 1.19 cts per pound; 200 pounds in Barrel. Bears Vermorel Powder Co., 410 Paoli Building, Dalton, La. Co., Ga.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect March 17, 1901.

Trains leave Scranton:

6:45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburgh and the West.

9:38 a. m., week days, for Hazleton, and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West.

2:18 p. m., week days, (Sundays 1:58 p. m.) for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West. For Hazleton, week days only.

4:27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburgh.

J. B. HUTCHINSON, Gen. Mgr. B. & O. R. R., Scranton, Pa.

Delaware, Lackawanna and Western
In Effect Dec. 2, 1900.

South-Leave Scranton for New York at 1:40, 3:00, 5:00 and 10:05 a. m.; 12:55, 3:30 p. m. For Philadelphia at 8:00 and 10:05 a. m.; 12:55 and 3:30 p. m. For Stroudsburg at 6:10 a. m. Milk accommodation at 3:40 p. m. Arrive at Hokeney at 6:30, 7:18, 10:28, 12:08, 3:15, 4:48, 11:19 p. m. Arrive at Philadelphia at 1:08, 2:25, 4:00 and 8:22 p. m. Arrive from New York at 1:10, 6:32 and 10:25 a. m.; 1:40, 2:52, 6:45, 8:45 and 11:30 p. m. From Stroudsburg at 5:07 a. m.

North-Leave Scranton for Buffalo and intermediate stations at 1:15, 6:35 and 9:00 a. m.; 1:55, 5:48 and 11:05 p. m. For Oswego and Syracuse at 6:35 a. m. and 1:55 p. m. For Utica at 1:10 a. m. and 1:55 p. m. For Montrose at 9:00 a. m.; 1:05 and 5:48 p. m. For Kingston at 4:00 and 8:00 p. m. For Binghamton at 10:30 a. m. Arrive in Scranton from Buffalo at 1:25, 2:55, 5:45 and 10:00 a. m.; 3:30 and 8:00 p. m. From Oswego and Syracuse at 2:55 a. m.; 12:38 and 8:00 p. m. From Utica at 2:55 a. m.; 12:38 and 3:30 p. m. From Kingston at 7:20 a. m. and 6:00 p. m. From Montrose at 10:00 a. m.; 3:20 and 8:00 p. m.

Harrisburg Division—Leave Scranton for Northumberland at 6:45, 10:05 a. m.; 1:55 and 5:30 p. m. For Plymouth at 1:05, 3:40, 8:50 p. m. For Kingston at 8:00 a. m. and 1:10, 5:00 and 8:00 p. m. For Northumberland at 9:55 a. m.; 1:10, 5:00 and 8:00 p. m. Arrive at Scranton from Northumberland at 9:12 a. m.; 12:35, 4:50 and 8:45 p. m. From Kingston at 11:40 a. m. From Plymouth at 7:55 a. m.; 4:30 and 8:05 p. m.

SUNDAY TRAINS.
South-Leave Scranton at 10:00, 3:00, 5:30, 10:05 p. m.; 3:30 and 8:40 p. m.
North-Leave Scranton at 1:15, 6:35 a. m.; 1:55, 5:48 and 11:05 p. m.

Bloomsburg Division—Leave Scranton at 10:05 a. m. and 5:50 p. m.

Lehigh Valley Railroad.
In Effect March 3, 1901.

For Philadelphia and New York via D. & H. R. R. at 9:45 and 11:55 a. m.; 3:15, 4:57 (Black Diamond Express) and 11 p. m. Sundays, D. & H. R. R. at 1:25, 8:27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., at 6:45, 11:45 and 4:27 p. m. For Pottsville, 4:27 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations, via D. & H. R. R., at 11:45, 11:55 a. m.; 2:15, 4:27 (Black Diamond Express), 11:30 p. m. Sundays, D. & H. R. R., at 1:25, 8:27 p. m.

For Tunkhannock, Towanda, Elmira, Utica, Geneva and principal intermediate stations, via D. & H. R. R., at 8:05 a. m.; 1:02 and 5:40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, D. & H. R. R., at 11:55 a. m.; 3:30 (Black Diamond Express), 7:45, 11:41, 11:50 p. m. Sundays, D. & H. R. R., at 1:25, 8:27 p. m.

Pullman parlor and sleeping or Lehigh Valley parlor cars on all trains between White-Haven and New York, Philadelphia, Buffalo and Suspension Bridge.

HOLLIN H. WILBUR, Gen. Supt., 29 Cortland street, New York.

CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.

A. W. BONEFACHER, Div. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to 529 Lackawanna avenue, Scranton, Pa.

Delaware and Hudson.
In Effect May 19, 1901.

Trains for all points west, Scranton at 6:30, 8:00, 8:55, 10:15 a. m.; 12:00, 1:30, 2:45, 5:05, 6:20, 8:25, 7:37, 11:15 p. m.; 1:36 a. m., 1:41 p. m. For Honesdale at 6:30, 8:00, 8:55, 10:15 a. m.; 12:00, 1:30, 2:45, 5:05, 6:20, 8:25, 7:37, 11:15 p. m.; 1:36 a. m., 1:41 p. m.

For Wilkes-Barre at 6:45, 7:18, 8:41, 10:28, 10:41, 11:25 a. m.; 1:25, 2:18, 3:33, 4:27, 6:07, 7:45, 10:41, 11:20 p. m.

For Albany and all points north—6:30 a. m.; 2:15, 4:27 and 8:27 p. m.

For Pennsylvania R. R. points—6:45, 9:35 a. m.; 2:15 and 4:27 p. m.

For Albany and all points north—6:30 a. m. and 2:15 p. m.

SUNDAY TRAINS.
For Carbondale—6:00, 11:35 a. m.; 2:44, 3:25, 5:47, 10:15 p. m.
For Hazleton—9:35, 11:35 a. m.; 1:58, 3:25, 6:27, 8:27 p. m.

For Albany and points north—6:27 p. m.
For Honesdale—9:00 a. m. and 3:32 p. m.
Lowest rates to all points in United States and Canada.

H. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.

Central Railroad of New Jersey.
Stations in New York—Foot of Liberty street, N. R. and South Ferry.

TIME TABLE IN EFFECT MAY 19, 1901.
Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Water Haven, at 6:30, 8:00, 8:55, 10:15 a. m.; 12:00, 1:30, 2:45, 5:05, 6:20, 8:25, 7:37, 11:15 p. m.

For Pottsville and White-Beck, 8:55 a. m.; 1:00 and 4:10 p. m. Sundays, 11:40 a. m. and 4:10 p. m.

For Pottsville, 8:55 a. m.; 1:00 p. m. and 4:10 p. m. Sundays, 11:40 a. m. and 4:10 p. m.

For Mountain Park, 8:55 a. m.; 1:00 and 4:10 p. m. and 4:10 p. m.

Through tickets to all points east, south and west at lowest rates at the station.
H. P. BURDICK, Gen. Pass. Agt., J. H. OLHAUSEN, Gen. Supt.

STOMACHS ON STILTS

The man who stands on stilts does not increase his stature a particle. He may feel taller while he's on the stilts, but when he's off them he feels shorter than he ever felt. A man can't live on stilts; he must come off them sooner or later, and then he realizes that whatever seeming advantage he gained from his artificial elevation was only temporary.

Stimulants are the stilts of the stomach. They lift a man up for the time being, but the good feeling they give is only temporary. A man can't live on stimulants, and when he leaves them he feels worse than ever. In this age of hurry and worry a large percentage of the population have some form of stomach "trouble," popularly described as "weak stomach." The first impulse of the average man whose stomach is "weak" is to have recourse to stimulants. He feels bloated after eating, has frequent eructations and a general feeling of physical discomfort. He takes a glass of something to "stimulate his stomach" and make him "feel good." He may get the desired result for a time, but he is doing nothing for the disease which is in reality aggravated by stimulants instead of benefited. The need of the "weak" stomach is strength, and it is obvious that stimulants can't strengthen the stomach because there is no true strength in stimulants but only a false strength. The jaded horse is no stronger because he mends his pace when pricked by the spur. His extra effort is a drain upon the reserve of his vitality, which may result in a complete breakdown. The seeming strength of stimulants is the false strength of a body spurred to effort and making a call on the reserve of vitality, which may and does often result in total physical collapse.

The success of Dr. Pierce's Golden Medical Discovery in re-establishing the health of weak, run-down, dyspeptic men and women is due to the fact that it perfectly and permanently cures diseases of the stomach and other organs of digestion and nutrition. It does not brace up but builds up the body. It contains no alcohol and is entirely free from opium, cocaine and other narcotics.

"Last spring, I wrote you my feelings and condition," says Mr. A. J. Vanderwater, of 873 West Division Street, Chicago, Ill., "and you advised me to take Dr. Pierce's Golden Medical Discovery. I had taken six bottles of the 'Discovery' and four or five vials of the little 'Pellets.' They have done me worlds of good. All my friends say: 'Vanderwater, how well you are looking. What in the world have you been doing?' I tell them I have been doctoring with Dr. R. V. Pierce, of Buffalo, N. Y. 'Why,' they say, 'you haven't been there?' 'No,' I say, 'but I took his 'Golden Medical Discovery' and his little 'Pellets.' These medicines have made the greatest change in me; from a slow motion of a man that could hardly crawl, tired and sick all the time, and who could do no work, to a man who can work, sleep, eat, and feel fine, and that tired feeling all gone away. I am very thankful that I wrote to Dr. Pierce. His 'Golden Medical Discovery' and his little 'Pellets' have almost made a new man of me. I feel as young as I did at thirty years. No other doctor for me, only Dr. Pierce."

"It is with pleasure that I tell you what Dr. Pierce's Golden Medical Discovery and 'Pellets' have done for me," writes Mrs. T. M. Palmer, of Pease, Kaufman Co., Pa. "Two years ago I was taken with stomach and bowel trouble. Everything I ate would put me in distress. I lived two weeks on milk, and even that gave me pain. I felt as though I would starve to death. Three doctors attended me—one said I had dyspepsia, two said catarrh of the stomach and bowels. They attended me (one at a time) for one year. I stopped taking their medicine and tried other patent medicines, but I grew so weak and nervous my heart would flutter. I could not do any kind of work. Now, since using your medicines, I can do my household work very well; am gaining in flesh and strength, and can eat anything I want."

No man can be stronger than his stomach. When disease fastens on the stomach and other organs of digestion and nutrition, the consequences are felt by the whole body. A "weak" stomach means a weak man, because when the stomach is "weak" the digestive and assimilative powers fail to a greater or less extent, and the nutrition of the body is inadequate to its needs. But if "weak" stomach means weak man, then weak man means "weak" heart, "weak" kidneys, "weak" liver, "weak" lungs, etc., because the physical man is only the sum of his organs and members, and his weakness is the weakness of each and all of the organs of his body.

This fact explains the cures of "weak" heart, kidneys, liver, lungs and other organs, by the use of "Golden Medical Discovery." First the diseases of the stomach and other organs of digestion and nutrition are cured, and thus the weak stomach is made strong. Digestion and assimilation are now perfect. The nutrition derived from food is all used, and not partly lost or wasted. The effects are at once shown in physical gain. The body puts on sound flesh and becomes strong, and as the body is composed of its organs and members, its restored strength means strength of heart, liver, lungs, kidneys—every organ receiving strength from the only source from which physical strength is derived, that is from food when properly digested and perfectly assimilated.

Dr. Pierce's Pleasant Pellets cleanse and regulate the liver and bowels. They produce permanent benefit and do not react on the system.

FREE! Dr. Pierce's Common Sense Medical Advisor, containing 1008 large pages, is sent FREE on receipt of stamps to pay