5 DROPS

TRADE MARK

A PROMPT, EFFECTIVE REMEDY FOR ALL FORMS OF

RHEUMATISM

Lumbago, Sciatica, Neuralgia, Kidney Trouble and Kindred Diseases.

GIVES QUICK RELIEF

Applied externally it affords almost instant relief from pain, while permanent results are being effected by taking it internally, purifying the blood, dissolving the poisonous substance and removing it from the system.

DR. S. D. BLAND

Of Brewton, Ga., writes:

"I had been a sufferer for a number of years with Lumbago and Rheumatism in my arms and legs, and tried all the remedies that I could gather from medical works, and also consulted with a number of the best physicians, but found nothing that gave the relief obtained from '5-DROPS.' I shall prescribe it in my practice for rheumatism and kindred diseases."

DR. C. L. GATES

Hancock, Minn., writes:

"A little girl here had such a weak back caused by Rheumatism and Kidney Trouble that she could not stand on her feet. The moment they put her down on the floor she would scream with pains. I treated her with '5-DROPS' and today she runs around as well and happy as can be. I prescribe '5-DROPS' for my patients and use it in my practice."

FREE

If you are suffering with Rheumatism, Lumbago, Sciatica, Neuralgia, Kidney Trouble or any kindred disease, write to us for a trial bottle of '5-DROPS.'

PURELY VEGETABLE

"5-DROPS" is entirely free from opium, cocaine, morphine, alcohol, laudanum, and other similar ingredients.

Large Size Bottle "5-DROPS" (300 Doses) $1.00. For Sale by Druggists

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Engines that excell in quality and moderate in cost Vertical from one to ten horse power. Horizontal three horse power up-

THE FAIRBANKS COMPANY,
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CHARLES L. WING, Agent, Laporte.

THE STATE TREASURERSHIP

Republican Nominee As Viewed By An Editor From His Home County.

In commenting upon the contest for state treasurer, the editor of the Hollidaysburg Register says:

"Hon. J. Lee Plummer, the Republican candidate for state treasurer, has the ability to fill that office with credit. This fact cannot be successfully contradicted; besides, he is known by the people with whom he has lived all his life to be perfectly honest and reliable and a man of the strictest integrity. While not a Prohibitionist, he is a man of the strictest temperance habits. These are facts which cannot be controverted. He was regularly nominated in a Republican state convention, composed of delegates who were chosen by the Republicans of the various counties of the state.

"There was every opportunity for any man in the state to contest the nomination with him. He was nominated fairly as the candidate of his party. Now, what Republican can have a valid excuse to vote against him? Is it better that the Republicans assist a Democrat into one of the best offices of the state, or vote for their candidate, who is in every way worthy? The opposition is trying hard to raise a respectable fight against him, but the only possible show they will have will be through the votes of Republicans. Why should we aid them in their work?"

A Word to State Republicans.

"The Republican party is not responsible for the misuse that has been made of it in Philadelphia," says the editor of the Juniata Herald. "The truth is that it deserves credit for correcting the wrongs that have been committed by some of its faithless members. The corruption that has existed in Philadelphia is wholly of a local character and the party in the state has no connection with or relation to it. Why should the party elsewhere suffer on account of it? Why should state candidates be defeated because of what has occurred in a single city? If the sins of a few were to be visited upon the party when could it ever be successful? The Republican ticket is composed of honest men, was fairly nominated and is entitled to the support of every member of the party. Be sure to vote for it."

Magnificent Majority is Predicted.

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SOUTH LONDON.

Sir Walter Besant Gives Some Interesting Sketches of That Ancient Portion of the City.

Besides being a novelist, Sir Walter Besant is a historian, particularly the historian par excellence of London. For the last few years he has written articles on historic London for The Pall Mall Magazine. The last series to appear were on South London; these, like the others, are now presented in book form under their original title and with the elaborate and artistic illustrations which so enhanced their value when they were printed in the magazine. The publishers of "South London" in this country are Frederick A. Stokes Company.

"The chief difficulty in writing 'South London,'" said Sir Walter in his preface, "has been that of selection from the great treasures which have accumulated about this strange spot. The contents of this volume do not form a tenth part of what might be written on the same plan, and still without including the history proper of the borough."

The author courteously acknowledges his obligations to the artist "Mr. Perry Wadham, who has so faithfully and so cunningly carried out the task committed to him."

"My South London," says Sir Walter, "extends from Battersea in the west to Greenwich in the east, and from the river on the north to the first rising ground on he south. This rising ground, a gentle ascent, the beginning of the Surrey hills, can still be observed on the high roads of the south—Clapham, Brixton, Camberwell."

At first London had no communication with the rest of the world, except by water. Then a causeway was built across the Southwark marshes. The second road connected with the high road to Dover; it is now called High Street Borough. It formed an entirely open and broad communication; it began not far to the west of St. Saviour's Church, opposite the Roman Trajectus, the mediaeval ferry, now St. Mary Overies Dock. Ferries were soon established across the Thames, and at length the marshes were drained. Prehistoric remains prove that all this was done during the stone age and the bronze age.

Centuries passed by. "High Street of Southwark is now a crowded thoroughfare, because it is the main artery of a town containing a population of many hundreds of thousands. In the last century it was quite as animated, because it was one of the main arteries by which London was in communication with the country. An immense number of coaches, carts, wagons, and 'caravans' passed every day up and down the High Street, some stopping or starting in Southwark itself; some going over London Bridge to their destination in the city."

Among the relics of the bygone ages stands to-day the remains of the palace of the Bishop of Winchester. As one of the Bishops of Winchester would have made a very good modern Police Court Judge and District Attorney combined, it may not be inappropriate at this place to tell something about the punishments of the time that were ordered by the church. "There was whipping, but not the terrible, murderous flogging of the eighteenth century; there were hangings, but not for everything. Mostly to the credit of the church, punishment was designed not to crush a man, but to shame him into repentance and to give him a chance of retrieving his character. A man might be set in the stocks or put in pillory, and so made to feel the heinousness of his offence. This punishment was like that which was inflicted on a schoolboy; the thing done, the boy is taken back to favor. The eighteenth century branded him, imprisoned him, transported him, made a brute of him, and then hanged him. Did a woman speak despitefully of authority—presumptuous quean—set her up in the cage beside the stoulpes of London Bridge, that every one should see her there and should ask what she had done. After an hour or two take her down; bid her go home and keep henceforth a quiet tongue in her head. This leniency was only for offenses moral and against the law. For freedom of thought or doctrine there was Bishop Bonner's better way. And it was a way inhuman, inflexible, unable to forgive."

Sir Walter Besant, in showing how the palace either contains or has at some time contained the work of nearly every archbishop in succession, incidentally remarks, in speaking of some of the improvements executed by the various prelates, that the Chicheley Tower, commonly known as the "Lollards' Tower," "never had any connection with Lollards, and that all the talk about the unhappy Lollard prisoners is without foundation."

And, in a word, which will explain why I have given an apparently disproportionate space to Lambeth Palace, the author thus ends his chapter on the royal houses of South London; "Lambeth Palace, the only palace in the whole of South London, is a monument of English history from the twelfth century downward. Kennington appears at intervals; Eltham is a holiday house; Greenwich practically begins with the Tudors. Lambeth, like Westminster or St. Paul's belongs to the long history of the English people."

From the fragmentary "lives" of Shakespeare we have learned considerable about the Globe Theatre, but in "South London" we find a great deal more, and also much about the Bear Garden, Blackfriars, and Paris Garden, the Hope Theatre, the Swan Theatre, and the Rose. It is all very interesting.

And of the South London of to-day, there is much that is of interest, much that is fascinating, albeit the tourist to London can see it all if he only takes the trouble.

Tempering Steel.

The tempering of steel with uniform results is a feat hardly to be achieved by the most expert artisan. A German inventor had devised a process for accurately obtaining any desired degree of hardness, the variations being effected by changes in the liquid used, and depending on the fact that graded results may be produced by the use of milk in varying forms and dilutions—that is, by fresh and skimmed milk sweet and sour whey, fresh and old buttermilk, and different mixtures with water. The various stages of acidification of milk are also said to give all the effects of hardening in oil and other fat mixtures.

IF YOU TOUCH your tongue to ALUM

and look in the glass—you will see the effect—You can't help puckering—it makes you pucker to think of tasting it.

By the use of so called cheap Baking Powders you take this puckering, injurious Alum right into your system—you injure digestion, and ruin your stomach.

AVOID ALUM

Say plainly—

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Let an EXPERT BUGGY MAKER Give you some INSIDE FACTS

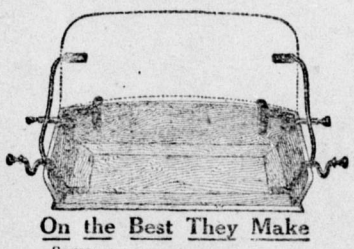
Mr. F. L. Shaw, manager of our vehicle interests, bought two buggies from the same house the other day. One cost $18.00 more than the other. Then he took the buggies all apart to see just why one was higher priced than the other. Here is what he found out:

Both buggies had exactly the same seat and back, same size body, same wheels, shafts and everything else, except that the higher priced one had 14-oz. cloth trimmings instead of Keratol, found in the cheaper; a leather boot, instead of rubber; a better axle, and the finish on the woodwork was slightly better, but not very much.

Read the difference—and learn how easily price can be raised without changing the grade, in a buggy.

SIDE BY SIDE:

Difference in Cost $3.80. Difference in Price to You $18.00.



On their Cheap Buggy	On the Best They Make
Seat and back (see illustrations).	Same.
Body 23 inches wide, 54 inches long.	Same.
Malleable 5th wheel without anti-rattler.	Same.
Malleable head block (considered poor).	Same.
Malleable Bailey Loop (cheapest made).	Same.
Common reaches.	Same.
Steel sockets.	Same.
Hickory and elm wheels (low grade).	Same.
Common axle.	Long distance.
Wheels painted by dipping.	Same.
6-oz. head lining in top.	Same.
Shafts. (cheap grade).	Same.
Keratol trimming.	14 oz. cloth.
Rubber boot.	Leather Boot.
Leather quarter top	Same.
Finish, cheap	Slightly better.

What do they give for the $18.00 difference in price?

The actual difference in cost, to the buggy maker, did not exceed $3.80, yet one buggy costs you $18.00 more than the other.

Now, either the factory making and selling these buggies to the house Mr. Shaw bought from, was fooling the house, or the house was fooling you. In either case, you were paying $18.00 for $3.80 worth.

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There isn't one purchaser of a buggy in a hundred—no, nor in a thousand—who can tell of his own knowledge the cause for the difference in prices between one buggy and another.

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We are the only general merchandising concern in the world that does.

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The difference in our buggies is not merely in the price. It's in the quality.

If you are a judge of buggy values we ask you to compare our vehicles with any make you know of, price for price.

If you are not an expert judge of buggy values, you are safe to order from us, for we give honest value for every dollar you spend. And we guarantee you satisfaction.

The thousands who have purchased vehicles of us write us of their perfect satisfacton and of $10.00 to $50.00 saved on each one.

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"The timber in your work stood our mountain roads well. Used it 4 years."
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"My $68.00 job is far ahead of the $60 to $70 buggies sold here." JNO. T. Carter.

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