HOUSE WORK

Thousands of American women in our homes are daily sacrificing their lives to duty.

In order to keep the home neat and pretty, the children well dressed and tidy, women overdo. A female weakness or displacement is often brought on and they suffer in silence, drifting along from bad to worse, knowing well that they ought to have help to overcome the pains and aches which daily make life a burden.

It is to these faithful women that

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

comes as a boon and a blessing, as it did to Mrs. F. Ellsworth, of Mayville, N. Y., and to Mrs. W. P. Boyd, of Beaver Falls, Pa., who say:

"I was not able to do my own work, owing to the female trouble from which I suffered. Lydia E. Pinkham's Vegetable Compound helped me wonderfully, and I am so well that I can do as big a day's work as I ever did. I wish every sick woman would try it.

FACTS FOR SICK WOMEN.

For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. Why don't you try it?

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

A Reinvestment.

A Missouri man tells of an Irishman named Coughlin, who lived in a shanty standing in a field near the main highway from Kansas City. The foundations of the shanty were lower than the road, through which ran a big water main. As the living floor of the place was raised on posts to make it level with the highway, it left a large cellar underneath, where Coughlin kept a dozen hens.

One day the water main burst, flooding the cellar and drowning the hens. Whereupon Coughlin took steps to enter a claim for damages against the city. After much delay influential friends succeeded in securing the sum of $25 in settlement of Coughlin's claim.

"I've got me money!" shouted the Irishman to a neighbor sitting on the steps of the next shanty.

"It's glad that I am to hear thot," was the reply. "And how much was it, Coughlin?"

"Twinty-foive dollars."

"And phwat are ye gon' to do with the twinty-foive, Coughlin?"

"I'm goin' to buy twinty--fove dollars' worth of ducks," said Coughlin. —Harper's Weekly.

Many Papers.

A paper of many fine points—a paper of pins.

A paper that's backed up by sand—wall paper.

A paper that sticks up to its rights—fly paper.

A paper with lots of good grit—sand paper.

A paper devoted to the revenue—a paper of tacks.

A paper that's a choker—a paper collar.

Drawing paper—dentists' bills.

A talking paper—sheriff's warrant. —Helena (Mont.) Independent.

Fortuitous Circumstance.

McCorckle—You can' say what you please about flying machines, but one of them saved my life once.

McCrackle—How?

McCorckle—I had arranged to go in one on its trial trip, but something got wrong with it and it never started.—Philadelphia Inquirer.

CUBS' FOOD
They Thrive On Grape-Nuts.

Healthy babies don't cry, and the well-nourished baby that is fed on Grape-Nuts is never a crying baby. Many babies who cannot take any other food relish the perfect food, Grape-Nuts, and get well.

"My little baby was given up by three doctors, who said that the condensed milk on which I had fed her had ruined the child's stomach. One of the doctors told me that the only thing to do would be to try Grape-Nuts, so I got some and prepared it as follows: I soaked 1½ tablespoonfuls in one pint of cold water for half an hour, then I strained off the liquid and mixed 12 teaspoonfuls of this strained Grape-Nuts juice with six teaspoonfuls of rich milk, put in a pinch of salt and a little sugar, warmed it and gave it to baby every two hours.

"In this simple, easy way I saved baby's life and have built her up to a strong, healthy child, rosy and laughing. The food must certainly be perfect to have such a wonderful effect as this. I can truthfully say I think it is the best food in the world to raise delicate babies on, and is also a delicious, healthful food for grown-ups, as we have discovered in our family."

Grape-Nuts is equally valuable to the strong, healthy man or woman. It stands for the true theory of health. "There's a Reason." Read "The Road to Wellville," in pkgs.

COME ON IN, THE WATER IS FINE."

—Clever Cartoon in the New York World, by C. R. Macauley.

THE GOVERNMENT SHOULD OWN SHIP LINE

Bristow, of Panama Railroad, Advises Pacific Coast Boats ---Thinks It Would Be of Advantage in Transporting Supplies to the Canal---Criticises Pacific Mail Co. For Attempting to Monopolize Railroad.

Washington, D. C.—J. L. Bristow, of Kansas, who was appointed a special commissioner of the Panama Railroad last August, with instructions to report whether it was advisable to establish a Government steamship line between Panama and Pacific Coast ports of the United States, has made a report to the Secretary of War, in which he says that "the weight of the argument is strongly in favor of establishing this service."

Mr. Bristow, who first came into the public eye as Fourth Assistant Postmaster-General at the time of the postal scandals which he investigated for President Roosevelt, had served under a previous appointment as a special commissioner of the Panama Railroad, with directions to investigate freight rates and trade existing between United States, South American, European and Panaman ports. As a result of his inquiry at that time the Panama Railroad was continued as a commercial line under the United States Government, the Panama Railroad Steamship Line, between New York and Colon, was retained and operated by the Government, and contracts of an exclusive character with the Pacific Mail Steamship Company were annulled. Under his second commission Mr. Bristow was instructed to investigate specifically the service rendered by the Pacific Mail Steamship Company "with a view to advising whether or not the Isthmian Canal Commission should purchase steamers and establish a service between Panama and the Pacific Coast ports of the United States, to be operated in conjunction with the steamers now running between New York and Colon."

In his report Mr. Bristow criticises the service of the Pacific Mail Steamship Company to Panama. He thinks a Government line on the Pacific coast would be desirable for the transportation of canal supplies and materials and canal employes, for keeping open and improving the Isthmian route of commerce and for procuring cargo for the Panama Railroad steamships homeward bound from Colon.

Mr. Bristow represents General Manager Schwerin, of the Pacific Mail Steamship Company, as complaining against the action of the United States in permitting foreign lines to use the Isthmian Railway upon the same terms as American lines. Mr. Bristow argues that as the canal when completed is open to the use of all nations on equal terms, there should be no discrimination now against foreign steamships.

Mr. Bristow says that to perform the service required on the Pacific Coast would necessitate the purchase of from six to nine vessels. His estimates the cost of these vessels as from $3,500,000 to $6,000,000.

REAR-ADMIRAL CAPPS ANSWERS CRITICS OF BATTLESHIPS

Chief of the Repair Bureau Defends the Freeboard Style of the American Navy---He Recommends a Change in the Hoists---Greater Speed Gained in the Dreadnought Type.

Washington, D. C.—Rear-Admiral Washington Lee Capps, Chief of the Bureau of Construction and Repair of the Navy Department, made answer to the critics of the navy at a hearing before the House Committee on Naval Affairs. To the minds practically of all the members of the committee, Admiral Capps' statements were a complete refutation of the charges which have been made against certain features of the construction of American battleships.

Admiral Capps displayed no animosity or ill-feeling toward the chronic and scientific fault-finders, and discussed the subject of naval architecture in a dispassionate way. While he riddled the Reuterdahl article in McClure's Magazine in its general features, still he gave credit to certain criticisms made. In particular he admitted the justice of the criticism of the ammunition hoists on battleships. He advocated a complete change of hoists, and asked for an appropriation of $175,000 to this end.

The Admiral discussed at length the question of high free boards and low free boards on battleships. He said that the general type of naval architecture which is followed by the Board of Construction is the same as has been followed since 1889. This style was adopted by Great Britain after the subject had been considered thoroughly and exhaustively by the leading naval architects and experts of the country, in fact, of the world. It is the style generally followed today by England in the building of her biggest ships.

He said that if there was one nation more than any other which by reason of sea-fighting experience should be able to distinguish between the respective value of a high free board and a low free board, that nation was Japan.

He pointed out that Japan had followed the plan of low free boards, while Russian ships had the high free boards. The Russian ships are now at the bottom of the sea, while Japanese ships are still floating.

Since the Russian-Japanese war, the Japanese have been building their ships so that the free boards are still lower. It had been ascertained that the Russians, apparently realizing the error of their high free boards when going to battle in the Sea of Japan, had pumped water between their decks, and had even loaded coal in the staterooms of the officers in order to get their ships as close to the water as possible, and afford the least possible taget.

American ships, he said, had a little more free board than the Japanese and a little less than the English ships of the Dreadnought type, the English, in order to get greater speed having been forced to allow a little more free board.

The questions raised in the Reuterdahl article, he said, had afforded subjects for argument, dispute, controversy and discussion among naval architects since the construction of the modern navy began and doubtless always would do so. There was always a fight between armor men and armament men, between steam engineering departments and other departments, but the result in the end had been the construction of vessels which present the best knowledge of naval architects.

No nation had followed the French style of naval construction. That was a distinctive class by itself, but in general there was similarity among the English, American and Japanese styles.

THE CANAL SAFE IN TIME OF WAR

Colonel Goethals, in a Report at Washington, Says It Will Not Be Hard to Defend.

Washington, D. C.—At the hearings of the Senate Committee on Interoceanic Canals, Colonel Goethals gave assurance that the Panama Canal, when completed, would be reasonably safe from military invasion, and said that the chances of the crippling of the canal by spies armed with dynamite will be small, provided that armed guards are maintained at Miraflores and Gatun locks. The Gatun lock is located seven miles from the Atlantic, and the Miraflores lock eight miles from the Pacific.

Australia's Heat Wave—
Many Persons Prostrated.

Melbourne, Australia.—The heat wave in Victoria is ended, but it has left disastrous effects in its train. Vast bush fires raged in many parts, destroying hundreds of homesteads and threatening many townships. The sufferings of horses and cattle have been terrible, and the settlers have lost heavily in live stock. Over 100 deaths from sunstroke have been reported, and thousands of persons are seriously ill from the effects of the heat.

The Labor World.

The Glass Workers' Union has 6000 members and $100,000 in the treasury.

The advance in wages of the miners has been general throughout Great Britain.

The forty-first annual Trade Union Congress of Great Britain will convene at Nottingham on September 7, 1908.

Labor organizations of Baltimore, Md., are assisting the policemen of that city in an effort to have one day off each week.

Dr. Flexner's Serum
Cures Meningitis Cases.

Newport, R. I.—The latest two cases of spinal meningitis that appeared among the apprentice seamen at the naval training station here have been treated with success with the new serum, the discovery of Dr. Flexner, of the Rockefeller Institute. The cases were those of F. F. Crawford, of Charlestown, Ill., and R. B. Holloway, of Lipton, Tenn., new recruits in the naval service, who were taken ill shortly after their arrival at the station.

Halls of Congress.

The Senate favors and the House opposes the Hale Navy bill.

The Prohibitionists have an organized party of workers to urge national legislation.

The bill appropriating $3,500,000 for a New York postoffice building was passed.

Senator Jeff. Davis, of Arkansas, attacked the trusts in an impassioned speech in the Senate.

The nomination of Regis L. Post as Governor of Porto Rico was confirmed in the Senate.

Commissioner Smith vs. The Standard Oil Co.

From the Railway World, January 3, 1908.

Mr. Herbert Knox Smith, whose zeal in the cause of economic reform has been in no wise abated by the panic which he and his kind did so much to bring on, is out with an answer to President Moffett, of the Standard Oil Company of Indiana. The publication of this answer, it is officially given out, was delayed several weeks, "for business reasons," because it was not deemed advisable to further excite the public mind, which was profoundly disturbed by the crisis. Now that the storm clouds have rolled by, however, the Commissioner rushes again into the fray.

Our readers remember that the chief points in the defence of the Standard Oil Company, as presented by President Moffett, were, (1) that the rate of six cents on oil from Whiting to East St. Louis has been issued to the Standard Oil Company as the lawful rate by employes of the Alton, (2) that the 18-cent rate on file with the Interstate Commerce Commission was a class and not a commodity rate, never being intended to apply to oil, (3) that oil was shipped in large quantities between Whiting and East St. Louis over the Chicago and Eastern Illinois at six and one-fourth cents per hundred pounds, which has been filed with the Interstate Commerce Commission as the lawful rate, and (4) that the 18-cent rate on oil was entirely out of proportion to lawful rates on other commodities between these points of a similar character, and of greater value, such, for example, as linseed oil, the lawful rate on which was eight cents. President Moffett also stated that thousands of tons of freight had been sent by other shippers between these points under substantially the same conditions as governed the shipments of the Standard Oil Company.

This defence of the Standard Oil Company was widely quoted and has undoubtedly exerted a powerful influence upon the public mind. Naturally the Administration, which has staked the success of its campaign against the "trusts" upon the result of its attack upon this company, endeavors to offset this influence, and hence the new deliverance of Commissioner Smith.

We need hardly to point out that his rebuttal argument is extremely weak, although as strong, no doubt, as the circumstances would warrant. He answers the points made by President Moffett substantially as follows: (1) The Standard Oil Company had a traffic department, and should have known that the six-cent rate had not been filed, (2) no answer, (3) the Chicago and Eastern Illinois rate was a secret rate because it read, not from Whiting, but from Dolton, which is described as "a village of about 1,500 population just outside of Chicago. Its only claim to note is that it has been for many years the point of origin for this and similar secret rates." The Commissioner admits in describing this rate that there was a note attached stating that the rate could also be used from Whiting.

The press has quite generally hailed this statement of the Commissioner of Corporations as a conclusive refutation of what is evidently recognized as the strongest rebuttal argument advanced by the Standard.

In fact, it is as weak and inconclusive as the remainder of his argument. The lines of the Chicago and Eastern Illinois do not run into Chicago. They terminate at Dolton, from which point entrance is made over the Belt Line. Whiting, where the oil freight originates, is not on the lines of the Chicago and Eastern Illinois, which receives its Whiting freight from the Belt Line at Dolton. The former practice, now discontinued, in filing tariffs was to make them read from a point on the the line of the filing road, and it was also general to state on the same sheet, that the tariff would apply to other points, e. g., Whiting. The Chicago and Eastern Illinois followed this practice in filing its rate from Dolton, and making a note on the sheet that is applied to Whiting. This was in 1895 when this method of filing tariffs was in common use.

Now let us see in what way the intending shipper of oil could be misled and deceived by the fact that the Chicago and Eastern Illinois had not filed a rate reading from Whiting. Commissioner Smith contends that "concealment is the only motive for such a circuitous arrangement," i. e., that this method of filing the rate was intended to mislead intending competitors of the Standard Oil Company. Suppose such a prospective oil refiner had applied to the Interstate Commerce Commission for the rate from Chicago to East St. Louis over the Chicago and Eastern Illinois, he would have been informed that the only rate filed with the commission by this company was 6¾ cents from Dolton, and he would have been further informed, if indeed he did not know this already, that this rate applied throughout Chicago territory. So that whether he wished to locate his plant at Whiting, or anywhere else about Chicago, under an arrangement of long standing, and which applies to all the industrial towns in the neighborhood of Chicago, he could have his freight delivered over the Belt Line to the Chicago and Eastern Illinois at Dolton and transported to East St. Louis at a rate of 6¾ cents. Where then is the concealment which the Commissioner of Corporations makes so much of? Any rate—from Dolton on the Eastern Illinois or Chappell on the Alton, or Harvey on the Illinois Central, or Blue Island on the Rock Island, applies throughout Chicago territory to shipments from Whiting, as to shipments from any other point in the district. So far from the Eastern Illinois filing its rate from Dolton in order to deceive the shipper, it is the Commissioner of Corporations who either betrays his gross ignorance of transportation customs in Chicago territory or relies on the public ignorance of these customs to deceive the public too apt to accept unquestioningly every statement made by a Government official as necessarily true, although, as in the present instance, a careful examination shows these statements to be false.

The final point made by President Moffett that other commodities of a character similar to oil were carried at much lower rates than 18 cents, the Commissioner of Corporations discusses only with the remark that "the 'reasonableness' of this rate is not in question. The question is whether this rate constituted a discrimination as against other shippers of oil," and he also makes much of the failure of President Moffett to produce before the grand jury evidence of the alleged illegal acts of which the Standard Oil official said that other large shippers in the territory had been guilty. Considering the fact that these shippers included the packers and elevator men of Chicago the action of the grand jury in calling upon President Moffett to furnish evidence of their wrong-doing may be interpreted as a demand for an elaboration of the obvious; but the fact that a rate-book containing these freight rates for other shippers was offered in evidence during the trial and ruled out by Judge Landis, was kept out of sight. President Moffett would not, of course, accept the invitation of the grand jury although he might have been pardoned if he had referred them to various official investigations by the Interstate Commerce Commission and other departments of the Government.

We come back, therefore, to the conclusion of the whole matter, which is that the Standard Oil Company of Indiana was fined an amount equal to seven or eight times the value of its entire property, because its traffic department did not verify the statement of the Alton rate clerk, that the six-cent commodity rate on oil had been properly filed with the Interstate Commerce Commission. There is no evidence, and none was introduced at the trial, that any shipper of oil from Chicago territory had been interfered with by the eighteen-cent rate nor that the failure of the Alton to file its six-cent rate had resulted in any discrimination against any independent shipper,—we must take this on the word of the Commissioner of Corporations and of Judge Landis. Neither is it denied even by Mr. Smith that the "independent" shipper of oil, whom he pictures as being driven out of business by this discrimination of the Alton, could have shipped all the oil he desired to ship from Whiting via Dolton over the lines of the Chicago and Eastern Illinois to East St. Louis. In short, President Moffett's defence is still good, and we predict will be declared so by the higher court.

The Standard Oil Company has been charged with all manner of crimes and misdemeanors. Beginning with the famous Rice of Marietta, passing down to that apostle of popular liberties, Henry Demarest Lloyd, with his Wealth Against the Commonwealth, descending by easy stages to Miss Tarbell's offensive personalities, we finally reach the nether depths of unfair and baseless misrepresentation in the report of the Commissioner of Corporations. The Standard has been charged with every form of commercial piracy and with most of the crimes on the corporation calendar. After long years of strenuous attack, under the leadership of the President of the United States, the corporation is at last dragged to the bar of justice to answer for its misdoings. The whole strength of the Government is directed against it, and at last, we are told, the Standard Oil Company is to pay the penalty of its crimes, and it is finally convicted of having failed to verify the statement of a rate clerk and is forthwith fined a prodigious sum, measured by the car. Under the old criminal law, the theft of property worth more than a shilling was punishable by death. Under the interpretation of the Interstate Commerce law by Theodore Roosevelt and Judge Kenesaw Landis, a technical error of a traffic official is made the excuse for the confiscation of a vast amount of property.

The 1908 Version.

"The press," declared the spread-eagle orator, "is the Archimedean lever which—er—which—er"—

"Lifts the lid," suggested a man in the crowd.—Houston Post.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials. Address F. J. CHENEY & Co., Toledo, Ohio.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation

Quantity, Not Quality.

"That young woman next door to us got a piano recently."

"Does she play much?"

"No, not much, but a great deal."—Philadelphia Press.

FITS, St. Vitus' Dance, Nervous Diseases permanently cured by Dr. Kline's Great Nerve Restorer. $2 trial bottle and treatise free. Dr. H. R. Kline, Ld., 931 Arch St., Phila., Pa.

When a woman wants to make a man feel like a dollar minus 70 cents she asks him to describe the costume some other woman had on.

H. H. GREEN'S SONS, of Atlanta, Ga., are the only successful Dropsy Specialists in the world. See their liberal offer in advertisement in another column of this paper.

Few Enter The Ministry.

One of the Yale professors has been making a study of the occupations of Yale graduates by classes. He finds, among other things, that a constantly lessening number are entering the ministry and a steadily increasing number are studying law. The law now claims more than twice as many as any other profession. Next to it comes finance. Fewer than one-twelfth of the graduates enter the ministry in sipte of the fact that one of the purposes for which Yale was founded was "to train godly young men for the Christian ministry."

Wise Move.

Dumley—I don't understand how you could possibly laugh so heartily at that poor joke of Mutley's.

Wise—I had to, in self-defense.

Dumley—In self-defense?

Wise—If I hadn't laughed he'd have repeated it, thinking I hadn't seen the point.—Philadelphia Press.

WORN OUT WOMEN
Will Find Encouragement in Mrs. Merritt's Advice.

Mrs. W. L. Merritt, 207 S. First Ave., Anoka, Minn., says: "Last winter I began to suffer with my kidneys. I had pains in my back and hips and felt all worn out. Dizzy spells bothered me and the kidney secretions were irregular. The first box of Doan's Kidney Pills brought decided relief. I am sure they would do the same for any other woman suffering as I did."

Sold by all dealers, 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

Heart Disease Increasing Everywhere

Those persons who have been giving to New York the palm in the matter of a record for deaths from heart disease will get a shock, now the figures of other cities have been made public.

Only a short time ago it was heralded abroad that much-abused Manhattan was paying the penalty for its gay life, and yet, take notice, here is calm, intellectual, unruffled Boston losing losing its citizens at the rate of more than 8,000 a year from this dread disease, a greater percentage than Manhattan.

Dr. George F. Shrady, in explaining the New York increase over past years, made the following remark:

"Time is money, and overtime means riches, sickness and death."

"A man cannot chase dollars all day and pleasure all night without paying a high toll," recently said Dr. Beverly Robinson, famous as a heart specialist, "and this toll is paid from his heart."

Dr. Thomas Darlington, health commissioner of New York, when asked for his idea of what caused this year's increase in death from weak hearts, said:

"Let the public judge. We supply the figures. There isn't any change in the disease itself. Twenty years ago the diagnosis was just as correct as it is today. If the disease remains the same the figures have risen. Form your own conclusion. I've no theory to advance that isn't open to all who give the situation a glance."—N. Y. American.

How To Stop A Nose Bleed.

When the bellboy responded to the signal he found the elderly traveling man standing in the centre of the room holding a handkerchief to his nose, from which the blood was oozing.

"Give me a slap alongside the head, good and hard," said the elderly man, turning his face toward the boy and speaking with difficulty.

"But sir, I—don't know what you mean, sir," stammered the boy, backing toward the door.

"Don't stop to talk," sputtered the traveling man. "Slap me, I tell you," again holding his head forward. The boy hesitated for a moment, then timidly slapped the man's face. "Harder!" commanded the smitten one. The boy hesitated no longer, but with his open palm dealt the man a vigorous blow.

"That's better," grunted the gory one as he removed the handkerchief and after a test found the bleeding had stopped. "I'm subject to these attacks of nose bleed," he explained to the astonished youth, handing him a tip. "I have tried all sorts of remedies, but nothing acts more promptly than a blow alongside the head. The shock seems to paralyze the ruptured blood vessels and they quit work at once. Try it some time if you have the occasion. I got the idea from an old physician in Mexico."—N. Y. Press.

One of the worst things about being useful to people is you never have a chance to do anything for yourself.

CUTICURA CURED FOUR.

Southern Woman Suffered With Itching, Burning Rash—Three Little Babies Had Skin Troubles—Calls Cuticura Her Old Stand-by.

"My baby had a running sore on his neck and nothing that I did for it took effect until I used Cuticura. My face was nearly full of tetter or some similar skin disease. It would itch and burn so that I could hardly stand it. Two cakes of Cuticura Soap and a box of Cuticura Ointment cured me. Two years after it broke out on my hands and wrist. Sometimes I would go nearly crazy for it itched so badly. I went back to my old stand-by, that had never failed me—one set of Cuticura Remedies did the work. One set also cured my uncle's baby, whose head was a cake of sores, and another baby who was in the same fix. Mrs. Lillie Wilcher, 770 Eleventh St., Chattanooga, Tenn., Feb. 16, '07."

One can judge some men by their deeds and some others by their misdeeds.

Moravian Barley and Speltz,

two great cereals, makes growing and fattening hogs and cattle possible in Dak., Mont., Ida., Colo., yes, everywhere, and add to above Salzer's Billion Dollar Grass, the 12 ton Hay wonder Teosinte, which produces 80 tons of green fodder per acre, Emperor William Oat prodigy, etc., and other rare farm seeds that they offer.

JUST CUT THIS OUT AND RETURN IT with 10c in stamps to the John A. Salzer Seed Co., La Crosse, Wis., and get their big catalog and lots of farm seed samples. A. C. L.

When a young man squanders a month's salary on an engagement ring—that is love.

Only One "Bromo Quinine"

That is Laxative Bromo Quinine. Look for the signature of E. W. Grove. Used the World over to Cure a Cold in One Day. 25c.

It is far better for a man to be called down by his wife than to be shown up by his neighbor.

Stop That Cough

before it becomes chronic. Get Brown's Bronchial Troches, the best preparation known for coughs.

A woman's idea of a smart man is one who always agrees with her.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle

The reason a girl likes to have a chaperon is so it won't be her mother.

Piles Cured in 6 to 14 Days.

Paze Ointment is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 50c.

Nothing is well that doesn't end well.

Itch cured in 30 minutes by Woolford's Sanitary Lotion. Never fails. At druggists.

What a girl likes about a secret engagement is how many more people she can tell about it than if it were announced.

Fought For 23 Years.

Jacob Maurer and his wife, of Zurich, were described recently by a judge as the "most curious couple in Switzerland" when he sentenced the husband to six months' imprisonment. They had married in 1880—both are of powerful physique—and had fist fights almost daily for 23 years.

In 1903 the wife got a divorce, but in 18 months the two met by chance and married again. The wedding breakfast, however, ended in a fight, but the couple stayed together in the old way, sometimes the husband and sometimes the wife winning the day's fight.

Some months ago the wife took $1,000 and fled from the house. The husband pursued her, beat her and flung her into a river, but she was rescued. At the trial she pleaded leniency for her husband, and burst into tears when she heard the sentence.

Syrup of Figs and Elixir of Senna

acts gently yet promptly on the bowels, cleanses the system effectually, assists one in overcoming habitual constipation permanently. To get its beneficial effects buy the genuine.

Manufactured by the CALIFORNIA FIG SYRUP CO.

SOLD BY LEADING DRUGGISTS - 50¢ per BOTTLE

A FACE
full of pimples

spoils life for many a one. Get rid of them by aiding digestion with

Parsons' Pills

They assist digestion, help the liver to do its work, and cure constipation. Put up in glass vials. Price 25 cents. For sale by all dealers. I. S. JOHNSON & CO., Boston, Mass.

W. L. DOUGLAS SHOES
$3.00 $3.50

SHOES AT ALL PRICES FOR EVERY MEMBER OF THE FAMILY, MEN, BOYS, WOMEN, MISSES AND CHILDREN.

W. L. Douglas makes and sells more men's $3.50, $3.00 and $2.50 shoes than any other manufacturer in the world, because they hold their shape, fit better, wear longer, and are of greater value than any other shoes in the world to-day.

W. L. Douglas $4 and $5 Gilt Edge Shoes Cannot Be Equalled At Any Price

CAUTION. W. L. Douglas name and price is stamped on bottom. Take No Substitute. Sold by the best shoe dealers everywhere. Shoes mailed from factory to any part of the world. Illustrated Catalog free to any address. W. L. DOUGLAS, Brockton, Mass.

Best Calf Sheets Used Exclusively.

PATENTS Do you wish to know about PATENTS? Do you wish to know about TRADE-MARKS? Do you wish to know about PENSIONS? Do you wish to know about PAY and BOUNTY? Then write to W. H. Wills, Attorney-at-Law (Notary Public), Wills Building, 517 Indiana Avenue, Washington, D. C. 24 years in Washington. Union Soldiers and Sailors—war 1861-5—entitled to pension on age after their reach it. Pensioner deserts wife she may be entitled to his pension.

The State Pin—The latest Jewelry novelty, a complete map in relief of each state, showing principal cities and rivers, U. S. patriotic write today inclosing 15c in stamps and we will send you one postpaid. Corbitt & McCrea, 254 14th St., Brooklyn, N. Y.

DROPSY NEW DISCOVERY gives quick relief and cures worst cases. Book of testimonials and 10 Days' treatment free. Dr. H. H. GREEN'S SONS, Box B, Atlanta, Ga.

ADVERTISE IN THIS PAPER. IT WILL PAY BNUS