

Answer the Alarm!

A bad back makes a day's work twice as hard. Backache usually comes from weak kidneys, and if headaches, dizziness or urinary disorders are added, don't wait—get help before dropsy, gravel or Bright's disease set in.

A Maryland Case

Joseph A. White, 54 Cornhill St., Annapolis, Md., says: "I was afflicted with pain in my back and shoulders and my hands were so stiff I could hardly use them. The kidney secretions were profuse and patently intense in passage. Doan's Kidney Pills helped me as soon as I took them and before long effected a cure."

Get Doan's at Any Store, 50c a Box DOAN'S KIDNEY PILLS FOSTER-MILBURN CO., BUFFALO, N. Y.

The Home Remedy

for coughs, colds, hoarseness; pleasant to take and sure to help when needed.

Hale's Honey

A tonic, expectorant and laxative. Contains no opium nor anything injurious. Sold by all druggists.

Try Filix's Toothache Drops

The female of the species in the weeping expert of the human race.

Write Burline Eye Remedy Co., Chicago or Illustrated Book of the Eye Free.

More men would acquire knowledge if they could absorb it without being taught.

To keep clean and healthy take Dr. Pierce's Pleasant Pellets. They regulate liver, bowels and stomach.—Adv.

So to Speak. "Life is full of obstacles."

"Yes; it is a wonder to me how some people get by."

After Graduation. "What has he been doing since he graduated from college?"

"He has been trying to find out what he learned."—Life.

His Mind on Statistics. "I have no time to argue about the probable duration of the war," said Socrates Scrodd.

"Just now I am deeply interested in carefully calculating how many miles I traveled when a boy crawling under the barn to escape from my dad's strap."

Brother Explained It. A certain four-year-old, who has recently come into possession of a small pocket flashlight, and whose little mind has since been largely taken up with its construction and equipment, was overheard discussing family matters with little sister, a few years older.

"I don't know what the matter with papa," said sister. "He frowns so much and never laughs any more."

"Well, sister," was the reply, "maybe his laugh battery is broken."

Constipation Vanishes Forever

Prompt Relief—Permanent Cure CARTER'S LITTLE LIVER PILLS

Small Pill, Small Dose, Small Price. Genuine must bear Signature

Asa Wood

Paxtine

A Soluble Antiseptic Powder to be dissolved in water as needed For Douches

In the local treatment of woman's ills, such as leucorrhoea and inflammation, hot douches of Paxtine are very efficacious. No woman who has ever used medicated douches will fail to appreciate the clean and healthy condition Paxtine produces and the prompt relief from soreness and discomfort which follows its use.

For ten years the Lydia E. Pinkham Medicine Co. has recommended Paxtine in their private correspondence with women, which proves its superiority. Women who have been relieved say it is "worth its weight in gold." At druggists. 50c. large box or by mail. SAMPLE FREE. The Paxton Toilet Co., Boston, Mass.

Rheumacide

The Reliable Remedy for lumbago, gout and RHEUMATISM GETS AT THE JOINTS FROM THE INSIDE

For sale by all druggists

Parker's Hair Balsam

A safe preparation of mercuric iodine to eradicate dandruff. For Restoring Color and Beauty to Gray or Faded Hair. Sold by all druggists.

Dropsy

Usually gives good relief soon removes swelling and short course, often gives entire relief in 10 to 25 days. Trial treatment sent FREE. Dr. THOMAS E. GREEN, Successor to Dr. H. B. Green's Sarsaparilla & Cholesterol Co.

MEN MAY SOON CROSS THE ATLANTIC IN NEW AEROPLANE, SAYS CURTISS

Aviator Expects Successful Effort Will Be Made in 1916—Remarkable Development of the Aeroplane as a Result of the European War Has Displaced Dreams With Deductions—Use in War Has Proved Utility in Peace.

New York.—Glenn H. Curtiss, the aviator and inventor of the airboat, was asked by the New York World what dream of the future he was building as a result of the remarkable development of the aeroplane by the war in Europe.

"I've left off dreaming. Visions of the future are in the repair shops getting new motors; the old couldn't keep up with the pace that plain facts are setting these days. No, we don't dream now; we draw deductions."

"So the question was altered to, 'What are your deductions as to the future?'"

"Recall the facts," returned Mr. Curtiss, "and you care make your own deductions. What are we seeing? In the greater part of Europe today the aeroplane and the seaplane, as they call the airboat over there, are playing a large part, a very large part, in what is now the daily life of those sections of the earth. It is not the life of the times of peace, I grant you, but the difference is such that it is really greatly in favor of the future when you ask whether aircraft will remain part of the daily life in Europe after the war."

Common as Ships. "I'm not going to say that we shall see aeroplanes as common as automobiles on Fifth avenue and Broadway. But they have undoubtedly won their place. Their use in war has proved their utility in peace. As to seaplanes and airboats, I am confident that they will very soon be as common as ships and motor boats are today."

"Odd as the idea may seem at the moment, the war will certainly result in knitting the peoples of the world more closely together. The wireless telephone will come apparently immediately peace is established, and that will emphasize the ever increasing feeling for closer relations and the demand for speed in transportation which is a necessary consequence. The seaplane will become an absolute necessity. Its development may, perhaps, be practically without limit."

"As a beginning someone will cross the Atlantic in an airboat the first fine day that the world is again free to take interest in that side of the development of flying. This could be done any day now. Craft are already in existence which could cross the Atlantic in a single nonstop flight."

The Feat Historic. "Whoever is first to fly across the Atlantic will certainly still accomplish a feat that will be historic. But the flight will not now be a freak performance which might not be repeated in years. So much is such a flight now within the range of daily experience that the man who first does it may not improbably, after a brief rest, turn round and fly back."

"I do not think I am giving away a secret when I say that Rodman Wamsamaker, for whom I built the America to fly across the ocean last year, is still as keenly interested as ever in the transatlantic flight. When after the war had broken out and Lieutenant Porte, who was to have made the attempt at the transoceanic air trip, was called back to service in England, Mr. Wamsamaker was induced to sell the America back to me, it was with the understanding that I would build him another plane to fly the Atlantic, and that will be done at the first possible moment."

"Next time—and we are hoping it will be next year—we shall, I think, start the flight actually from New York city. That in itself will show you something of the development to date. The first leg of the flight will be to St. John's, Newfoundland, and the next to the Azores. The two stops will be more to meet the possible needs of the aviator than the necessities of the machine."

"Before we were working experimentally and in doubt and darkness. Now we can work and speak with confidence. The second transatlantic flight will, I am pretty sure, cover the ocean in all probability without a stop. It will all depend on the man at the wheel. The machine will easily carry all the supplies necessary for a nonstop flight of that distance together with an allowance as a margin for possible emergencies. Do you wonder that I have left off dreaming?"

Plan Trial Flights. "To give the aviators the necessary experience in ocean flying we purpose locating the machine here in New York city and making flights along the coast and to sea—at least, such are our present plans. When a man can do, say about 750 miles at the wheel in one spell, the transatlantic flight will present little further difficulty to him."

"And then afterward?" put in the questioner.

"The next deduction should not be hard," replied Mr. Curtiss, and then stopped.

"A regular transatlantic air service—New York to London in 36 hours?" was suggested.

"I told you I was doing nothing in the way of visions," returned Mr. Curtiss, with his smile of the Sphinx.

DOG HAS "THE RARE SENSE"

Remarkable St. Paul Canine Anticipates the Every Wish of Its Master.

St. Paul.—A dog that anticipates the wishes of its master is boasted of by A. M. Paulson, No. 7016 Marshall avenue.

The latest achievement of the animal was brought about when Mrs. Paulson was recovering the pantry shelves with newspapers.

"But this I can say with definiteness," he continued. "Experience will show that the seaplane is the safest as well as the speediest of all the means of transit we have. One of our big seaplanes would ride at anchor through the worse of storms, but would more probably get above it and journey on with complete indifference to the weather."

"You asked me what in my opinion are the chief outstanding features of the great experience which the war in Europe is affording us in aviation. I would say that they are these: The increase in the size, but principally in the power of the machines, the amazing work shown to be possible by flyers and, above all, the urgent need of proper and adequate aerial forces for the defense of the United States."

Lesson for U. S. "For us I think this last lesson is by far the most important. We have practically no machines and almost no flyers. We could perhaps get the machines, if the enemy was good enough to give us the grace of a little time; but how about the men to use them? It takes time to make a flyer, a lot more time than any foe would give us. The situation is a serious one. No country can afford to take chances these days. Something ought to be done at once."

"Congress has voted \$2,000,000, but most of it, I understand, is going for experimental workshops. That's all right, but it won't produce aviators. As a builder of aircraft I shall be considered 'interested,' I suppose. But I will run that risk. I speak because I know. For that matter, everybody ought to know; it is so obvious."

"In the last two naval maneuvers the defending fleet was eluded each time and the enemy succeeded in landing on our shores. We were told we had not enough scout ships. The obvious fact was that we had no seaplanes. Efficient watch on a long coast line like ours can only be kept by means of seaplanes. The expense of scout ships is unnecessary, and they could not do the work so well no matter how great their number."

"Our entire coast, I believe, should be guarded by a system of seaplane stations. The big seaplanes of today can go far out to sea, drop anchor and ride there for days if necessary. They can see infinitely farther, their speed is twice or three times that of a scout ship, they can keep in touch with each other more easily, they run little danger from the foe, and are a peril to submarines instead of being in peril from them."

Seaplane All Eyes. "The seaplane is the only thing from which a submarine cannot escape. To escape from a warship a submarine has but to submerge, and once it is below the surface it is out of sight, and, far from having to flee, can turn back on the warship and have it at its mercy. But experience on the other side is showing that once it is spotted from a seaplane a submarine is doomed as surely as a pigeon over the air it can be spotted and followed even when submerged."

"British aviators have adopted an ingenious, daring and deadly method with the German U-boats when they come upon them submerged. Unseen

from the U-boat, they follow aloft until the foe starts to the surface to take a peep around. Then they swoop down and, swishing along the surface of the sea at terrific speed, pass right over the U-boat, breaking off its periscope and leaving it helpless."

"One of the marked features of the seaplanes now is the great strength with which they are built. We no longer use the fine silk that was put on the America, and while I am not favoring metal for the surface of the planes, much of the framework is of metal. I am not at liberty to give dimensions of the biggest machine yet turned out, but I can say it is considerably larger than the America and more than eight times the weight of the machine with which I flew down the Hudson five years ago and won the World's \$10,000 prize for the flight from Albany."

"More important than the increase in size is the increase in reserve engine power. On the America we had two motors of 90 horse power each, but they developed only 80 horse power, or together 160. On a similar machine today we put two 160 horse power motors."

Aeroplane That's Safe. "Were we now building for peace purposes we could build enormously larger machines than we are turning out. But in war machines very high speed is essential rather than size. It is absolutely necessary, of course, that aircraft in war shall be able to rise very speedily. The perils of war are evolving an aeroplane that is as safe, apart from war perils, as a coach on a paved road."

"Among the war flyers of the allies the mishaps essentially aeronautical—that is, not due to war conditions—have been fewer, I understand, than accidents among a similar number of automobiles. Taken altogether, the losses in the flying corps have been remarkably light compared with the amount of flying done and the risks run."

"Records of their work show that some of the men we trained have been in the air more than one thousand hours in less than a year, and one of them has recorded 1,200 hours aloft, which means more than four hours a day in the air over the foe without being hit or having a mishap to his machine. Some of the escapes have been miraculous. From one flight a man returned with more than a hundred bullet holes in his planes, but he had not been hit."

"Two other developments illustrate the inherent reliability of the aeroplane today. The first is that flight is now made with safety no matter how rough a wind is blowing. Weather no longer counts. The other is that, though in peace flight over a city was forbidden because of its danger, cities are now being protected by aeroplanes and we have not heard of any disaster through a machine falling."

Expecting Too Much. "I am often asked why the British flyers cannot protect London from the Zeppelins. My answer is that that is expecting too much. It is impossible. The truth is that they are so far protecting London that the Zeppelins dare not venture near in the daylight and can make their raids only under cover of a dark night. Even at night the raiders have to turn back if the sky is cloudless."

"But even if the aeroplanes were already hovering high over the city when the Zeppelins came the chances would be in favor of the raiders. It would be possible to fly quite close to a Zeppelin and not know it. If you did happen to see it, the next moment it would be lost in a cloud. If, as must be the usual case, the defenders have to wait on the ground until the Zeppelin is picked up by a searchlight, the raiders will have done their work and be fleeing at top speed before an aeroplane can reach their height."

"The Germans say they make their raids at an elevation of 5,000 feet, but I believe 8,000 feet is nearer the mark. That is why they escape the guns. Londoners will have to bear with the raids as part of the fortunes of war. They can put out their lights, but they cannot hide their river."

IS STAR MILK PRODUCER

Holstein Cow From New York Proves a Marvel in the State of Washington.

Seattle, Wash.—A Holstein cow from the dairy farm of Albert Lacosta, just north of this city, is attracting hundreds of city folk. The animal looked just like an ordinary cow when she arrived from New York state last summer, but now that she is fresh, it's another thing. The cow produces for Lacosta each and every day 21 gallons of the finest milk.

The morning milking yields nine gallons and the evening 12 gallons. The udder of this cow is a marvelous sight, equal in size before milking to a washtub, and drags so low that it is with difficulty the milking is done. Lacosta gets all his stock from the eastern part of the country and has another cow from an Iowa breeder which has been yielding 19 gallons of milk daily.

Sheep Breaks Farmer's Leg

Groton, S. D.—Albert Shaddock, seventy-two years of age, is laid up with a double fracture of the left leg as the result of an encounter with a recalcitrant sheep at the Burnham farm. Mr. Shaddock called at the farm to dispose of some vegetables. The sheep started for him and Mr. Shaddock flung his nose with his whip. The result was dynamic. The sheep charged, and before it could be drawn off the accident occurred.

4½-Foot Boy Teaches

Eugene, Ore.—The smallest school teacher in Oregon, in the opinion of E. J. Moore, county school superintendent, is Guy Frum of District No. 157, in western Lane county. He came from Linn county.

"What does the boy want?" asked the superintendent of his stenographer.

"I would like to have my certificate and contract registered," replied the "boy."

He is twenty years old, 4½ feet high and weighs 80 pounds.

IS PRETTIEST MANNEQUIN

A petite brunette, whose wonderful large dark eyes have been an inspiration for many a poet and artist in the gay French capital, is Mlle. Marcelle Le Grand, on whom had been conferred the distinction of being the "prettiest mannequin in Paris." She was one of the 46 mannequins who participated in the Paris fashion fete of the French couturiers, given in New York recently, for the French orphan fund.

IS STAR MILK PRODUCER

Holstein Cow From New York Proves a Marvel in the State of Washington.

Seattle, Wash.—A Holstein cow from the dairy farm of Albert Lacosta, just north of this city, is attracting hundreds of city folk. The animal looked just like an ordinary cow when she arrived from New York state last summer, but now that she is fresh, it's another thing. The cow produces for Lacosta each and every day 21 gallons of the finest milk.

The morning milking yields nine gallons and the evening 12 gallons. The udder of this cow is a marvelous sight, equal in size before milking to a washtub, and drags so low that it is with difficulty the milking is done. Lacosta gets all his stock from the eastern part of the country and has another cow from an Iowa breeder which has been yielding 19 gallons of milk daily.

Sheep Breaks Farmer's Leg

Groton, S. D.—Albert Shaddock, seventy-two years of age, is laid up with a double fracture of the left leg as the result of an encounter with a recalcitrant sheep at the Burnham farm. Mr. Shaddock called at the farm to dispose of some vegetables. The sheep started for him and Mr. Shaddock flung his nose with his whip. The result was dynamic. The sheep charged, and before it could be drawn off the accident occurred.

4½-Foot Boy Teaches

Eugene, Ore.—The smallest school teacher in Oregon, in the opinion of E. J. Moore, county school superintendent, is Guy Frum of District No. 157, in western Lane county. He came from Linn county.

"What does the boy want?" asked the superintendent of his stenographer.

"I would like to have my certificate and contract registered," replied the "boy."

He is twenty years old, 4½ feet high and weighs 80 pounds.

AFTER THE GREAT WAR

SPECULATION AS TO PLEASANT PATHS OF PEACE.

Woman Who Has Known Conditions at the Front Wonders What Real Return to the Normal Will Mean.

Centuries ago a chronicler of the Crusades recorded quaintly of a certain vain and valorous knight:

"Three wounds he received in this battle, whereas he laughed, but the pain which he bore his tall plume he cursed deeply and rested not till he had, with his good sword, shorn off his head."

That was in the day when every gentleman who was not a priest must be a fighter, and could be a dandy only by the way. It was many years later that another type arose, dandy first and fighter afterward; the graceful fencer, the society fox, suddenly transformed by patriotism, at his country's call, into a hero. History proved him, fiction adopted him; he became one of the most popular figures in drama, story and romance. But until now neither fact nor fiction has supplied a corresponding type of heroine.

The great war of today, although it demands of many of the noble women who have answered the call greater ability, responsibility and thoroughness of training than has ever been demanded of women before, has also offered opportunities of service to others, hitherto merely women of fashion and the gay world, which many have eagerly accepted. Women used only to organizing balls for committees; women who have shone in foreign capitals interpret for hapless refugees; women who have played with petted children in charming nurseries establish orphanages, care for destitute mothers or adopt war babies. Other women of the modern athletic type, untrained to nursing, devote their nerve and muscle to slaving in hospitals—hastily improvised, ill-equipped, overcrowded, undermanned hospitals—where they face for the real nurses, and turn their hands to anything from writing wills and messages for dying men to mental and often horrible tasks of washing, scrubbing and disinfecting.

Others give themselves, with their automobiles, to the Red Cross, and drive their own cars, filled with wounded, over war-torn roads and half-wrecked bridges with skill and daring. Often they run them under fire, and not one of them has flinched.

"If ever this terrible time, which seems an endless nightmare, does really end," the American wife of an Englishman of high social position, who has been loyally working with the rest, wrote home recently, says the Youth's Companion, "and if I wake up to peace and pretty clothes and gay doings, and life as it used to be—sometimes I wonder who it will be that will wake? Not I, the old I of before the war; but I, my dear, is dead as if she had been shot. I want to be happy and jolly again, yet when I think of the old life it seems no more possible to take it up and live it than to go back and be a little girl. I have died, or grown up, or been born again since then—I don't quite know which! I only know that I am, and must be, different and that I cannot even wish to be the same again."

Sometimes to lose a self is to find a soul.

Memorable Derby Race

The Derby of Running Rein—or, rather, Orlando—will ever be memorable on account of the gigantic fraud perpetrated by a mob of scoundrelly betting men, who entered Running Rein, the horse which passed the post first, relates London Tit-Bits.

Lord Bentinck helped the owner of the second, Orlando, to sustain the objection he lodged against the winner. Many interesting anecdotes are told of the former's perseverance in proving inconceivably that the supposed Running Rein was none other than a four-year-old named Maccabaeus.

In this "Dirty Derby," as it has been called, another four-year-old named Leander also ran, but he had to be destroyed immediately after the race, as he broke his leg coming round Tattenham corner.

A dead heat was seen for the first time so long ago as 1828, Cadland winning the run-off, and the next dead heat, that between St. Gatien and Harvester, was allowed to stand.

French Agriculture.

Since the outbreak of the war the French government has been fully alive to the paramount importance of the agricultural problem, which has been rendered all the more difficult of solution by the drain which the general mobilization made upon labor. In spite of the great sacrifices made by the women of France, who, since the war began, have undertaken agricultural work hitherto performed by men, there was for a long period a serious lack of hands. This has been remedied to a great extent by the initiative of M. Millerand, the minister of war, who put at the disposal of farmers territorial troops and the men in the depots who are unfit for the fighting line. Permission has also been granted to men in the trenches to return to the farms for seed time, while in the zone of the armed officers in command have ordered soldiers to render help to farmers whenever possible.

Unethical Commanders.

Great generals in these crucial hours are not posing for the "movies." They are not animated portrait busts plastered with medallions and ribbons to astound lay audiences of civilians at long range. General Joffre, after 22 hours of abstinence from sleep or food, as he follows over the telephone the varying fortunes of battle, calmly says to his staff, "It is over. Let us go take a bite." The hero-worshipping biographer might fill the mouth of his god like effigy with a resounding epic sentiment such as a central American revolutionist would declaim from a balcony in a triumphal hour; but strategy not rhetoric, is the field marshal in this war.

SUDDEN DEATH

Caused by Disease of the Kidneys

The close connection which exists between the heart and the kidneys is well known nowadays. As soon as kidneys are diseased, arterial tension is increased and the heart functions are attacked. When the kidneys no longer pour forth waste, uric acid poisoning occurs, and the person dies and the cause is often given as heart disease, or disease of brain or lungs.

It is a good insurance against such a risk to send 10 cents for a large trial package of "Anuric"—the latest discovery of Dr. Pierce. Also send a sample of your water. This will be examined without charge by expert chemists at Dr. Pierce's Invalids' Hotel, Buffalo, N. Y. When you suffer from backache, frequent or scanty urino, rheumatic pains here or there, or that constant tired, worn-out feeling, it's time to write Dr. Pierce, describe your symptoms and get his

medical opinion, without charge—absolutely free. This "Anuric" of Dr. Pierce's is 37 times more active than lithia, for it dissolves uric acid in the system, as hot water does sugar.

Simply ask for Dr. Pierce's Anuric Tablets. There can be no imitation. Every package of "Anuric" is sure to be Dr. Pierce's. You will find the signature on the package just as you do on Dr. Pierce's Favorite Prescription, the ever-famous friend to ailing women.

Worry is a frequent cause and sometimes a symptom of kidney disease. Thousands have testified to immediate relief from these symptoms after using Dr. Pierce's Anuric Tablets for the kidneys and backache.

Dr. Pierce's Favorite Prescription makes weak women strong, sick women well. No alcohol. Sold in tablets or liquid.

If it were possible to grow hair on a bald head do you suppose John D. Rockefeller would be wearing a wig?

A woman's happiness is never complete unless some other woman envies her.

Not Gray Hairs but Tired Eyes make us look older than we are. Keep your eyes young and you will look young. After the Morley always Murine Your Eyes—Don't tell your age.

A Facer. He—I like simple things best. She—I've noticed how self-satisfied you are.

REMARKABLE LETTER FROM A WELL KNOWN WASHINGTON DRUGGIST, in reference to ELIXIR HABEK the great remedy for child and fever and all malarial diseases. "Within the last five months I have sold 5,000 bottles of Elixir Habek for malaria, Chills and Fever. Our customers speak very well of it. Henry Evans, 927 F St., N.W., Washington, D.C. Elixir Habek 50 cents all druggists, or by Parcel Post, prepaid, from Klossowski & Co., Washington, D.C.

Time Wasted. "So Edith is to be married next month."

"Yes, isn't it a shame! She graduated from cooking school only a few weeks ago, and now she'll have to forget all they taught her and learn how to cook real food."

Used Whenever Quinine is Needed Does Not Affect the Head

Doan's of the tonic and laxative effect LAXATIVE BROMO QUININE will be found better than ordinary Quinine for any purpose for which Quinine is used. Does not cause nervousness or ringing in head. Remedies there is only one "Bromo Quinine." That is Laxative Bromo Quinine. Look for signature of E. W. Groves, Inc.

Not Mercenary. "Mr. Simpkins," said the boss severely, as the new bookkeeper came in at half past nine, "are you not aware that our office hours are from nine to six?"

"Yes, sir," replied Simpkins; "but, you see, this is pay day, and I didn't want to appear too eager."

Decidedly Ungallant. Robert Lowe, the great English com-moner, was exceedingly sarcastic and frequently ungallant. Upon the occasion of a well-known wedding he began to decant on the absurdities in the marriage service.

"When I married," he said, "all the worldly goods with which I endowed my wife might have been carried in a bundle over my shoulder."

"Ah! but Robert," interposed Mrs. Lowe, "there was your great intellect."

"Well, I certainly did not endow you with that, dear," was the rejoinder.

Absolutely Proper. The young lady had been educated at college, and was giving an order to the grocer.

"I require some cheese," she said.

"Yes, miss," replied the grocer, smiling amiably. "I have some lovely cheese!"

"You should not say 'lovely cheese,'" said the girl, severely. "Lovely" should only be used to qualify something that is alive."

The grocer's smile broadened as he glanced at the gorgonzola. "Well, then, miss," he said, "I'll stick to 'lovely.'"

Husband and Wife Both Saved From Suffering

I wish to tell you the good results myself and husband received from Dr. Kilmor's Swamp-Root. About eleven years ago I had a severe attack of La Grippe and was confined to my bed about eight weeks under the doctor's care. He pronounced my case kidney trouble and rheumatism and not receiving the results from the doctor's treatment I should have received, I decided to try Swamp-Root. After taking several bottles of Swamp-Root I was able to get up and attend to my work.

About a year later my husband was affected with a severe attack of kidney trouble and doctored for some time with the doctors and received no benefit. Knowing of the good I had received, he decided to try Swamp-Root. His condition was such that he was confined to his bed and words cannot tell how he suffered, but after taking Swamp-Root he was relieved so he could go on with his work without pain. I wish to heartily recommend Swamp-Root to all persons afflicted with kidney and bladder troubles and you may publish this letter if you wish.

Yours truly, MRS. A. E. BRIGGS, Eldred, Pa.

Sworn and subscribed to before me, this 25th day of May, 1912. IRA MCCARTHY, Notary Public.

Backache

rheumatism, neuralgia, sprains and chest pains disappear almost like magic when treated externally with Yager's Liniment.

YAGER'S LINIMENT

Is a safe and sure remedy "The Relief Was Instant"

Mr. J. H. Baum, Witty Hawk, N.C. writes: "I suffered with a severe severe pain in my side, backache, neuralgia, Yager's Liniment and relief was instant. I had a great deal of pain and trouble.