

YOUNG WOMEN MAY KEEP WELL

By Taking Lydia E. Pinkham's Vegetable Compound Here is Proof

St. Paul, Minn.—"Here is a little advice I would like to have you put in the papers," Mrs. Jack Lorberter of 704 Dellwood Place wrote to the Lydia E. Pinkham Medicine Company. "If young women want to keep their health and strength for the next thirty years of their lives, it is best to start in right now and take Lydia E. Pinkham's Vegetable Compound. I have tried the Compound myself and received fine results from its use." In describing her condition before taking the Compound, she writes, "I was afraid in my own house in broad daylight, I used to lock the doors and pull down the shades so that nobody could see me." One day a booklet advertising the Vegetable Compound was left on her porch and she read it through. In so doing, she found a letter from a woman whose condition was similar to her own. "I bought Lydia E. Pinkham's Vegetable Compound," Mrs. Lorberter continued, "and have had fine results. My condition made me a burden to my husband. Now I ask him, 'How is housekeeping?' and he says, 'It is just like being in Heaven!' Are you on the Sunlit Road to Better Health?"

CLEAN OFF A BOG SPAVIN

or thorough prompt with Absorbine. It is penetrating but does not blister nor remove the hair. You can work the horse at the same time. \$2.50 at druggists, or postpaid. Describe your case for special instructions. Write for valuable horse book 4-S free. A user writes: "Had one horse with bog spavin on both hind legs. One bottle Absorbine and the spavin was off. Horse now going sound and well."

ABSORBINE

W. F. YOUNG, Inc. 510 Union St., Springfield, Mass.

Keep Stomach and Bowels Right

By giving baby the harmless, purely vegetable, infants' and children's regulator, **MRS. WINSLOW'S SYRUP** brings astonishing, gratifying results in making baby's stomach digest food and bowels move as they should at teaching time. Guaranteed free from narcotics, opiates, alcohol and all harmful ingredients. Safe and satisfactory.

People may be sorry for the men who make good excuses, but they employ somebody else.

Green's August Flower

is a mild laxative, and has been in use for sixty years for the relief of constipation, indigestion and similar stomach disorders. A trial will convince you of its merit. 30c and 90c bottles. At all druggists. G. G. Green, Inc., Woodbury, N. J.

Hanford's Balsam of Myrrh

For Cuts, Burns, Bruises, Sores

If you want a Farm, Store, Mill, Hotel, Summer cottage, country place, or any kind of real estate, write J. E. Vater, Real Estate Agency, Kinfield, Maine.

Ye Gods! Another Atrocity

Flyosan still killing flies and mosquitoes by the millions

ARE you still fighting flies and mosquitoes by swatting them one at a time? Or do you use Flyosan—original and best liquid spray (non-poisonous)—which wipes them out by the wholesale?

Peterman's has the right insecticide for each insect. On sale wherever drugs are sold.

BALDNESS

MEN you have been looking for something that will grow HAIR on a BALD HEAD. Here it is in FORST'S Original Bare-to-Hair grows hair and will save what you have. It's a world's sensation.

W. H. FORST, Mfg. Scottsdale, Pa.

Feminine Appeal in Mind's Many Changes

Man is to blame for woman's habit of changing her mind so often, declares Supreme Court Justice John Ford of New York in an article in Liberty. "Since the beginning of time," Justice Ford asserts, "woman has been the victim of man. She has been pursued, abused, and ill-treated by the big, hulking brute man. Being weaker, physically, she has had to use guile to protect herself and her offspring. Generations of practice have made her instinctively the master of man."

Canada's Peat Deposits

It is entirely possible that at no distant day Canada may be making commercial use of the great peat deposits which are to be encountered in various parts of the dominion. A peat committee appointed by the government and the province of Ontario has been thoroughly investigating the subject and has made some very valuable suggestions. Field operations have been conducted for some time at a point 40 miles east of Ottawa and these have led to the solution of many problems incident to the commercial production and utilization of peat fuel. Machines have been developed for the economical extraction of the peat from the bog and it was found entirely practical to dry the fuel in the air, as the essential climatic conditions prevail over a period of 100 days during the summer season.

A Phenomenon

Frederick A. Wallis, New York's commissioner of corrections, has many ideas about his work, one being that prisons and corrective institutions should build up their inmates' self-respect by making them self-supporting.

Motor Chariot Races

All the thrills and spills of the ancient Roman chariot races are being duplicated in England by the use of motor cycles instead of horses to pull the lumbering vehicles around the track. The chariots are equipped with glass windshields, and girls, as modern "charioteers," hold ornamental reins attached to the male drivers of the gasoline steeds.

All His Own

Bill—I hope you have a mind of your own.
Don—Oh, I have. My wife, however, insists upon using it quite a bit.

One can flee the maddening crowd's ignoble strife if one only has an independent income.

Foolish talk comes from idlers and the foolishness is about reforming the world.



Peterman's

200 Fifth Ave., N. Y. C.

The KITCHEN CABINET

Upon a crutch—her girlish face Alight with love and tender grace— Laughing she limps from place to place Upon a crutch. And you and I who journey through A rose leaf world of dawn and dew, We cry to heaven overmuch: We rail and frown at fate, while she And many more in agony Are brave and patient, strong and true Upon a crutch."

TASTY FOODS

If convenient for one to keep a bowl of fruit gelatin always at hand in the ice chest, there may be a quick dessert or salad prepared in a short time. The pineapple juice poured from the can when it is used for various dishes is thickened with gelatin by using half the amount of hot water and the rest the fruit juice. Lemon or orange, either flavor, is especially good with pineapple flavor. If a dessert is required, prepare a rich custard, chill and serve with the fruit gelatin. If a salad, take a tablespoonful or two of the gelatin cut into cubes, add a diced apple, a few dates and a half cupful of celery with a good salad dressing, and the salad is made.

Apple Custard

Take five well-beaten eggs, add one quart of milk and one pint of strained apple sauce. Sweeten and add such flavor as the taste demands and bake carefully in a moderate oven until firm. Set the pan of custard in a dish of hot water to bake.

Curried Salmon

Chop a small onion fine and fry until brown in a tablespoonful of butter. Mix together one tablespoonful each of curry powder and flour, add to the butter and onion, add slowly one cupful of hot water, stirring briskly. Cook until the sauce is well done, then add one cupful of flaked salmon. Serve with cooked rice.

Curried Lamb

Fry one small onion in three tablespoonfuls of butter; when the onion is light brown add two tablespoonfuls each of curry powder and flour; cook with two cupfuls of stock for five minutes. Season with salt and pepper and strain over thinly sliced cold roast of lamb. Serve in a deep platter with a border of hot rice well seasoned.

Delectable Chicken

Chicken is one of the meats that is a favorite with people the world over and when well cooked is always popular. Try cooking a pair of young chickens in the following manner:

Country Style

Cut into serving-sized pieces as many young fryers as will be needed. Roll in seasoned flour and brown in a mixture of butter and lard in a deep iron kettle or frying pan; when well browned cover and let cook on the back of the range or in the oven until thoroughly done. Meat separates easily from the bones when well cooked. There is nothing less palatable than half-cooked chicken, or more appetizing when well cooked. Remove the chicken to a hot platter and make a brown gravy from the flour and butter in the pan. Add cream or milk for the liquid. In the country the gravy is poured over the chicken and served with it. Another method when the gravy is to be served over the chicken and makes it still more delicious, is to prepare the gravy after the chicken is browned, then return it to the gravy and cover, and finish cooking slowly for as long as needed to be thoroughly done.

Molded or jellied chicken and other meats are liked.

Chicken Curry

Singe and cut the chicken at the joints into pieces for serving. Cover with boiling water, add two teaspoonfuls of salt and a few dashes of pepper. Simmer for half an hour, or longer if not tender. Then drain, dredge with seasoned flour and brown lightly in butter. Fry one large onion in the same fat, mix one tablespoonful of flour, one teaspoonful of sugar, and one tablespoonful of curry powder, and one tablespoonful of water or stock. Add one cupful of tomato or one sour apple chopped, with salt and pepper to taste. Pour this sauce over the chicken and simmer until tender. Add one cupful of hot cream and serve with boiled rice.

Jellied Chicken

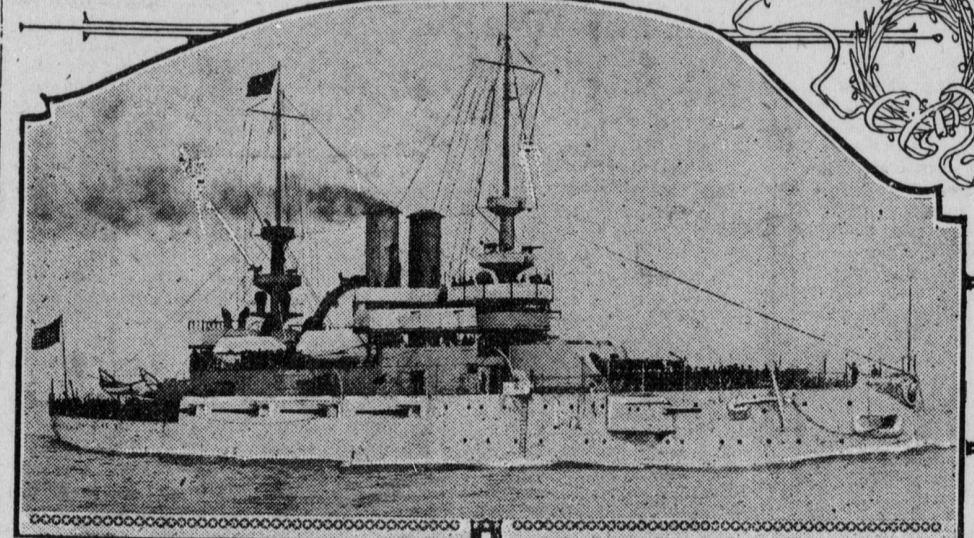
Bring to the boiling point two cupfuls of chicken stock from which the fat has been removed, add to it one tablespoonful of gelatin which has been soaked in four tablespoonfuls of water. Press into a mold four cupfuls of seasoned chicken, pour over the stock, put under a weight and chill until firm. Any other meat may be served in the same way.

Maryland Chicken

Dress and cut up a chicken, sprinkle with salt and pepper, dip into flour, egg and crumbs. Place in a well buttered dripping pan and bake in a hot oven, basting with one-third of a cupful of butter. Arrange on a platter and pour over two cupfuls of cream sauce.

Nellie Maxwell

Vermont Honors Her Naval Hero



BATTLESHIP OREGON

By ELMO SCOTT WATSON

ALL the New England states, which from the earliest days of American history have sent out her bravest and best to "go down to the sea in ships," Vermont is the only one which does not have a single mile of seacoast. Yet the Green Mountain state gave to the nation two great naval heroes and both did the deeds which gave them enduring fame at a time when the American navy was just beginning to make the United States a world power. The time was the Spanish-American war and the two men were Admiral George Dewey, the hero of Manila Bay, and Rear Admiral Charles Edgar Clark, commander of the Oregon in her historic dash around Cape Horn.

Recently the little town of Bradford, Vt., where one of these naval heroes was born, honored the memory of Charles Edgar Clark by erecting in its memorial park a bronze statue of the man who helped make it famous. Several years ago Admiral Clark attended the dedication of Bradford's memorial park as a patriotic shrine for the community, little realizing that a short time after his death his own image in bronze was to be the dominant figure in it. And to a country publisher, Col. Harry E. Parker, editor of the newspaper, United Opinion, at Bradford, belongs the credit for both the memorial park and the Clark statue. It was his initiative which brought into being the park, a little triangle of grass and flowers and trees facing the picturesque Bradford town square, and his devotion to the ideal that his town should honor the men who had brought honor to it which resulted in the erection of the statue at the cost of an unlimited amount of work on his part, as head of the Bradford Memorial association, and the outlay of a considerable sum from his own personal funds.

But when his work was done thousands of people came to Bradford for the dedication ceremonies. Among them were Curtis D. Wilbur, secretary of the navy; Gov. Franklin S. Billings of Vermont; Mrs. Louisa Clark, widow of the gallant commander of the Oregon, Mrs. C. F. Hughes, his daughter, wife of Admiral C. F. Hughes, commander in chief of the United States navy, and many other notables. When they unveiled the monument there stood revealed the bronze figure of the navy hero, standing just as he so often stood on the bridge of the historic Oregon, and on the native Vermont stone base of the monument was a bronze tablet bearing the following inscription: "Rear Admiral Charles Edgar Clark, U. S. N. Born Bradford, Vermont, Aug. 10, 1843. Died Long Beach, California, Oct. 1, 1922—Entered Annapolis Naval Academy Sept. 29, 1860. With Farragut Battle Mobile Bay, Aug. 5, 1864. Race of U. S. S. Oregon from California to Florida Mar. 18-May 26, 1898. Battle of Santiago, Cuba, July 3, 1898."

This simple inscription tells only a small part of the life story of Charles Edward Clark. The son of an old New England family, born in the same town, among the hills of Vermont where his great-grandfather, emigrating from Roxbury, Mass., early in the Nineteenth century, had settled and where both his father and grandfather were born. Clark once expressed his love for his native state in these words: "From my earliest childhood I never wearied of watching the ever-changing aspect of the different mountains and I felt the general devotion to them all, not uncommon perhaps, to boys brought up among the hills; but Mount Lafayette was the special object of my admiration, and one of my first extravagances was the purchase of a small telescope to bring this wonderful mountain nearer." Strange that this boy from the hills should answer the call of the sea! But when he did, he carried with him his love for them and for their heroic traditions. He once confessed that, when confronted with the most difficult problem of his whole career, he gained inspiration for his decision from the history of the gallant Vermonters who fought in the Revolution and the Civil war and his determination to hazard meeting the entire Spanish fleet single-handed at the time of the dash of the Oregon half-way around the world was in part the result of their heroic example.

Educated in the district schools, the over-achieving and the Bradford academy, Clark entered Annapolis at the age of seventeen and his twentieth birthday found him serving with the West Gulf blockading squadron. A year later he was following Farragut through the hell of gunfire which swept that commander's fleet when it steamed past the Confederate forts in Mobile Bay. Although the Spanish-American war gave Clark his chance for world-wide fame, his superiors in the Navy department had known for a long time what sort of stuff was in him. In 1868 he was shipwrecked off the coast of British Columbia when the Suwanee founded and, through the loss of his ranking officers, he found himself in command of the 33 survivors. He organized them into a defensive party to hold off hostile Indians and did it until help arrived.

In 1896 occurred another incident which showed the heroic strain in him. This was the explosion and fire in the magazine of the Mare Island navy



REAR ADMIRAL, C. E. CLARK

yard in which 14 persons were killed. Clark, then a commander, was one of the first to arrive on the scene. Streams of water were being poured upon the smoking ruins of the brick filling house, and smoke was rising from the roof of No. 1 shell house in which all the small arm ammunition, fuses and boxes of detonators were stored. Clark immediately ordered another hose connected up and, carrying the nozzle himself, entered the building and put out the fire that had almost reached the wooden ammunition containers. Later it was found that there was enough powder there to have caused an explosion which would have doubled the casualty list, had the fire reached it, and the first to have been sent to death would have been Clark.

Step by step Clark had risen from lieutenant in 1867 to captain in 1896 and his career had been a varied one. He had served on Pacific, West Indian and Asiatic stations, he had been stationed at several navy yards, he had been an instructor at Annapolis and he had spent three years in surveying the northern Pacific coast and four years in lighthouse inspection. Outstanding in his record had been the qualities of trustworthiness and resourcefulness. One of the questions contained in the fitness reports on record in the Navy department is this one: "Would you as commander of a ship or squadron consider . . . a fit officer to be entrusted with hazardous and important duty?" In the fitness report on Clark, made in 1893, the replies made by his fellow officers was without an exception in the affirmative.

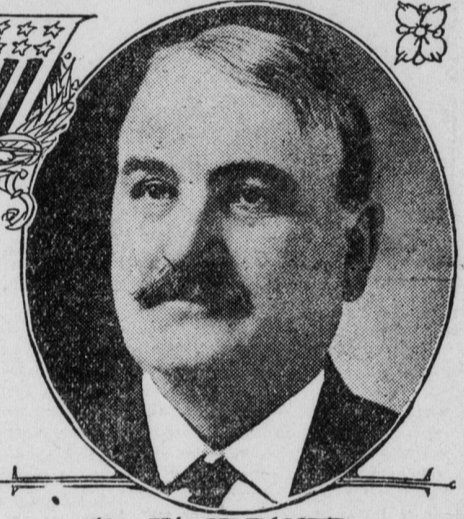
So it was something more than chance that he was selected to command the battleship Oregon in March, 1898, when her captain was disabled for service by illness, and to bring her on the 14,000-mile run from San Francisco to the vicinity of Cuba where the first rumblings of war between Spain and the United States had already been heard. On March 16 the Oregon set out on the voyage that was destined to become the longest emergency run undertaken up to that time by a modern battleship. Clark had had just 48 hours in which to make his preparations for the trip after taking command of the ship and when he had started he was strictly "on his own." For there was no radio in 1898 by which he could keep in constant touch with his superior officers, and in case the formal declaration of war took place while he was still en route it meant the sealing of all ports in which the Oregon might be repaired in case of emergency.

When he arrived at Rio Janeiro on April 30 he was told that war with Spain had been declared and that the whereabouts of the Spanish fleet under Admiral Cervera, which had left the Cape Verde Islands, was unknown. There the Navy department placed upon him the responsibility of deciding whether the Oregon should remain safely at Rio Janeiro or proceed to Key West, and by doing so risk meeting the Spanish fleet in a battle in which the Oregon would be hopelessly outnumbered. Clark was not long in making his decision. He immediately started north! Ever since he had left San Francisco the prayers of the nation had followed the Oregon as she steamed forth upon her lonely voyage and when he left Rio Janeiro the national anxiety was increased. Then on May 24 there was nation-wide rejoicing when the word was flashed that the Oregon had arrived safely at Jupiter Inlet in Florida. Here he was compelled to make another momentous decision. In order to join Admiral Sampson's fleet he would have to override the opinion of his chief engineer who advised him to go to Norfolk navy yard to have the Oregon overhauled. The Navy department had authorized this action, but again Clark made the decision in favor of getting to the scene of action as quickly as possible, despite the danger involved. Twice he had been authorized and almost invited to step aside for the moment from the hazards of war and twice he declined to do so and risked his reputation in doing so. Had either decision resulted disastrously it is probable that the nation would have been as quick to damn him as it was to acclaim him when the event turned out as it did.

On May 26 the Oregon arrived at Key West.



STATUE TO REAR ADMIRAL CLARK



COL. HARRY PARKER

Clark had covered the 14,000 miles of water in 67 days, the longest and quickest trip of any battleship then afloat and still a world's record. Today a battleship could go from California to Florida through the Panama canal in 20 days. Despite the strain that had been put upon the Oregon's machinery by the killing pace, she arrived at Key West fit for immediate service and a few days later joined Sampson's fleet. The nation had only a few weeks to see the result of the efficiency of the Oregon in both the care of the ship itself and the training of her crew.

In the great naval battle of Santiago on Sunday morning, July 3, the Oregon played a leading part. As the Spanish vessels attempted to flee and pass the American battle line, it was the Oregon, following closely behind Commodore Schley's Brooklyn, which developed the wonderful burst of speed in excess of that called for in her contract which brought her alongside the Spanish ship Viscaya until that vessel, riddled by the gunfire of the two American ships gave up the fight. Then the Oregon joined in the chase of the Cristobal Colon which was fleeing westward, far ahead of the pursuing American ships. At 1:15 o'clock in the afternoon a 13-inch shell from the forward turret of the Oregon, on which Clark had stood during the entire engagement, crashed into the Colon. Fifteen minutes later the Spaniard made for the shore as evidence of his defeat. The battle was over. It had lasted exactly four hours.

Later in the war the Oregon steamed from New York to Manila where she was on duty during American operations in the Philippines. Clark was advanced six numbers in rank for his distinguished service during the war, and at the age of fifty-nine he was promoted to rear admiral. He was retired from active service in 1903 on his sixty-second birthday and until his death in 1922 was carried as a rear admiral on the retired list of the United States navy.

The Oregon also went into honorable retirement after her notable career. One of the high spots in her last days of service as a part of the reserve fleet of the Pacific squadron occurred in 1915 when she led the International Naval pageant staged at the time of the opening of the Panama canal. In memory of her famous trip from the Pacific to Cuban waters in 1898 she was given the distinction of being the first battleship to pass through the canal. On board at the time were high government officials and some of the men who served on board her in 1898, who had been allowed to re-enlist for this historic occasion. After the pageant the Oregon proceeded to California. She lay at anchor in San Francisco bay where she was visited by thousands of visitors to the Panama-Pacific exposition.

During her last years she was used as a training ship for young sailors. In 1918 she came back again to San Francisco, where she had been built in 1896, and there the valedictory of her active service was pronounced in the following press dispatch:

SAN FRANCISCO, CAL., May 17.—"Good-by, dear old Oregon," was the sentiment voiced by hundreds of men, women and children during the last week of the Victory Liberty Loan campaign, when they visited the famous old battleship for the last time as she lay at anchor in San Francisco bay. Within a few weeks the grim fighter of nearly a quarter century ago will take her place with the Constitution in the hearts of the American people; the Oregon will go out of commission and become a memory.

Pretty Ma

HAVE you seen the girls who have you'll work basket and ge all possible speed place to autumn's the simplest things saw. Absolutely square of gingham of any colors you band of plain for the very elaborate thin silk, and some

novelty check silk borders. Pretty silk and until you try the exclusive design one of these silk ruffine lined and trimmed with the wood violet designs in three. It was a most. It was nothing like sixty inches wide the figure like beach blanket. be achieved in center and plai the sketch, at. And speaking know what be make from the. These are n staples in chee apt to think c aprons. They is from night, signs are wono ember, compos ously with that look like the sketch is novelty stripe. This particula powder blue, a

BEIG Many terr their employ account of fact. Another of the more ing, but wh self at less Deauville so the pretties