

WOMEN AND HEALTH.

Women are beginning to realize more fully that good health is not to be found in the use of cosmetics and face powders. The appearance of health may follow facial treatment, but health itself lies much deeper than the surface.

Most important to the health of every woman is regularity of the bowels and digestive organs. The weary eyes, bad breath, frequent headaches, pimples and general air of lassitude, is in most every case due to constipation or indigestion, or both. There are various remedies prescribed for this condition, but the easiest, most pleasant and certainly effective, is a combination of simple laxative herbs with pepsin known to druggists as Dr. Caldwell's Syrup Pepsin. This simple remedy is far preferable to harsh salts and cathartics and violent purgative waters that disturb the whole system without affording more than temporary relief.

Dr. Caldwell's Syrup Pepsin is a tonic laxative, mild in its action, pleasant to the taste and positive in its effect, strengthening the muscles of stomach and bowels so that after a short time these organs regain the power to perform their natural functions without assistance.

Dr. Caldwell's Syrup Pepsin is sold by druggists everywhere in 50c and \$1.00 bottles. If you have never tried it, write for a sample to Dr. W. B. Caldwell, 201 Washington St., Monticello, Ill.; he will gladly send a trial bottle without any expense to you whatever.

SHE DIDN'T GET IT.



Mrs. Newwood—Dearest, won't you give me \$20 for a new hat? Mr. Newwood—Love is blind, but it retains the sense of touch. NIX.

ALMOST CRAZY WITH ECZEMA

"I, the undersigned, cannot give enough praise to the Cuticura Remedies. I had been doctoring for at least a year for eczema on my foot. I had tried doctor after doctor all to no avail. When a young girl I sprained my ankle three different times, paying little or no attention to it, when five years ago a small spot showed upon my left ankle. I was worried and sent for a doctor. He said it was eczema. He drew a small bone from the ankle about the size of a match and about an inch long. The small hole grew to about the size of an apple, and the eczema spread to the knee. The doctors never could heal the hole in the ankle. The whole foot ran water all the time.

"My husband and my sons were one night and day wheeling me from one room to another in the hope of giving me some relief. I would sit for hours at a time in front of the fireplace hoping for daybreak. The pain was so intense I was almost crazy, in fact, I would lose my reason for hours at a time. One day a friend of mine dropped in to see me. No more had she glanced at my foot than she exclaimed: 'Mrs. Finnegan, why in the world don't you try the Cuticura Remedies?' Being disgusted with the doctors and their medicines, and not being able to sleep at all, I decided to give the Cuticura Soap and Cuticura Ointment a trial. After using them three days that night I slept as sound as a silver dollar for eight long hours. I awoke in the morning with but very little pain, in fact, I thought I was in heaven. After using the Cuticura Remedies for three months I was perfectly restored to health, thanks to the Cuticura Soap and Ointment. I will be sixty-four years of age my next birthday, hale and hearty as present." (Signed) Mrs. Julia Finnegan, 2234 Hebert St., St. Louis, Mo., Mar. 7, 1911. Although Cuticura Soap and Ointment are sold by druggists and dealers everywhere, a sample of each, with 25-page book, will be mailed free on application to "Cuticura," Dept. L, Boston.

A Soft Answer.

He (triumphantly, reading from a newspaper) — "Suffragist speaker heckled by gress at county fair." Ha, ha! Even the gress are against woman suffrage, my dear! She (contemptuously)—That's because they are gress.—Judge.

Important to Mothers

Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it bears the Signature of Dr. J. C. Fletcher. In Use For Over 30 Years. Children Cry for Fletcher's Castoria

All Interested.

"Is your bookkeeper's heart in his office work? "Everybody's heart is in the office work since the blonde stenographer came."

A better thing than tooth powder to cleanse and whiten the teeth, remove tartar and prevent decay is a preparation called Paxtine Antiseptic. At druggists, 25c a box or sent postpaid on receipt of price by The Paxton Toilet Co., Boston, Mass.

in a Restaurant.

"What will you have, sir?" "Some kind of riotous living for two."

No harmful drugs in Garfield Tea. It is composed wholly of simple health-giving herbs.

The man with money speaks the truth.

AS THE TITANIC WENT TO IT'S GRAVE

Graphic Description Given By a Reporter.

1,726 Lives Lost in This Most Appalling of All Sea Tragedies—Boat Strikes Berg and Then Boilers Explode—Brave Men and Women Meet Death With Undaunted Courage.

By CARTER P. HURD. Staff Reporter, N. Y. World, who arrived on the Carpathia.

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New York, April 19.—Seventeen hundred lives—the figures will hardly vary in either direction by more than a few dozen—were lost in the sinking of the Titanic which struck an iceberg at 11:45 p. m. Sunday and was at the ocean's bottom 2 hours and 35 minutes after.

The printed rolls of first and second cabins, compared with the list of the survivors on the Carpathia, show that of 241 first-cabin passengers, 212 were saved, 154 of them women and children; and that of 262 second-cabin passengers, 115 were saved, 102 of them women and children, of the third-class passengers, 500 in number, 136 survive, of whom 83 are women and children.

Of 955 officers and crew, 199, including 22 women, reached the Carpathia. A few in each class doubtless escaped enumeration on the Carpathia.

1,688 Are Unaccounted For. Accepting the estimate of the Carpathia's officers that 700 survivors reached the ship, comparison with the total, 2,388, shows that 1,688 are unaccounted for.

There is but the faintest hope that any of those reached any other ship. Reports that the California, a cattle ship, may have rescued a few persons, have given merciful respite from utter despair to some of the women.

Cause, Responsibility and Similar Questions Regarding the Stupendous Disaster Will be Taken up in Time by the British Marine Authorities.

No disposition has been shown by any survivor to question the courage of the crew, hundreds of whom saved others and gave their own lives with a heroism which equaled, but could not exceed that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of the first cabin missing.

Officers Knew Icebergs Were Near.

Facts which I have established by inquiries on the Carpathia, as positively as they could be established in view of the silence of the few surviving officers, are:

That the Titanic's officers knew, several hours before the crash, of the possible nearness of icebergs.

That the Titanic's speed, nearly 23 knots an hour, was not slackened.

That the number of lifeboats on the Titanic was insufficient to accommodate much more than one-third of the passengers, to say nothing of the crew. Most members of the crew say there were 16 lifeboats and two collapsibles; none say there were more than 20 boats in all. The 700 who escaped filled most of the 16 lifeboats and the one collapsible which got away to the limit of its capacity.

"Women First" Rule Enforced.

That the "women first" rule, in some cases, was applied to the extent of turning back men who were with their families, even though not enough women to fill the boats were at hand on that particular part of the deck. Some few boats were thus lowered without being completely filled, but most of these were soon filled by sailors and stewards, picked up out of the water, who helped man them.

That the bulkhead system, though probably working in the manner intended, availed only to delay the ship's sinking, the position and length of the ship's wound on the starboard quarter admitted by water which caused the boilers to explode, and these explosions practically broke the ship in two.

Bulkheads Rendered Ineffective.

Head-on, at whatever speed, and with whatever resultant shock, the bulkhead system of watertight compartments would probably have saved the vessel. As one man expressed it, it was the "impossible" that happened when, with a shock unbelievably mild, the ship's side was torn for a length, which made the bulkhead system ineffective.

LIFESAVING APPLIANCES WERE INADEQUATE, SAY SURVIVORS

New York, April 18.—The following statement issued by a committee of the surviving passengers who given the press on the arrival of the Carpathia: We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered.

The Titanic was 1,799 miles from Queenstown and 1,191 miles from New York, speeding for a maiden voyage record. The night was starlight, the sea glassy. Lights were out in most of the staterooms, and only two or three congenial groups remained in the public rooms.

In the crow's nest, or lookout, and on the bridge, officers and members of the crew were at their places, awaiting relief at midnight from their two hours' watch.

Danger Warning Sounded.

At 11:45 came the sudden sound of two gongs, a warning of immediate danger.

The crash against the iceberg which had been sighted at only a quarter of a mile, came almost simultaneously with the click of the levers operated by those on the bridge, which stopped the engines and closed the water-tight doors.

Captain Smith was on the bridge a moment later giving orders for the summoning of all on board, and for the putting on of life-preservers and the lowering of lifeboats.

Many Men in First Boats.

The first boats lowered contained more men than the latter ones, as the men were on deck first and not enough women to fill them.

When, a moment later, the rush of frightened women and crying children to the deck began, enforcement of the "women first" rule became rigid. Officers loading some of the boats drew revolvers, but in most cases the men, both passengers and crew, behaved in a way that called for no such restraint.

Report Captain Shot Self.

Revolver shots, heard by many persons shortly before the end of the Titanic, caused many rumors. One was that Captain Smith shot himself, another was that First Officer Murdoch ended his life. Smith, Murdoch and Sixth Officer Moody are known to have been lost. The surviving officers, Lightoller, Pitman, Bothall and Lowe have made no statement.

Members of the crew discredit all reports of suicide, and say Captain Smith remained on the bridge until just before the ship sank, leaping only after those on the decks had been washed away. It is also related that when a cook later sought to pull him aboard a lifeboat he exclaimed: "Let me go!" and, jerking away, went down.

Life-Preservers Effective.

What became of the men with life-preservers is a question asked since the disaster by many persons. The preservers did their work of supporting their wearers in the water until the ship went down. Many of those drawn into the vortex, despite the preservers, did not come up again. Dead bodies floated on the surface as the last boats moved away.

Band Plays as Ship Sinks.

To relate that the ship's string band gathered in the saloon, near the end, and played "Nearer, My God, to Thee," sounds like an attempt to give an added solemn color to a scene which was in itself the climax of solemnity. But various passengers and survivors of the crew agree in the declaration that they heard the music.

To some of the hearers, with husbands among the dying men in the water and at the ship's rail, the strain brought in thought the words: "So, by my woes I'll be Nearer, My God, to thee, Nearer to thee."

"Women and children first," was the order in the filling of the Titanic's lifeboats. How well that order was fulfilled the list of missing first and second cabin passengers bears eloquent witness. "Mr." is before almost every name.

Chose Death With Husbands.

Mrs. Isidor Straus, who chose death rather than to leave her husband's side; Mrs. Allison, who remained beside her husband and daughter, and others who, in various ways, were kept from entering the line of those to be saved, are striking examples of those who faced the disaster calmly.

To most of the passengers the midnight crash did not seem of terrific force. Bridge players in the smoking room kept on with their game.

Once on deck, many hesitated to enter the swaying lifeboats. The glassy sea, the starlit sky, the absence, in the first few minutes, of intense excitement, gave them the feeling that there was only some slight mishap—that those who got into the boats would have a chilly half hour below, and might later be laughed at. It was such a feeling as this, from all accounts, which caused John Jacob Astor and his wife to refuse the places offered them in the first boat and to retire to the gymnasium.

In the same way H. J. Allison, Montreal banker, laughed at the warning, and his wife, reassured by him, took her time about dressing. They and their daughter did not reach the Carpathia. Their son, less than two years old, was carried into a lifeboat by his

she arrived on the scene of the disaster about 4 a. m. Monday.

The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given, irrespective of class.

The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them.

The English board of trade passengers certificate on board the Titanic showed approximately 3,500. The name certificate called for lifeboat accommodations for approximately 950 in the following boats:

Fourteen large lifeboats, two smaller boats and four collapsible boats. Life-preservers were accessible and apparently in sufficient number for all on board.

The approximate number of passengers carried at the time of the collision was:

Remarkable Heroism Displayed by All.

Enforcement of the Rule "Women First"—Sunders Family Forever—Famous Americans Show Elements of Strong Manhood—Passengers in Lifeboats Watch Great Steamer Sink.

nurse and was taken in charge by Maj. Arthur Penchen.

The admiration felt by passengers and crew for the matchlessly appointed vessel was translated, in those first few moments, into a confidence which, for some, proved deadly.

Lifeboats Are Lacking.

In the loading of the first boat, restrictions of sex were not made, and it seemed to the men who piled in beside the women that there would be boats enough for all. But the ship's officers knew better than this, and as the spreading fear caused an earnest advance toward the suspended craft the order, "Women first!" was heard, and the men were pushed aside.

To the scenes of the next two hours on those decks and in the waters below, such adjectives as "dramatic" and "tragic" do but poor justice. With the knowledge of deadly peril gaining greater power each moment over those men and women, the nobility of the greater part, both among cabin passengers, officers, crew and steerage, asserted itself.

Straus Held Back by Guard.

Isidor Straus, supporting his wife on her way to a lifeboat, was held back by an inexorable guard. Another officer strove to help her to a seat of safety, but she brushed away his arm and clung to her husband, crying, "I will not go without you."

Another woman took her place, and her form, clinging to her husband's, became part of a picture now drawn indelibly in many minds. Neither wife nor husband, so far as anyone knows, reached a place of safety.

Aster and Wife Fart.

Colonel Aster, holding his wife's arm, stood decorously aside as the officers spoke to him, and Mrs. Aster and her maid were ushered to seats. Mrs. Henry B. Harris parted in like manner from her husband, saw him last at the rail, beside Colonel Astor. Walter M. Clark of Los Angeles, nephew of the Montana senator, joined the line of men as his young wife, sobbing, was placed in one of the craft.

"Let him come! There is room!" cried Mrs. Emil Tausig as the men of the White Star line, mentioned to her husband to leave her. It was with difficulty that he released her hold to permit her to be led to her place.

George D. Widener, who had been in Captain Smith's company a few moments after the crash, was another whose wife was parted from him and lowered, a moment later, to the surface of the calm sea.

But, Hays and Stead Lost.

Of Major Archie Butt, a favorite with his fellow tourists; of Charles M. Hays, president of the Grand Trunk; of Benjamin Guggenheim, and of William T. Stead, no one seems to know whether they tarried too long in their staterooms or whether they forebore to approach the fast filling boats. None of them was in the throng which, weary hours afterward, reached the Carpathia.

Pistols Check Steerage Men.

Simultaneously on the upper decks of the ship the ropes creaked with the lowering of boats, and as they reached the water those in the boats saw that those on the decks could not see—that the Titanic was listing rapidly to starboard, and that her stern was rising at a portentous angle. A rush of steerage men toward the boats was checked by officers with revolvers in hand.

Some of the boats, crowded too full to give rowers a chance, drifted for a time. None had provisions or water, there was a lack of covering from the icy air, and the only lights were the still undimmed arcs and incandescents of the settling ship, save for one of the first boats. There a steward, who explained to the passengers that he had been shipwrecked twice before, appeared carrying three oranges and a green light.

Green Lantern as Saver.

That green light, many of the survivors say, was to the shipwrecked hundreds as the pillar of fire by night. Long after the ship had disappeared, and while confusing false lights danced about the boats, the green lantern kept them together on the course which led them to the Carpathia.

As the end of the Titanic became

manifestly but a matter of moments, the oarsmen pulled their boats away, and the chilling waters began to echo splash after splash as passengers and sailors in life preservers leaped over and started swimming away to escape the expected suction.

Icy Water Brings Death.

Only the hardiest of constitutions could endure for more than a few moments such a numbing bath. The first vigorous strokes gave way to heartbreaking cries of "Help! Help!" and stiffened forms were seen, the faces relaxed in death.

Revolver shots were heard in the ship's last moments. The first report spread among the boats was that Captain Smith had ended his life with a bullet. Then it was said that a mate had shot a steward who tried to push his way upon a boat against orders. None of these tales have been verified, and many of the crew say the captain, without a preserver, leaped in at the last and went down, refusing a cook's offered aid.

Last Lifeboat Is Capsized.

The last of the boats, a collapsible, was launched too late to get away, and was overturned by the ship's sinking. Some of those in it—all, say some witnesses—found safety on a raft, or were picked up by lifeboats.

In the Marconi tower, almost to the last, the loud click of the sending instrument was heard over the waters. Who was receiving the message, those in the boats did not know, and they would least of all have supposed that a Mediterranean ship in the distant South Atlantic track would be their rescuer.

Music Was a Sacrament.

As the screams in the water multiplied another sound was heard, strong at first, then fainter in the distance. It was the melody of the hymn, "Nearer, My God, to Thee," played by the string orchestra in the dining saloon. Some of those on the water started to sing the words, but grew silent as they realized that for the men who played, the music was a sacrament soon to be consummated by death. The serene strains of the hymn and the frantic cries of the dying blended in a symphony of sorrow.

Titanic Goes to Bottom.

Led by the green light, under the light of the stars, the boats drew away, and the bow, then the quarter, then the stacks, and at last the stern of the marvellous of a few days before passed beneath the waters. The great force of the ship's sinking was aided by any violence of the elements, and the suction, not so great as had been feared, rocked but mildly the group of boats now a quarter of a mile distant from it.

Sixteen boats were in the forlorn procession which entered on the terrible hours of rowing, drifting and suspense. Women wept for lost husbands and sons. Sailors sobbed for the ship which had been their pride. Men choked back tears and sought to comfort the widowed. Perhaps, they said, other boats might have put off in another direction toward the last. They strove, though none too sure themselves, to convince the women of the certainty that a rescue ship would appear.

Carpathia Brings Joy.

Early dawn brought no ship, but not long after 5 a. m. the Carpathia, far out of her path and making 18 knots an hour instead of her wonted 15, showed her single red and black smokestack upon the horizon. In the joy of that moment, the heaviest griefs were forgotten.

Soon afterward, Captain Rostron and Chief Steward Hughes were welcoming the chilled and bedraggled arrivals over the Carpathia's side.

Men Praised by Women.

One of the few women able to give an account of the disaster was Miss Cornelia Andrews of Hudson, N. Y. Miss Andrews said she was in the last boat to be picked up.

"The behavior of the men," she said, "was wonderful—the most marvelous I have ever beheld."

"Did you see any shooting?" she was asked.

"No," she replied, "but one officer did say he would shoot some of the steerage who were trying to crowd into the boats. Many jumped from the decks. I saw a boat sink."

Miss Andrews was probably referring to the collapsible boat which overturned. She said that the sinking of the ship was attended by a noise such as might be made by the boilers exploding. She was watching the ship, she said, and it broke up as if it were any other medicine box.

Green Lantern Saves Many.

Henry Stengel of Newark said it was only the forethought of a member of the boat crew who was quick-witted enough to snatch up three green lights that saved a number of the lives of those adrift in the tiny lifeboat.

"These green lights," he said, "shining through the darkness enabled the other boats' crews to keep close together in the ice filled waters."

Mr. Stengel put his wife in a boat and then followed. He said that early the next morning, shortly after they had been picked up, they saw floating far away a gigantic iceberg, with two peaks shining in the morning sun. This was the berg that sent the Titanic to the bottom, he thought.

were required to embark before lowering boats, thus interfering with the operation and preventing the taking of the maximum number of the boats would be held.

Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life-saving boat drills should be more frequent and thoroughly carried out, and officers should be armed at boat drills. Great reduction in speed in fog and ice, and damage if collision actually occurs is liable to be less.

In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea, and we urge the United States government to take the initiative as soon as possible.

The foregoing statement was signed by Samuel Goldenberg, chairman, and a committee of some twenty-five passengers.

Newport Man Ends Life. Newport, R. I., April 19.—Henry Bull, a prominent local business man and a brother of the late Dr. William T. Bull, was found dead in the harness-room of his stable here, a suicide. He was seventy-six years of age and a veteran of the Civil war.

OF SMALL CONCERN TO HIM

Why Uncle Eph Refused Information He Felt to Be Altogether Superfluous.

When Robert H. Davis was young and loose in the feet he once wandered into a little Mississippi town. It was a bright day in the early spring and he walked down one street. By and by he came to the county jail—a two-storied affair, standing flush with the sidewalk. "There was a negro pressing his face against the barred window on the second floor," said Mr. Davis, "holding on to the bars and yawning. By and by an old negro came limping along the street, totting a whitewash bucket.

"Hello, Uncle Ephim," says the one in the window.

"Howdy," says Ephim, limping on.

"Wait a minute, uncle," says this lonesome negro in the window. "What time is it, uncle?"

"'Tis nigh Ephraim limped right on. He hardly looked up.

"What difference does it make to you, niggah?" he asked. "You ain't goin' nowhere."—New York Letter to the Cincinnati Times-Star.

Kindly Scribe.

"The editor of the Weekly Plain Dealer is a charitable sort of fellow," commented honest Farmer Hornbeak, in the midst of his perusal of the village newspaper, wherein he had encountered an example of the litotry's peculiar perversity. "In his article on the death of Lefe Dabsack, who, he twixt me and you, hadn't much to recommend him except that he wasn't quite as bad sometimes as he was others, he says that 'the deceased was generally regarded as hijjlystsmfwd-elahrmfwadlyp'."

"And I guess that's about as near as anybody could get to making an estimate of the departed without hurting his relatives' feelings."—Puck.

A Correction.

"We are drifting toward a paternal form of government," said the economist.

"Pardon me if correct you," responded the suffragette, gently: "to be accurate, you should say a maternal form of government."

If You Are a Trifle Sensitive

About the size of your shoes, you can wear a size smaller by shaking Allen's Foot-Ease, the antiseptic powder, into them. Just the thing for Dancing Parties and for Breaking in New Shoes. Sample Free. Address Allen S. Olmsted, Le Roy, N. Y.

As the Streets Are Cleaned.

Mother—Well? Tommy—Don't you think I might let the rain wash my face instead of removing the dirt myself?

Cole's Carbolic Soap quickly relieves and cures burning, itching and torturing skin diseases. It instantly stops the pain of burns. Cures without scars. 25c and 50c by druggists. For free sample, write to J. W. Cole & Co., Black River Falls, Wis.

What Make.

Titlle—Hardup bought his wife a machine. Tattle—Touing, talking, sewing or washing?—Judge.

It's difficult for a man to practice economy and be popular at the same time.

Good health cannot be maintained where there is a constipated habit. Garfield Tea overcomes constipation.

Some men never brag about themselves—and don't blame them.

Nothing pleases a woman more than her inability to show her age.

HAPPY THO' MARRIED?

There are unhappy married lives, but a large percentage of these unhappy homes are due to the illness of the wife, mother or daughter. The feelings of nervousness, the befogged mind, the ill-temper, the pale and wrinkled face, hollow and circled eyes, result most often from those disorders peculiar to women. For the woman to be happy and good-looking the most naturally have good health. Dragging-down feelings, hysteria, hot-flashes or constantly returning pains and aches—are too great a drain upon a woman's vitality and strength. Dr. Pierce's Female Prescripion restores weak and sick women to sound health by regulating and correcting the local disorders which are generally responsible for the above distressing symptoms.

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The Medical Adviser by R. V. Pierce, M. D., Buffalo, N. Y., answers those delicate questions about which every woman, single or married ought to know. Sent free on receipt of 31 stamps to pay for wrapping and mailing only.

COLT DISTEMPER

Can be handled very easily. The sick are cured, and all others in some cases, no matter how "run-down" kept from having the disease, by using COLT'S LIGHT BLUE DISTEMPER. Give one or two drops in food. Acts on the blood and expels germs of all forms of distemper. Best remedy ever known for such ailments. Guaranteed to cure every case. See an 8 1/2 cent bottle. Read full directions on wrapper. Beware of cheap imitations. Sold by druggists. Get yours now to positive benefit. Get free literature. Write for it. There is no waiting time and money doctoring with anything else or any one else.

W. L. DOUGLAS SHOES

\$2.25 \$2.50 \$3.00 \$3.50 \$4.00 \$5.00 For MEN, WOMEN and BOYS

THE STANDARD OF QUALITY FOR OVER 30 YEARS WEAR W. L. DOUGLAS SHOES

You can save money because they are more economical and satisfactory in style, fit and wear than any other makes. W. L. Douglas name and price stamped on the bottom guarantees full value and protects the wearer against high prices and inferior shoes. Insist upon having the genuine W. L. Douglas shoes. Substitute.

If you doubt our claims, write W. L. Douglas, Brockton, Mass., for catalog. Show us your favorite Galtrey charges prepaid. Send Color Eyelets U. S. A.

FREE TRIP TO SAN FRANCISCO

including first-class transportation, Pullman double berth, two weeks in