

GIRL KEPT LOSING WEIGHT

Lydia E. Pinkham's Vegetable Compound Built Her Up

Scobey, Mont.—"I was working for two years—clerking in a store—and seemed to be steadily losing in weight so was forced to give up my work. A neighbor recommended Lydia E. Pinkham's Vegetable Compound to me and I have now taken six bottles and can't tell you how I have appreciated it. I am feeling better and stronger every day. I recommend it to all young girls and if any have the same trouble and will write to me I will gladly answer."—Mrs. EMIL H. GERRIS, Box 476, Scobey, Montana.



Sure Relief

No more Over-Acidity

Gas, nausea, sick headache, heartburn, distress after eating or drinking quickly and surely relieved. Safe. Pleasant. Not a laxative.

Normalizes Digestion and Sweetens the Breath



BELL-ANS FOR INDIGESTION
25¢ AND 75¢ PACKAGES EVERYWHERE

Learn From Mistakes

Learn from your mistakes, but do not cry over them. He who never makes a mistake never makes anything. The trouble with the man who never makes a mistake is that he does not know a mistake when he makes one. Wise men make mistakes; fools continue to make them.—Milwaukee Journal.

Huge Locks in Holland

The biggest locks in Europe and probably in the world with the exception of those in the Panama canal, are now nearing completion at Anderton, a village less than two miles from Hanover, Germany. About 327,000 cubic yards of concrete were used in the construction.

Smashing the Adage

Sentimental Smith—Old friends are the best friends, are they not? Harriet Hardfax—They are not. They have an unerring memory for our age and your family secrets, they tell 'em.

It May Be Urgent



When your Children Cry for It

Castoria is a comfort when Baby is fretful. No sooner taken than the little one is at ease. If restless, a few drops soon bring contentment. No harm done. For Castoria is a baby remedy, meant for babies. Perfectly safe to give the youngest infant; you have the doctors word for that! It is a vegetable product and you could use it every day. But it's in an emergency that Castoria means most. Some night when constipation must be relieved—or colic pains—or other suffering. Never be without it; some mothers keep an extra bottle, unopened, to make sure there will always be Castoria in the house. It is effective for older children, too; read the book that comes with it.



Out Our Way



Digging Under Great City

New York.—Ask the average New Yorker to name the greatest engineering feat in history and probably he'll still answer, "The Panama Canal"—unaware that the most gigantic and difficult construction job ever attempted is going on under his own feet.

The 70-mile route of the city's new subway system, now half completed, is being bored under skyscrapers, busy streets and rivers with little more disturbance on the surface than would be occasioned by an ordinary paving job. Pedestrians and the traffic move as usual on temporary wooden pavements above, hardly realizing that anything is happening. But the subway, costing \$700,000,000, twice the price of the Panama Canal, involves 1,000 of the most delicate problems ever approached by engineers, points out Ernest K. Lindley, writing in the August issue of the Review of Reviews.

The new subway, which will bring the total length of the city's underground passenger railways to

140 miles, was begun in 1925. More than 12,000 men working day and night are engaged in rushing the work to a completion which is expected in 1931 although part of the route was to be in operation before that time.

Three tunnels underneath East river, to connect Manhattan with Brooklyn and the Borough of Queens, represent the simplest problems of the vast undertaking. The really delicate jobs consist of propping up some of the world's largest buildings, underpinning the existing subway lines under which the new route will pass and blasting and boring through ground which is criss-crossed with water mains, electric light and telephone cables without disturbing these services for as much as an hour.

At one point the tunnel has been bored 160 feet below the surface. At another in the financial district, buildings are so heavy and deeply imbedded that the railway has been narrowed from the ordinary four tracks to two—one on top of the other!

Chinese Railways Stripped of Cars

BY HALLETT ABEND
Special Correspondence of the New York Times.

Peking.—Worse than actual civil warfare, more disastrous to trade and prosperity in North China than battles and military confiscations, is what is now termed the "theft" of more than half the rolling stock of the four main railways of North China.

This "theft," according to an official statement put out by the new nationalist ministry of communications, was committed by the Ankuochun or northern party when it withdrew to Manchuria and took with it more than 300 locomotives and more than 6,000 freight and passenger coaches belonging to railway lines south of the Great Wall.

This rolling stock represents a value of \$54,000,000, and in loss of revenue to the railways will mean an additional \$25,200,000 annually unless it is recovered.

There is no question about the truth of the assertions that when the late Marshal Chang Tso-lin gave up Peking and started on the retreat to Mukden, which ended in his assassination by a bomb, he stripped the railways in North China of locomotives and cars.

The Peking-Hankow system, the Tientsin-Pukow system, the Peking-Kalgan-Suiyuan system and the Peking-Mukden system were practically denuded of all engines that would run and of all freight and passenger cars that could be hauled away, loaded or empty.

There was, of course, a valid military and wartime justification for this "theft," for by crippling the railways south of the Great Wall by taking all usable rolling stock, Chang Tso-lin also vastly slowed down the nationalist pursuit of his retreating armies.

But now the old marshal is dead. His son, Marshal Chang Hsueh-liang, professes to be willing to make peace with the nationalists. Of course, the fact that he holds this immense number of locomotives and cars idle on side tracks outside Mukden makes his chance of obtaining good terms much better than it would have been if he had no seized assets to bargain with.

But there is more involved than military and political considerations. The trade and prosperity of North China languish. The people are already impoverished by years of civil war and merciless taxation. Now, with harvest time at hand, they cannot move their products to the ports for export.

Indeed, even passenger traffic is grievously curtailed, and perishable freight valued at tens of millions of

dollars is spoiling in warehouses all over an area as large as that part of the United States east of the Mississippi and north of the Ohio river.

AN OLD TALE

All down the countryside, dark and debonair,
A minstrel went singing. He filled the bright air
With something more than melody.
The quivering notes
Were sweet as golden music from wild bird throats.

Folk on the countryside and folk in the town—
First they stopped to listen; then they followed down.
And their good golden pieces, in a shining shower,
Filled the minstrel's pockets in less than an hour.

On went the minstrel along the countryside,
And he met Love traveling with Beauty, his bride;
Looking for a roof and a hearth and a bed.

Looking for a green place with boughs overspread.
Dust on their sandals and wonder in their eyes.
On their lips a low song that trembled to the skies.
And all the golden pieces his golden voice had earned
The minstrel poured before them.
And, oh! his heart burned.

And "Oh," he said, and hailed them,
"Now buy a wide shack
And feast you all the fools that fare around the world and back."
And on he went, singing across the countryside,
And turning pilgrims to the door of Love and his bride.
—Barbara Young.

TO PROSPECT BY PLANE
From the Detroit News.

More than 1,000,000 square miles of virgin territory in northern Canada will be explored by 200 or more prospectors who are to be sent to that territory in aircraft according to an announcement made in New York by Northern Aerial Minerals Exploration, Ltd., of Canada.

John E. Hammell, president and managing director of the company, which will operate 17 planes, equipped with skis for rough landing on snow and ice and pontoons for summer work on the northern lakes, recently went to New York to purchase additional aircraft equipment.

According to Mr. Hammell, the prospectors of the N. A. M. E. will be taken into new areas by fast of several weeks. They will be kept

fortunate beast. The buffalo, belching in pain, spasmodically raised his foamy, bloody mouth which the crocodile's sharp teeth had mangled. Roaring with all the power of a buffalo in pain, near by falo, he awakened a lion in the underbrush near by. The king of beasts surveyed the prize and then, springing with the gigantic strength which only a lion possesses, he landed upon the back of the buffalo, who was killed by the weight and power suddenly thrust upon him. The crocodile, still hanging to the mouth of the buffalo, was killed when thrown against a tree, which was shattered by the impact.

Railway Private Car Probe Reveals Abuse

Joy Riders at Expense of Railroads Travel Millions of Miles

BY BASIL MANLY
Washington.—Great gloom exists today among railroad presidents and other officials because of the move of the Interstate Commerce commission to abolish the free "joy rides" which these same officials, their wives, children, maids and friends have been enjoying for more than a generation in the private cars assigned to them, by the railroads with which they are connected.

Commissioner Frank McManamy has just concluded an investigation revealing the gross abuses of the private car privilege by railroad officials and their families and has recommended that in future full tariff rates should be charged for the transportation of such private cars off the home lines and that full charges should also be made for furnishing meals and other accommodations to the "joy riders" in such cars.

Figures Astounding

The extent of such abuses is shown by the fact that during the years 1923-25 covered by the investigation private cars of railroad officials were hauled free over the lines of other railroads a total of 9,920,244 miles. At the minimum published rate of 23 cents a mile this mileage would have cost \$2,273,956. If the full passenger fares had been paid for all persons thus transported and full rates paid for meals the amount would have been many times as great.

In addition the private cars of railroad officials traveled 42,176,627 miles on "home lines." The investigation shows that a large proportion of this travel of private cars on home lines should also be classed as "joy riding" which should properly be paid for by those who enjoy the privilege.

Will Hit Resorts

The proposed order of the commission, prohibiting such abuses and requiring the payment of the full published tariff in future, will put a crimp in the patronage of Palm Beach, Newport, Hot Springs, French Lick and the Kentucky derby. In the past, the railroad yards of such resorts have been so filled with the private cars of railroad officials during the height of the season that there was hardly room to handle ordinary freight and passenger traffic.

In the last analysis the burden of this abuse of private car privileges falls on the shippers and the traveling public. The cost of handling private cars on joy rides must be paid out of the freight rates and passenger fares collected from the general public.

In the language of the Interstate Commerce commission, "It is unjustly discriminatory and unduly preferential and prejudicial to haul such private cars of other carriers free, or at less than published tariff rates."

well supplied with food, tools and explosives, and contact will be established with skilled engineers and geologists who will be flown to the properties later in large transport planes. The small planes are to be the "prospectors" taxicabs in the north and the bigger planes will solve the problem of large transportation of men in numbers, supplies in bulk and machinery of considerable capacity.

"The days of hardship, starvation and death which followed the opening of other famous gold coasts, will be a thing of the past," says Mr. Hammell.

Yellow Fever Peril by No Means Ended

Contrary to popular belief, yellow fever has not been wiped from the face of the earth. Although it has been kept out of the United States and Europe, it is still a very great menace. Two main centers of the disease exist. One is in Africa, where Noguchi and two associates died recently of their investigations on it, and the other is in South America. A flareup from either center is always possible, just as cholera and plague frequently spread to epidemic proportions from their centers in India.

Recent investigations point to a reservoir of yellow fever in certain monkeys of Africa, and public health officials believe that a similar animal or mosquito or even human reservoir exists in South America. These reservoirs consist of subjects that have been infected and recovered, but yet are capable of transmitting the disease to others.—Columbia (S. C.) Record.

The Easiest Way to Keep in Style

By MAE MARTIN

No woman would wear dresses, or blouses, or stockings of a color that's decidedly out of style or faded, if all of us knew how easy it is to make things fresh, crisp and stylish by the quick magic of home tinting or dyeing.

Anybody can tint or dye successfully with true, fadeless Diamond Dyes. Tinting with them is as easy as bluing, and dyeing takes just a little longer. New, stylish colors appear like magic, right over the old, faded colors. Diamond Dyes never spot, streak or run. They are real dyes, like those used when the cloth was made. Insist on them and save disappointment.

My new 64-page illustrated book, "Color Craft," gives hundreds of money-saving hints for renewing clothes and draperies. It's Free. Write for it now, to Mae Martin, Dept. D-143, Diamond Dyes, Burlington, Vermont.

How S. O. S. Helped to Win the World War

The biggest business corporation of all time was the Service of Supplies—the S. O. S.—behind the American expeditionary forces, in France, 1917-18.

The S. O. S. built more than 1,000 miles of railroad in France; brought over 1,400 locomotives and 18,543 railroad cars; brought 135,000 miles of telegraph and telephone wire, which was hung on 2,500 miles of poles; put up innumerable buildings, including a refrigerator plant for 6,500 tons of meat daily; built 16,000 portable barracks, and two hospital cities, each with 4,000 beds.

The bakeries that we built turned out 800,000 pounds of bread daily. As to the personnel of this huge business, it varied from experts in repairing field glasses, to that indispensable genius with the acetylene torch mending locomotives.—Frederick Palmer in Liberty Magazine.

British Rubber Roads

A plan for widespread promotion of rubber roads in Great Britain has been reported to the United States Commerce department by its London office. For durability, cleanliness and freedom from road vibration, roads made from rubber blocks are said to be unequalled. A British rubber paving block company has been formed, with the idea of selling such roads for special "quiet areas" such as surround hospitals, historic buildings, and bridges.

Oak Always Prized

"Sturdy as an oak." What schoolboy doesn't know this monarch of the forests as the symbol of strength and character? In a multitude of hallowed associations, oak has rooted itself deep in the affections of man, and from the earliest days of recorded history to the present time has been highly valued for its utility and beauty, with the widest range of use of any known wood.

Earth Not Yet Crowded

Probably more than one-third of the people of the earth dwell in two countries—China and India. Such vast areas as Siberia, Canada, Australia and Brazil have populations of not more than two or three to the square mile.

Teaching Value of Rice

Although Hamburg is the chief port of the world's rice shipping, the people of the city and of Germany generally consume comparatively little. Rice interests now are conducting a nation-wide campaign to increase the per capita consumption by distributing handbills showing the food value of rice and booklets telling how to prepare it.

Fair Enough

"He who dances must pay the fiddler."
"Why not? You have to settle with the tailor if you wear clothes."
—Louisville Courier-Journal.

OLD FOLKS SAY DR. CALDWELL WAS RIGHT

The basis of treating sickness has not changed since Dr. Caldwell left Medical College in 1875, nor since he placed on the market the laxative prescription he had used in his practice.

He treated constipation, biliousness, headaches, mental depression, indigestion, sour stomach and other indispositions entirely by means of simple vegetable laxatives, herbs and roots. These are still the basis of Dr. Caldwell's Syrup Pepsin, a combination of senna and other mild herbs, with pepsin.

The simpler the remedy for constipation, the safer for the child and for you. And as you can get results in a mild and safe way by using Dr. Caldwell's Syrup Pepsin, why take chances with strong drugs?

A bottle will last several months, and all can use it. It is pleasant to the taste, gentle in action, and free from narcotics. Elderly people find it ideal. All drug stores have the generous bottles, or write "Syrup Pepsin," Dept. BB, Monticello, Illinois, for free trial bottle.

PARKER'S HAIR BALM

Removes Dandruff, Stops Hair Falling, Restores Color and Beauty to Gray and Faded Hair.

FLORESTON SHAMPOO—Ideal for use in connection with Parker's Hair Balm. Makes the hair soft and fluffy. 50 cents by mail or at drug stores. Hilsco Chemical Works, Patuxent, N. Y.

Tiring

Post—"Your flower beds are a paradise, old man." Parker "Garden of Weedin', I call it."

For Galled Horses

Hanford's Balsam of Myrrh

All dealers are authorized to refund your money for the first bottle if not suited.

Cuticura Soothes Burning Aching Feet

Bathe the feet for several minutes with Cuticura Soap and warm water, then follow with a light application of Cuticura Ointment, gently rubbed in. For tired, hot, irritated feet this treatment is most comforting. Cuticura Talcum is cooling and refreshing.

Snarling, though contented, the lion now made a meal of his victims.

Negroes from the jungle ate those parts of the buffalo and crocodile which the lion left.

This story certainly sounds fictitious, but it is told as fact by the negroes in Zambesi, who relate it to the traveler today as they did to the first Portuguese explorer, who, when he came to this land 300 years ago, was shown the tracks of the buffalo and lion on the very spot where the fight had taken place. Although the whole story is undoubtedly mythical, it shows the strength of the wild animals who inhabit this dark part of the earth.



DON'T suffer headaches, or any of those pains that Bayer Aspirin can end in a hurry! Physicians prescribe it, and approve its free use, for it does not affect the heart. Every druggist has it, but don't fail to ask the druggist for Bayer. And don't take any but the box that says Bayer, with the word genuine printed in red.



Aspirin is the trade mark of Bayer Manufacture of Monoaceticacidester of Salicylicacid

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Scap 25c. Ointment 25c and 50c. Talcum 25c. Sold everywhere. Sample each free. Address: "Cuticura Laboratories, Dept. 24, Malden, Mass."