Health by Lydia E. Pinkham's Vegetable

Compound.

Minneapolis, Minn. - "After my little one was born I was sick with pains in my sides which the doctors said were ion. I suffered a nonth and grew very thin. I was under the

loctor's care for two long years without any benefit. Finally after repeated suggestions to try it we got Lydia E. Pink-

ham's Vegetable Compound. After taking the third bottle of the Compound I was able to do my housework and today I am strong and healthy again. I will answer letters if anyone wishes to know about my case."—Mrs. JOSEPH ASELIN, 606 Fourth Avenue, Minneapolis, Minn.

Lydia E. Pinkham's Vegetable Combound, made from native roots and herbs, contains no narcotics or harmful drugs, and today holds the record of being the most successful remedy we know for woman's ills. If you need such a medicine why don't you try it?

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham MedicineCo. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.

Your Liver Is Clogged Up

That's Why You're Tired-Out of Sorts
-Have No Appetite. CARTER'S LITTLE LIVER PILLS

will put you right

SMALL PILL, SMALL DOSE, SMALL PRICE. Genuine must bear Signature

Brentsood **DEFIANCE STARCH** 

is constantly growing in favor because it and it will not injure the finest fabric. For laundry purpose sit has no equal. 16 oz., package 10c. 1-3 more starch for same money. DEFIANCE STARCH CO., Omaha, Nebraska

Nebraska Directory HOTEL Omaha, Nebraska EUROPEAN PLAN

CAFE PRICES REASONABLE W. N. U. LINCOLN, NO. 20-1915.

trouble began with his stomach. His food was not properly digested, and he grew worse under the worry of what he feared was hopelessly bad

One day he heard about Mayr's Wonderful Remedy. He took one dose and was astonished by the results. He

"My ailments seem to be entirely overcome, as the many symptoms which were constantly worrying me have, like a wonder, all passed away, caused by inflamma- and my health is improving fast. I reat deal every gained five pounds already.

"It has been two weeks since I got through your treatment, and I can say that it has put my stomach and bowels in perfect shape."

Mayr's Wonderful Remedy gives permanent results for stomach, liver and intestinal ailments. Eat as much and whatever you like. No more distress after eating, pressure of gas in the stomach and around the heart. Get one bottle of your druggist now and try it on an absolute guarantee-if not satisfactory money will be returned .- Adv.

The Killjoy.

Senator Lawson of Brooklyn has introduced at Albany a bill to abolish the free lunch. "The effect of this bill on drink-

ing?" said Senator Lawson the other

"Well, it's effect on drinking will be the same as the old wife's. "'My old wife certainly looks after

me good,' said an old wag. 'She even takes off my shoes for me.' "'That's when you come home from Hogan's saloon, I suppose, said an-

other wag. "'No,' said the first one, 'ft's when want to go there."

Cruel, Suspicious Editor!

"Here is a poem that I dashed off in an idle moment."

"What's it about?" "Spring."

"A description of the joy of getting out in the country and hearing the birds sing?" "Exactly."

"Well, you can't land it here. You're probably interested in cough medicine and hot-water bags, and are trying to put over some press stuff to boom a demand."

Wise Fool. One day Solomon and a fool were

walking together. "Solomon," said the fool, "why is it

you never talk?" "Fool," said Solomon, "that I may

isten to other people's wisdom." And then after a pause, "But why s it you always talk?"

"That other people, I suppose," Does Not Stick to the Iron quoth the fool, "may listen to my wisdom."

> Whereat Solomon held his tongue, and went home thoughtfully.

> Some Class. Hotel Patron-What's that extra

charge of \$5 for? Clerk-For tips you forgot to give he waiters,

Naturally. "Mill life is hard, isn't it?"

"Well, in its nature it is a life of grinding toil."

900 DROPS For Infants and Children. **Mothers Know That Genuine Castoria** ALCOHOL-3 PER CENT AVegetable Preparation for As-Always similating the Food and Regulating the Stomachs and Bowels of Bears the INFANTS CHILDREN Signature Promotes Digestion, Cheerfulness and Rest Contains neither Opium, Morphine nor Mineral NOT NARCOTIC Recipe of Old DeSAMUEL PITCHER Pumphin Sood > Aperfect Remedy for Constipa-ion, Sour Stomach, Diarrhoea, Worms, Convulsions. Feverish-For Over ness and LOSS OF SLEEP Pac Simile Signature of auft totater. Thirty Years

Exact Copy of Wrapper.

THE CENTAUR COMPANY.

NEW YORK.

At6 months old

35 Doses - 35 CENTS

SPOHN MEDICAL CO., Chemists.

be ready for an early start the next morning.

AFTER SUFFERING TWO LONG YEARS

TWO LONG YEARS

Mrs. Aselin Was Restored to

AILMENTS OVERCOME;
GAINING IN WEIGHT

This is the story of John Gadeken of Wisner, Neb., and how he won back health and happiness. Mr. Gadeken suffered for years from ill health. His trouble began with his stomach. His

WATER TANK AND TURNTABLE ON THE OROYA RAILROAD IN PERU



AN EARLY METHOD OF WORKING THE LAND

HINK of a continuous, thrilling, terrifying swoop of 100 miles in a hand car from the top of a snowclad mountain, over three miles high, to the shore of a tropical sea! Such an experience causes one years afterwards, merely upon thinking about it, to catch one's breath and one's heart to miss a beat or two, writes James Gordon

Stuse, U. S. A., in the Pan-American Union. But it is impossible, do I hear you say? Just a moment, while I quote you a few, a very few, facts and figures. The Oroya railway (El Ferrocarril Central del Peru) is a monument to the genius of Henry Meiggs, an American, or, rather, should say, a United-States-of-North-American. for in the southern hemisphere the term "Americano" is not very definite, and we usually find ourselves indexed under "N" to distinguish us from the United States of Colombia, United Mexican States, etc. Callao, the Pacific terminus of the Oroya railway, and one of the principal ports of Peru, is six days by boat south of Panama.

Lima, the "City of Kings," Peru's capital, is six miles from Callao, and is located on a broad tableland about five hundred feet above the sea. The opening of the Panama canal will undoubtedly stimulate travel to South America, and of all parts of the continent Peru is wonderfully rich in natural wonders and historical background.

The Oroya railway was begun in 1869. Beginning at Callao it climbs steadily to an elevation of 15,665 feet above sea level, where the divide is crossed through the Galera tunnel, at mile 106. The Morococha branch rises to elevation 15,865-the highest point reached by any railroad in the world. At Oroya, mile 138, the road divides, one branch going north to the famous Cerro de Pasco copper mines, the other 80 miles south to Huancayo, with a projected extension to Cuzco, the old Inca capital, which has had rail connection with the sea at Mollendo for several years. Another branch, about three hundred miles long, is under construction down the eastern slope of the Andes to the head of navigation on the Ucayali river, one of the important upper tributaries of the Amazon.

The Oroya road is not only the highest in the world, but there is no other which lifts its breathless passengers to any such altitude in such an appallingly short distance. To climb as the Oroya climbs, a Hudson river train leaving New York city would have to ascend half an hour before it reached Albany, a distance 1,000 feet greater that that from sea level to the summit of Pikes Peak. The daily passenger train leaves Callao in the forenoon and reaches Oroya late in the afternoon. As there are no night trains on account of the great danger or rocks falling down in the track, the round trip ordinarily requires two days. Since there is a continuous downgrade from the Galera tunnel to the sea, an opportunity is offered for the most unique handcar ride in the world.

Through the courtesy of the general manager of the line we were afforded exceptional facilities for making the trip. His private car was attached to the evening train for Chosica, a fashionable resort about thirty-five miles out of Lima, at an elevation of about two thousand eight hundred feet. For an hour or so we wound through a wide irrigated valley, fat and prosperous looking, with plantations of sugar cane and cotton fenced in by mud walls, the roofs of . hacienda showing now and then over the green. Beyond that the bare brown mountains-high enough, it seemed, yet neally no more than foothills-shut in and shouldered upward tier on tier behind each other, yellow and terra cotta and tawny brown, occasionally flashing through a slit in their flanks the snowy shoulders of peaks miles and miles away, to which we were to climb. At Chosica our car was sidetracked for the night. dinner was served aboard, and we turned in to

About 4 a. m. we were awakened by our car being picked up by the morning freight, whose schedule had been advanced several hours for our special benefit. The real climb now began,



AN ANCIENT INDIAN VILLAGE

The broad valley soon narrowed, the naked rocks closed in, and we were fairly in the canyon of the Rio Rimac. Twelve miles out of Chosica an elevation of 5,000 feet was reached at San Bartolome. Here is the first switchback, Meiggs' original device, which enables a train to zigzag up the face of a canyon wall without resorting to abnormally heavy grades and rack and cog

At Matucana, 7,700 feet above the sea, the hand car, which was to be our means of descending. was trailed on behind. Our Indian cook now brought in coffee, prepared in the Peruvian style. which was very acceptable, as the air was quite chill. Then the climb continued over spider-web bridges, more switchbacks, and numerous tunnels, the tunnels of the Inflernillo (Little Hell) opening at either end of a bridge spanning a chasm over one thousand feet deep. As the train wound and creaked along the forehead of the mountain one could look down on the roofs of villages miles below, ant people and ant donkey trains, and the multitudinous little fields fenced in with thick mud walls, which made the valley floor a gigantic waffle iron. Above them, on a level with one's eyes, and up and up, seemingly to the very top of some of the mountains, were the old terraced fields of the ancient Incas, grassgrown now with the turf of centuries. The old terraces are mostly in disuse now, but the fields and groves of the lower levels still use some of the old irrigation troughs. They were cut in the rocks by a people who knew neither cement nor iron pipe, but they follow the contours as though plotted with a transit. Sometimes, as the cars creep along a canyon wall half way to the top, one can follow the silvery ribbon of water for miles along the face of the yellow rock.

More bridges, more switchbacks, and ever the air grows clearer and thinner and colder. The fields and gardens are gone now, the bleak tableland country appears, and people whose hearts or nerves are bothersome would begin to have soroche. Below crawled burros and llama trains carrying silver and copper ore. At Casapalca, 13,600 feet, is the big smelter of this neighborhood. Here was a mud corral full of llamas, those absurd-looking animals, seemingly a cross between a sheep, a camel, and an ostrich, which viewed the noisy industry with their looks of timerous disdain.

Fourteen thousand—the chimneys of Casapalca's smelters were pins stuck in the carpet of the valley miles below-15,000-600 more, and the train climbed up and over, and rested on the top of the cold, wind-swept, Andean roof. All about were peaks and blankets of snow. One rose painstakingly and walked with care. Fifteen thousand feet is a good bit of a jump to take before breakfast. Behind the station Mount Meiggs climbs up another 2,000 feet, whence, through air so crystalline that one might fancy one could walk to the summit in half an hour, it

VIEW IN THE ANDES MOUNTAINE

A HAND CAR ON THE OROYA RAILROAD

looks down on both sides of the divide. To the west is the long descent, to the east the chilly plateaus and snow valleys of the Andean treasure

It was now noon, and, in spite of the unaccustomed altitude, we ate a hearty Peruvian breakfast, consisting of soup, salad, several meat courses, vegetables, wine, and fresh strawberries and cream. Leaving the general manager's car to be brought back by the next down train, we transferred to the hand car and pushed off. The experiences of the next four hours are too kaleidoscopic for accurate or detailed description. We started amid snow and ice, bundled up in sweaters, overcoats, and blankets, and landed in lemon and orange groves four hours later. Continuously before us unrolled a grand panorama, ever changing and ever more wonderful. Where as our train had painfully toiled upward foot by foot, we now seemed to rush down a mile at a swoop. But two stops were made in the 106 miles, once for a section gang repairing track in a tunnel and again to let the up-passenger train by. Going at breakneck speed, our hand car rushed out of one black tunnel, across a swaying bridge strung over the chasm of the Rio Rimac, and into the darkness of another tunnel cut out of the sheer face of the cliff. As we careened across the Infiernillo bridge, one of our party aptly described his impressions as a "flash of daylight accompanied by a sinking of the heart."

In all we rushed through 47 tunnels, crossed a dozen filmsy-looking bridges, and slowed down for eight switchbacks. The fastest kilometer was made in 56 seconds (about 40 miles per hour). and the fastest single stretch of 27 kilometers in 29 minutes (about 35 miles per hour). When one considers the steep grades and the sharp curves necessary to get a railroad through such a canyon, the fact that our light hand car, traveling at such a speed and controlled only by a hand brake, stayed on the rails, is the best evidence in the world of the excellent construction of the line and of the vigilance of the maintenance force. During our tour of South America we had many strange and interesting experiences, but none for novelty, thrill, and magnificence to compare with the hand-car coast down the Oroya railway.

## LESSENING DELIGHT.

"I'll never forget the thrill that was given me by my first velocipede." said the man of millions. "Only exceeded, I dare say, by the thrill given by your first bicycle," remarked his friend.

'Quite so. I wish I could have got half as much pleasure out of my first automobile."

## NOT HEROIC.

"It's no harm to dance, father. Dancing men

are in great demand these days." "What you say is quite true, my son, but you devote too much time to it. Have you ever seen a monument that was erected to anybody simply because he was light on his feet?"

# JUST SO.

"I'm new in the cigar business, so I'm trying to familiarize myself with the various brands." "Learning the ropes, so to speak."

## THE BARGAIN COUNTER.

The Butcher-I have some fine canvasbacks today, ma'am

Mrs. Newlywed-Do you sell them by the yard?