

ABLE TO DO HER WORK

After Long Suffering Mrs. Siefert Was Restored to Health by Lydia E. Pinkham's Vegetable Compound

Pottsville, Pa.—"I suffered with female trouble for four or five years and was very irregular. I was not fit to do my work at times and took medicine from a doctor and got no benefit. I saw Lydia E. Pinkham's Vegetable Compound advertised in the newspapers and took it and got all right. I gained twenty pounds or more and am now able to do my work. I recommend the Vegetable Compound to my friends and you may use these facts as a testimonial."—Mrs. SALLIE SIEFERT, 313 W. Fourth Street, Pottsville, Pa.

The everyday life of many housewives is a continual struggle with weakness and pain. There is nothing more wearing than the ceaseless round of household duties and they become doubly hard when some female trouble makes every bone and muscle ache, and nerves all on edge.

If you are one of these women do not suffer for four or five years as Mrs. Siefert did, but profit by her experience and be restored to health by Lydia E. Pinkham's Vegetable Compound.



Vaseline Carbolated

An antiseptic dressing for cuts, sores, etc.—A necessity where there are children.

CHESBROUGH MFG. CO. State Street New York

ARE YOU A WEAK WOMAN?

KANSAS CITY, KANS.—"Some time ago I suffered with weakness and woman's trouble. I would suffer such pain and distress that I would have to give up. I was nearly a nervous wreck when I heard of Doctor Favorite Prescription for women. I began taking it and just three bottles completely cured me of all this condition. I have never had any return of these ailments. I can recommend 'Favorite Prescription' to women who suffer."—Mrs. OLLIE DEARINGER, No. 2829 May St. All druggists.



Cuticura Soap SHAVES Without Mug

Just to Impress Him. A Jew in Russia was ordered twenty strokes with the knout. The whippingman was also a Jew, so the other was able to "square" the affair for 20,000 roubles.

It was arranged that the one should merely crack his whip while the other screamed. This was done nineteen times—but the twentieth stroke was genuine.

"Why did you do that?" cried the victim.

"To let you realize what a bargain you have got," the other said.

For a Waxed Floor. Marred spots on a waxed floor can be removed by rubbing very sparingly with alcohol. Then apply wax thinly and evenly and rub in with a soft cloth.

There's one peculiarity about women—the more a man knows about them the more he has to learn.

Some wise married women can draw the line between coaxing and nagging.

Sure Relief

BELLANS FOR INDIGESTION

6 BELLANS Hot water Sure Relief

BELLANS FOR INDIGESTION

KREMOLA

To Alaska and Back By Air



AT NOME, ALASKA

THE ALASKAN flying expedition of the army air service made history. It traveled the 9,000 miles from New York to Nome and return in 110 flying hours. The four D11-4 planes were flying their original motors upon their return. The flight ranks with any aerial event attempted anywhere. The birds flew over at least 2,000 miles of virgin territory, without landmarks or landing fields. They landed fifty times on strange fields, often almost impossible as landing places.

The British last spring attempted to fly from Egypt to the cape, over the wilds of Africa. One pilot reached the destination, but only after he had replaced his machine and motors, and after much delay and inconvenience.

In the transcontinental reliability test last autumn, Lieut. Helvin Maynard, the winner, broke his motor near Omaha, and had to change it entirely before proceeding. Only one Liberty motor succeeded in making the journey both ways.

Compared to the non-stop flight made by the Englishman, John Alcock, which gained for him recognition from the British government in the form of knighthood, most fliers will agree that the Alaskan flight is a greater feat. The Alaskan flight was a steady grind of over three months' duration.

The personnel of the expedition was as follows: Plane No. 1, Capt. St. Clair Street, in command of expedition; Sergt. Edmund Henriques, mechanic; No. 2, piloted in turn by First Lieut. Clifford C. Nutt and Second Lieut. Eric C. Nelson, engineering officer; No. 3, Lieut. C. H. Cumrine, photographic officer, Sergt. A. I. Vierra; No. 4, Lieut. R. C. Kirkpatrick, information officer, Joseph E. English, Capt. Howard T. Douglas, went ahead of the flyers, making preliminary arrangements and blazing the trail.

Here are some "close-up" pen pictures secured from Lieutenant Nutt:

"We cut across the international line when we landed at Portal. From Portal to Saskatoon was the only leg of the journey in which we had the wind with us. We made the 310 miles in three hours, and at Saskatoon got our first taste of that Canadian hospitality which added so tremendously to the enjoyment of the long journey. Almost one-third of the population, though American born, are now Canadians in spirit.

"About 100 miles from Saskatoon we left the prairie country, and got into a region of forests and lakes, with rolling hills, some of them 6,200 feet high. At Edmonton, Captain Street's machine had a leak in the gas tank, and we were held up there for three days, getting that patched up. The people at Edmonton are intensely interested in aviation as a means of developing the country. They talked of getting planes to survey the Peace river country to the north of them, a big stretch of arable land now wholly undeveloped, pack mules being the only means of transportation. The transportation to mines of the region also offered another opportunity for aviation to exemplify its usefulness.

"Our first attempt to leave Edmonton was unsuccessful because of low-hanging clouds. Taking off at 1,000 feet, we had to drop to 300, and when about 100 miles out, Street motioned us to return. The next day, in spite of a stiff wind, we made the jump to Jasper park. This is a Canadian national park, 400 miles long by 100 wide, abounding with game and fish. Here we found one of the best landing fields on the whole route. Colonel Rogers, warden of the park, met us and extended courtesies and hospitality. Tents were provided for our accommodation with a Chinese cook in the mess tent. Gas and oil were on the field, and after cleaning up our 'busses' and getting everything in shape for the next day, we felt decidedly as if we needed a bath. We set out, expecting to take a dip in the Athabasca river, but were warned that we should find the water too cold; so with a guide, we set out for a little lake about a half mile away, which, we were told was a good bathing place. When we were ready for the dip somebody stuck his foot in the water to try the temperature. Well, all I can say is, if the Athabasca river is colder than that little lake was, then it's a record-breaker for temperature. But it was a choice of two evils. We were ready for a bath; we either had to get in the water and take it, cold as it was, or be literally eaten up by mosquitoes. We chose the water. It is impossible to conceive the multiplicity and ferocity of the mosquitoes in this region; and, indeed, to the very northernmost limit of our flight. They almost 'block traffic,' they are so numerous, and they certainly block progress, preventing work at some seasons of the year.

"Soon after the hop-off at Jasper, Captain Street's machine caught on fire, caused by the oil tanks being too full and overflowing down the exhaust pipe. Henriques, who was driving, put the plane into a side slip and was going to land in the river, but as they descended, the change of balance stopped the flow of oil and the fire extinguished itself. We got into Prince George just ahead of a rainstorm, and without Street. We fought fires to aid him in finding the landing field. Outline of the field was, however, of course indefinite; so when Street alighted he came in with great speed and overshoot, rolling out of the field into a cut-over stretch where he struck a stump that took off about four feet of the end of his left wing, breaking both main spars and tearing all the ribs out, also the left half of his horizontal stabilizer and the aileron. To get a wing sent to us in the quickest possible space of time, would take eight days from Mather field, Sacramento, Cal., the nearest point available. So we got busy on the job ourselves, with the help of a big Swede carpenter who was a wonder and



AT WHITE HORSE



ESKIMO AMUNDSEN LORNAV DOUGLAS

who had some wonderful spruce timber. He framed up the wing for us, built ribs and spars for the stabilizer and the aileron. Of course, each one of us had a piece of linen for patching; we pooled our supply and covered the wing. The dope Lieutenant Kirkpatrick, the only chemist we had in the party, was able to concoct from cellulose nitrate, unrefined banana oil, and several quarts of amyl acetate, proved not very efficacious as the linen was about as flabby when it dried as it had been before wetting. But, we took a chance on the new wing anyhow. Still another delay held us at Prince George, however, for almost ten days in all, and we got our first acquaintance of a real frontier town. We got acquainted with hard-bolled miners of the old type, with lumberjacks—great, tall Scotchmen and little French Canadians, who came in about twice a week for the fun of spending their money.

"Our next stop was to be at Hazelton, at the head of navigation on the Skina river, and at one time the main point of distribution for the region beyond. Hazelton is right in the mountains, and these are covered with high timber. Due to the frost, even when the timber is removed and the land plowed level and cultivated during the summer, when it thaws out again next spring, it is as rolling and rough as the waves of the sea. Knowing of these conditions, we went on by train to inspect the landing field before making the jump in our planes. Finding its dimensions inadequate, Captain Street arranged to have the grain cut from a field adjoining to make room for us to alight with safety.

"Our next jump was to land us in United States territory again, but to reach Wrangell, we had to jump over the Coast Range mountains, at least, that is what we thought we had to do from our maps, which showed the trend of a river or of a mountain system, and depicted everything else as perfectly smooth, level country. In point of fact, the region has never been explored or surveyed. Fortunately, we had a clear day for our take-off. When we began to ascend for our hop over the mountains, we found that the mountains rose too, and higher than we had. Instead of being 5,000 and 7,000 feet as shown on our map, when we reached a height of 7,000, we found we needed 3,000 more to get over the top, and when we tried to skirt the range, we found it wasn't really a range at all with a valley on the other side, but just close packed mountain peaks filled with snow and ice between. These glaciers looked like level seas of dark green water. At Wrangell, the only landing field available, was on a little island in the Stikine river, which, at high tide, wasn't an island at all. We landed in about six inches of water which had grown to a foot before we took off.

"From Wrangell we went by way of Chilkoot Pass and Skagway to Whitehorse. This is the region made so famous in the early days of the gold discovery. Formerly it took about three months to make the trip; in winter, travel was by dogsleds; in summer, on foot or by pack-train. The once famous mines of this region are now inactive. Their surface veins have been stripped, and high-grade mining in this country is too expensive because of inadequate transportation facilities.

"From Whitehorse to Dawson we flew over the route patrolled by the Canadian mounted police. The trail runs in almost an airline that shows up practically all of the way, dotted with the neat little road houses at intervals of 40 to 50 miles apart. The police, in full regalia—bright-red jackets and blue trousers—are snappy looking fellows, well disciplined and giving wonderful service to the country. They were of tremendous assistance to us wherever we encountered them. We crossed Lake La Barge, so well known to readers of Service's poems which breathe the very soul and spirit of this far northern region. This lake is at once the basin of the White river and the source of the Yukon, unless, indeed, it be one and the same river with different names in different localities.

"Crumrine had blown out a tire at Whitehorse, but, filling his casing with rope packed tightly, he wrapped the outside with rope, taking off with us to Dawson, and landing safely despite the hard jolt from his mended tire. We arrived at Dawson, by chance, on August 17, the gala day of the country. "Discovery Day" it is called, for just 22 years before, the first Alaskan gold was discovered on Bonanza creek. The people made us

welcome to their festivities—gave us the town, in fact.

"The principal meat supply of this region is its wild game, chiefly the moose and the caribou. We were there at the season of the caribou 'runs,' as they are called. It seems that, as autumn approaches, the caribou begin their annual migration or run. The herds bunch together under a leader, apparently, and, to the number of 200,000 to 300,000, begin their run that stops at nothing, that never turns aside, and that leads nobody knows where. The method of hunting is quite simple. The huntsman selects a spot that is as near to the trail as he dares to get, takes his stand, and picks off his game as it passes on the run. As it is purely pot-hunting—the game being killed for food—the biggest and fattest bucks are usually the ones killed by the gunner. Nature has provided ample cold storage, so the meat is easily kept.

"The flight to Fairbanks, the northernmost point reached, was over the most desolate region of the entire course. For miles there was no sign of a trail, not even an Indian trail. Then, suddenly we picked up a trail that appeared here and there along the route, quite clear and well-defined. We afterwards learned that Gen. William Mitchell of the air service, had led an expedition into this country and cut this trail 20 years ago in making a survey for the purpose of establishing a telegraph line to connect with a cable to Siberia, which project was later abandoned.

"Fairbanks, with a population of 2,000, is the largest town west of Alberta, and the whole town, reinforced by the mining camps of the vicinity, was out to meet us. The route to Ruby was over low hills and swamps. There are no maps of the country, because there has been no survey. It has been impossible to make one. In winter the country is covered with snow and ice, and the only means of travel is on skis. In summer it is tundra, and travel is impossible.

"At Ruby we landed on a sand-bar which conveniently appeared in the river at the right time, and proved better for our purpose than the landing field first selected by Captain Douglas.

"We made the hop to Nome, skirting the Bering sea, with weather conditions changing every hour; keeping in touch by wire with the wireless at Nome, as soon as we got a flash reporting the weather clear, we jumped in our 'boats' and hopped off. We flew at an altitude of 1,000 feet, zig-zagging our way to avoid rainstorms. When we saw a fairly clear spot ahead we steered for it, but for the most part it was just steady pushing through black clouds.

"At Golovin bay, we saw a herd of reindeer, and in Bering sea we spotted a number of white whales and long-haired seals.

"Our only actual hunting on the trip was to bag a hundred or more ducks, and to kill a black bear. We might have killed caribou, moose, mountain goats and sheep, but there was no reason for it, as we had no means of carrying the game.

"At Fairbanks and Nome we were given many souvenirs, in the way of gold nuggets, and so on. Each one of us was presented with a reindeer hide parka, such as the Eskimo wear. Most interesting, however, of the gifts are our Alaskan dogs. My two were given me by Ben Derrick of Ruby, who has carried the mail in that part of the world for years. The dogs are a cross between the gray wolf and the Alaskan husky.

"Captain Street's dogs were presented to him by Sepalla, one of the Laplanders who came to Alaska with the reindeer which the government imported from Siberia about twenty-five years ago, and have multiplied and become so numerous in Alaska.

Captain Douglas, to whom is due the credit of making all preliminary arrangements for the flight, confined his remarks to expressions of appreciation for the co-operation and courtesy extended throughout his journey, and that of the expedition, by the Canadian government, by the signal corps and weather bureaus of both countries, by municipalities and individual citizens from one end of the route to the other.

"Wherever I went," Captain Douglas said, "I got acquainted with everybody. I know them—they are my friends. At Dawson the entire party were made honorary members of both the Yukon Pioneers and the Alaskan Pioneers, and at Whitehorse the same distinction was conferred upon us by the 'Squaw Man's Union.'"



LIEUT. CLIFFORD C. NUTT



AT JASPER

Grove's

is the Genuine and Only

Laxative Bromo-Quinine tablets

The first and original Cold and Grip tablet, the merit of which is recognized by all civilized nations.

Be careful to avoid imitations.

Be sure its Bromo-Quinine

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The genuine bears this signature 30c.

Bad Stomach Sends Her to Bed for 10 Months

Estonia Gets Her Up!

"Over a year ago," says Mrs. Dora Williams, "I took to bed and for 10 months did not think I would live. Estonic helped me so much I am now up and able to work. I recommend it highly for stomach trouble." Estonic helps people to get well by taking up and carrying out the excess acidity and gases that put the stomach out of order. If you have indigestion, sourness, heartburn, belching, food repelling, or other stomach distress, take an Estonic after each meal. Big box costs only a trifle with your druggist's guarantee.

PARKER'S HAIR BALM

Removes dandruff, restores color and beauty to gray and faded hair. Also cures itching scalp, and keeps hair from falling out.

HINDERCORNS

Removes Corns, Calluses, etc., from all parts. Restores softness to the feet, makes walking easy. Use by mail or at Druggists. Hindercorn Chemical Works, Paterson, N. J.

BE A NURSE

Exceptional opportunity at the present time for young women over nineteen years of age who have had at least two years in high school to take Nurses' Training in general hospital. Our graduates are in great demand. Address: Supt. of Nurses, Lincoln Sanitarium, Lincoln, Nebraska.

PATENTS

Watson E. Coleman, Patent Lawyer, Washington, D. C. Active and book free. States reasonable. Highest references. Estimates.

Gossip. Miss Elisabeth Marbury was discussing the sad case of a young woman who had drowned herself on account of gossip. "Whatever the girl may have deserved," she said, "she didn't deserve to be gossiped about in this cruel fashion." "When I think of the harm gossip does," she ended, "I come to the conclusion that half the world wholesales gossip while the other half retails it."—Indianapolis News.

Cuticura Soothes Itching Scalp. On retiring gently rub spots of dandruff and itching with Cuticura Ointment. Next morning shampoo with Cuticura Soap and hot water. Make them your every-day toilet preparations and have a clear skin and soft, white hands.—Adv.

Literally Speaking. "Not worth a darn—I see no sense in that expression." "It applies sometimes to socks."

The balance of trade is not always a political platform scale.

Feel All Worn Out?

Has a cold, grip, or other infectious disease sapped your strength? Do you suffer backache, lack ambition, feel dull and depressed? Look to your kidneys! Physicians agree that kidney trouble often results from infectious disease. Too often the kidneys are neglected because the sufferer doesn't realize they have broken down under the strain of filtering disease-created poisons from the blood. If your back is bad, your kidneys act irregularly, and you feel all run down, use Doan's Kidney Pills. Doan's have helped thousands. Ask your neighbor!

A Nebraska Case

M. E. Littrell, carpenter, 1300 I St., Auburn, Neb. says: "The grip left my kidneys in a very bad shape. The secretions were burned in passage and were highly colored. My kidneys acted irregularly, especially at night. My back was so lame I couldn't stoop over. A friend advised me to use Doan's Kidney Pills and two boxes entirely corrected the trouble."

Get Doan's at Any Store, 60c a Box

DOAN'S KIDNEY PILLS

FOSTER-MILBURN CO., BUFFALO, N. Y.

Deep-Seated Coughs

Develop serious complications if neglected. Use an old and time-tried remedy that has given satisfaction for more than fifty years.

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