

HOW TO AVOID BACKACHE AND NERVOUSNESS

Told by Mrs. Lynch From Own Experience.

Providence, R. I.—"I was all run down in health, was nervous, had headaches, my back ached all the time. I was tired and had no ambition for anything. I had taken a number of medicines which did me no good. One day I read about Lydia E. Pinkham's Vegetable Compound and what it had done for women, so I tried it. My nervousness and backache and headaches disappeared. I gained in weight and feel fine, so I can honestly recommend Lydia E. Pinkham's Vegetable Compound to any woman who is suffering as I was."—Mrs. ADELIN B. LYNCH, 100 Plain St., Providence, R. I.

Backache and nervousness are symptoms or nature's warnings, which indicate a functional disturbance or an unhealthy condition which often develops into a more serious ailment.

Women in this condition should not continue to drag along without help, but profit by Mrs. Lynch's experience, and try this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound—and for special advice write to Lydia E. Pinkham Med. Co., Lynn, Mass.

CALIFORNIA

Pacific Grove—with its ideal climate—famous summer and winter resort city on charming Monterey Bay—128 miles south of San Francisco. Wonderful fishing; world-renowned auto drives along rugged shore and in beautiful pine, oak and cypress forests. Free literature. Address Chamber of Commerce, Pacific Grove, Cal.

PATENTS Watson E. Coleman, Patent Lawyer, Washington, D. C. Advice and books free. Rates reasonable. Highest references. Best results.

His Wife's Husband.
Smith—I lost my identity for two whole weeks last summer.
Jones—How did it happen?
Smith—Spent my vacation among wife's relations, where I was simply known as Anna's husband.—Philadelphia Inquirer.

"Cold in the Head"
is an acute attack of Nasal Catarrh. Persons who are subject to frequent "colds in the head" will find that the use of **HALL'S CATARRH MEDICINE** will build up the System, cleanse the Blood and render them less liable to colds. Repeated attacks of Acute Catarrh may lead to Chronic Catarrh. **HALL'S CATARRH MEDICINE** is taken internally and acts through the Blood on the Mucous Surfaces of the System. All Druggists Sell. Postimonials free. \$100.00 for any case of catarrh that **HALL'S CATARRH MEDICINE** will not cure.
F. J. Cheney & Co., Toledo, Ohio.

Character Main Requisite.
The first requisite of success in business is character, a word which includes temperance, fairness, politeness, industry and as much intelligence as can be accumulated.—E. W. Howe.

Important to Mothers
Examine carefully every bottle of **CASTORIA**, that famous old remedy for infants and children, and see that it bears the Signature of **Dr. J. C. Williams** in Use for Over 30 Years. Children Cry for Fletcher's Castoria

No man can choose his own father, but he can use a little judgment picking his father-in-law.

Keep clean inside as well as outside by taking a gentle laxative at least once a week, such as **Doctor Pierce's Pleasant Pellets**. Adv.

The milk of human kindness is never run through a cream separator.

GAVE UP

Had Lost Twenty-Five Pounds From Kidney Trouble. Doan's Restored His Health.

J. B. Ragless, carpenter, 210 W. 60th St., Chicago, Ill., says: "My back gave out completely and I had to quit work. I could hardly endure the pain in my back and nights I tossed and turned, unable to sleep. Often in the morning my back was as stiff as a board, so that I couldn't stoop to dress myself. When I did manage to bend over, everything before me turned black. My head seemed to be whirling and sometimes I was so dizzy I had to grasp something to keep from falling. The kidney secretions were irregular in passage, getting me up at night and they burned cruelly. I lost my appetite, was weak and listless and went down twenty-five pounds in weight. After I had given up hope, I was persuaded to use Doan's Kidney Pills and they cured me. Soon after, I passed an examination for life insurance and I'm glad to say my cure has lasted."



Sworn to before me.
GEO. W. DEMPSTER,
Notary Public.
Get Doan's at Any Store, 60c a Box
DOAN'S KIDNEY PILLS
FOSTER-MILBURN CO., BUFFALO, N. Y.

Cuticura Soap is Easy Shaving for Sensitive Skins
The New Up-to-date Cuticura Method
W. N. U., OMAHA, NO. 17-1919.

HEARD and SEEN at the CAPITAL

No Bargain Sales of Your Uncle Sam's War Goods

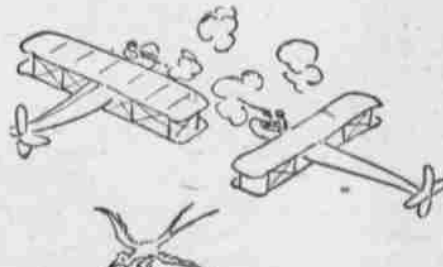
WASHINGTON.—Ever since the signing of the armistice people have been wondering what the government was going to do with all the war material it couldn't use. Apparently no one has taken the trouble to find out, for rumors of the wildest kind have been circulated. One of these was to the effect that the government would soon sell a large number of its war automobiles and motortrucks at the price of \$300 apiece. Another stated that airplanes at \$100 apiece were to be offered to the public by the war department. What prices were quoted on such miscellaneous things as typewriters, desks, adding machines, soap, food, automobile tires and mules can only be guessed by the tone of the correspondence which is constantly pouring into the headquarters of the war department.

The war department hates to disappoint the public, but it is forced to insist that there is not the slightest bit of truth in these rumors. The department is a dignified institution, and not a junk shop. It still has so much work to do that it has plenty of use for all its motorcars, and has no intention of selling any. It is also unaware that any of its airplanes are to be offered for sale, at any price at all—certainly not at the ridiculous price of \$100.

The government is taking every precaution to prevent any disruption to industry through the unloading of war material. During the war many American industries more than tripled their production in order to meet the needs of the army. The government cannot now turn its war surplus back on the market to the injury of these industries. It must see that they are protected.

Latest New Thing Is to Be "Duello of the Sky"

WORD comes from Paris that something new will happen there as soon as peace is signed. This new thing will be the first aerial duel in history. The principals, because of the fact they are members of the French army aviation corps, feel they should not lessen their country's aerial force by even one so long as a state of war exists. They insist, however, that they are determined to settle their difficulties in this unique manner as soon as the emergency ceases to exist.



The principals are Corp. Leon Vaudecrane, chief editor of the trade paper L'Exportateur Français, and Capt. Robert Schreiber, chief editor of a competing paper, Echos de l'Exportation. Schreiber's father is a German. During an editorial war Schreiber wrote Vaudecrane a letter which the latter thought insulting. Vaudecrane sent his seconds to Schreiber.

"I intend to use a Nieuport chasing plane of 120 horse power, armed with a Vickers machine gun," Vaudecrane said. "Both my seconds—Captain Madon, one of the French aces, and Lieutenant Babo—and my adversary's seconds have decided that owing to the state of war, a settlement is impossible until after peace is signed. But I continue in my desire to bring down M. Schreiber, putting a few bullets through him and his machine."

Believers in the theory that mankind progresses in circles can find basis for their arguments in the history of the French duel. A few centuries ago a duel was almost always to the death. As it got tamer it began to go out of style. The world greeted with a smile the prewar "bloodless duel of Paris." An airplane duel certainly gets back to first principles.

A. E. F. Gathering Its Dead for Permanent Burial

AMERICA'S soldier dead in France are to be brought home by the government as soon as conditions after peace will permit, subject to the wishes of their families. Former Attorney General Gregory is at work in France preparing a report on legal phases of the matter which must be taken up with the French government. Believing that there will be many Americans who will desire that their soldier dead should rest forever under the battlefields, the adjutant general has prepared a memorandum on the subject for general information. It says in part: "It is not deemed practicable to grant requests for relatives, friends, or undertakers, to go to France to superintend the preparation and shipment of, or to accompany bodies back to the United States. You will appreciate that there were over 69,000 casualties abroad. Organizations have been formed overseas known as grave registration units, whose duty it is to look after burials, to care for the cemeteries, and to preserve identification records."

Concerning the work of the graves registration units in France, the Stars and Stripes, official newspaper of the A. E. F., printed in Paris, says: "The A. E. F. is gathering its dead together, that in death they may be as in life—in serried ranks. From frozen dugouts, from old ruins, from those hastily improvised and now sunken openings in the ground that were shell holes and battle graves, from wheat fields and river bank and meadow knoll, from all of the thousands of places of isolation and great loneliness, the dead are being tenderly lifted and borne to take their places in the ordered ranks of the army."

Regarding rechecking the casualty lists, General Pershing has cabled the war department: "No accurate estimate of unreported deaths can be given. There are, however, approximately 5,500 missing to be accounted for, all of whom have been reported to Washington as missing. This compares with the British official list of 161,000 missing and the French of 290,000."

Port of Missing Ships and Davy Jones' Locker

GREATEST mystery of the recorded history of men who go down to the sea in ships is the disappearance of the U. S. S. Cyclops. A naval collier of 19,000 tons, she left Rio de Janeiro in January of 1918 for New York with a cargo of manganese, 57 passengers, 20 officers and a crew of 213. March 4 she reported at Barbadoes for bunker coal. Since that date there is absolutely no trace of ship, passengers or crew, in spite of persistent and systematic search by the navy department the world over.



Did her engines break down and the sea overwhelm her?
Did her cargo shift and she turn turtle, going down like a stone?
Did she break in two, either on a giant wave with her bow and stern unsupported, or with no support under her center, the wave having "run out from under"?
Was there an explosion from gas generated by the manganese?
Was there an explosion of her boilers?
Was she torpedoed by a submarine? Did she strike a mine? Was there an explosion of a set and timed bomb aboard?
Was she delivered to the Germans by treachery?
Two facts would seem to answer all of these questions except the last. One is that she was equipped with a powerful wireless and no message was received from her anywhere. The other is that exhaustive search of the waters found no boat, spar, timber, life-belt or oar. As to the last possibility, the Cyclops is not at Kiel and the German admiralty officially states that it can throw no light whatever on her fate.
Presumably the U. S. S. Cyclops is in the Port of Missing Ships and her passengers and crew are in Davy Jones' locker.
"There has been no more baffling mystery given up as lost and her name stricken from the registry," Secretary Daniels.

ROAD BUILDING

FIRM FOUNDATION FOR ROADS

Aim to Distribute Pressure Due to Wheels Concentrated on Surface—Look to Future.

(Prepared by the United States Department of Agriculture.)

The purposes of a foundation are to aid in distributing the pressure due to wheel loads concentrated on the road surface, so that the intensity of pressure on the subgrade will not exceed a safe unit-bearing power, and also to prevent, if possible, the crust of the road from being disturbed by the upward pressure of the subgrade due to the action of frost, ground water, or other disturbing influence. In the case of a pavement consisting of comparatively small blocks, such as vitrified brick, bonded to each other very slightly or not at all, an entire wheel load might be concentrated on only a few



Sand-Clay Road.

square inches of foundation, in which case it would be necessary for the foundation to take care of practically the entire distribution of the load. On the other hand, a monolithic pavement, in which the individual units are well bonded together, might distribute the wheel loads to obviate all necessity of further distribution by the foundation, and if adequate drainage were provided and there were no danger of heaving of subgrades, the foundation might be omitted entirely.

The heaviest vehicle that ordinarily has passed over a public highway heretofore is the 15-ton traction engine. Such engines are so designed that the rear axle carries about two-thirds of the total weight, which arrangement gives a concentrated pressure on the road surface of about five tons under each rear wheel. The use of much heavier equipment is in sight, however, and unless some regulations be passed to prohibit it, the occurrence of ten-ton, or even heavier motortrucks, may become common on highways adjacent to large cities or between large centers that are only a few miles apart.

In assuming the maximum wheel load for any particular road a reasonable allowance should be made for future increase. Since motortrucks have come into use there has been a constant tendency to increase both their rates of speed and the loads they carry, and it is probable that this tendency will continue. Furthermore, many roads not now subjected to motor-truck traffic will attract such traffic after they are improved, and this possibility always should be considered. Increase in the volume of traffic also may be an important factor.

START ROAD WORK IN SOUTH

All States Now Actively Engaged in Improving Highways for Better Transportation.

Road construction, which has been suspended or partly suspended in every part of the South since the United States entered the war, is resuming in all southern states on a far greater scale than ever before in the history of that section of the country.

In Virginia, West Virginia and Kentucky the work of making permanent and new highways cannot get full swing during the winter season, but extensive preparations are under way in these states for intense activity in the spring. In the balance of the southern states where as good work can be done in the winter as in the summer, big starts have already been made. Great activity is reported in Louisiana and Mississippi.

ROADS FOR PASSENGER HAUL

Highways Are Now Used to Greater Extent Than Railroads—Change Made Recently.

The need for good roads is the acknowledgment by government officials that for passenger haul the public roads are used to a greater extent than the railroads. This condition has been created within a single generation.

WRIGLEYS The Flavor Lasts!

Always the best buy for the price



AND THUS CALUMNY SPREADS

Amusing Reason Why Brother S— Was Made Known to the World as a Stingy Man.

She worked at the minister's house for three days and then went to a neighbor and begged her to give her a place for the remainder of the week, so she could get home.
"Why," said the neighbor, inquiringly, "I thought you were employed by Mrs. S—? What is the reason that you are leaving?"
"I just can't stay there another minute," the girl told her. "Brother S— is the stingiest man I ever knew."

"Stingy! Why, the whole family is known far and wide for its benevolence. What in the world makes you say that?" she asked.
"Ma'am," whispered the girl tragically, as if she were revealing state secrets, "ma'am, don't you know, Brother S— sits up at one end of the table and measures out just how much every one of the can have to eat before he ever gives 'em a plate, even? I can't stay where there's any such goin's on."—Indianapolis News.

Useless to Him.
The town councilors of Mudville had organized a raffle for the benefit of poor Mrs. Muggins, and finally the oldest inhabitant was asked to buy a ticket.

"What for?" asked the ancient one.
"For Mrs. Muggins," replied the agent. "Didn't you hear?"
"Oh, yes, boss, I heard all right," said the fossil; "but what I want to know is, what am I goin' to do wiv Mrs. Muggins if I win 'er?"—Tit-Bits.

The Cause of It.
"What a ringing voice yonder girl has." "Well, isn't that the right kind of a voice for a belle?"

Sunshine will eventually puncture the thickest cloud.

Love levels all things with the possible exception of the head.

HE GOT THE GEORGES MIXED

Baseball Expert Evidently Had Something to Learn About Prominent Men of the World.

A former pitcher now in the defunct Northwestern league, who sought peace and quiet in a Seattle shipyard, was discussing the war and kindred topics during a breathing spell one day. This hurler is well known for the speed and "stuff" he gets on the ball, and is not credited with more gray matter than the law allows.
This latter circumstance possibly accounts for his end of the following conversation:
"This war sure has changed things around some," opined the ballplayer.
"How now?" queried his friend.
"Well, you take England, for instance. England always had a king until a short time ago."
"What's the matter? Some one take a shot at King George?"
"Why no, not that. They just don't call him King George any more. Leastwise the only thing you see in the papers these days is Premier George."

Accidental French.
An American lady in Paris wanted some water, but could not make the maid understand she wanted it hot. After several vain attempts she exclaimed in disgust, "Sho!" The maid brightened up suddenly, went off and returned with a pitcher of hot water. It was not until some time afterward that the lady learned from a friend that the girl had evidently misunderstood "Sho!" for "chaud," which is the French for "hot."—Richmond Times-Dispatch.

Its Kind.
"Who would that child up to such a pitch of crying?"
"Nobody; it's a self-starter."
Content makes poor men rich; discontent makes rich men poor.—Poor Richard.
We all like the man who "sticks through thick and thin."

All Food—No Waste

If you want an appetizing ready-to-eat cereal that you can serve with no fuss and with fullest satisfaction, try —

Grape-Nuts