

IN JUST FIVE WEEKS

A Chronic Invalid Woman Is Restored to Health By Pe-ru-na.



MRS. LIZZIE SHARPE.

MRS. LIZZIE SHARPE, 25 Friendship St., Providence, R. I., writes:

"Some time ago I wrote you, asking advice in regard to my health, describing my symptoms.

"Following your advice and taking your medicine for only five weeks, I am thankful to say I am a well woman. I had suffered for a number of years with constipation, indigestion and female troubles of the worst form. I was unable to do my household work without help.

"After taking Peruna I have experienced the most satisfactory results. I am like a new person. I do all my own household work, thanks to Peruna.

"I want to recommend Peruna to all who are similarly afflicted."

Recommend Peruna.

Mrs. Mary C. Dart, Cardington, O., writes:

"For two summers I was under a doctor's care for malaria fever and I was told that I would just have to wear it out until fall. I made up my mind to try Peruna and three taking it I have not been troubled at all. I have not had chills or fever for five years."

Mrs. Lizzie Lohr, 1155 W. 13th street, Chicago, Ill., writes:

"I take pleasure in writing you these lines, thinking there may be other women suffering as I did."

"Dr. Hartman told me what ailed me and how to take Peruna. Now I am cured."

MELODY IN AUTO HORNS

Pipes of Chug Wagons Give forth Notes to Soothe the Savage Chant.

Keyboards are to be provided by a western manufacturer for the better manipulation of the brazen musical pipes known as "Gabriel's horns" which may be seen attached to the sides of many automobiles. The pipes in their crude state were designed to be operated by the exhaust from the engines. The supply of hot air required has therefore been limited.

It is proposed, according to letters patent now pending, to carry large tanks of compressed atmosphere as a part of the equipment of high-power automobiles. In this way the rudimentary three pipes, which give only a slight range of melody, can be supplanted by a complete set of reeds. It will not be unlikely that some of the automobilists who have more than ordinary musical taste will equip their machines with pipe organs, carrying a man on the rear seat, or on a small platform, whose duty it shall be to pump up the necessary pressure.

Prof. Wedekind Bozaris of the University of Music, South Bend, Ind., reports that there is already a model organ in his state, used by a college glee club, which has been making tours in the smaller towns in the corn belt. He predicts that before long parties of automobilists will course through the streets of New York singing to the accompaniment of the cheerful pipes of Panhard. In order to lighten the sufferings of persons likely to be run over the following refrain is recommended:

Oh, my bones, my bones, I'm going to rest in bed of an ole ambulance.
For I've struck by an auto; the wheels did me dead.
I goes to a surgical ward
And I lie me down in wooden splints there.
And doctors they fever will fire.
As sure as I am born, when I done hear that horn,
I thought it was of Gabriel's choir.

"One of the great needs of the automobile industry is a suitable song for chauffeurs while roving about at night at third-party of the city. Telephone No. 4."

notch speed. The following is said to be efficacious:

Oh, many happy evenings did I spend in raising Ned
In this big chuff machine, while my old man was safe and
In scolding with lady friends about the city grand
And leaving dead and wounded in the street at every turn
Ah, there was Mame Macauley, now a chorister.
Billy York and Tommy Smith, oh they were tending bar.
Ah, many a fine highball, all tanked up
All seated there in that swift car, on summer night's CHORUS.
We owned a swell garage; my old man paid the freight;
We stocked the tank with petrol, paying the highest rate.
Then, seated in the tonneau, amid the cushions red,
We filled the city highways with over-whelming dread.
We'd pile in every evening; the timid owner of the mill
We'd raise like madmen, the people for to kill.
All seated in the moonlight, laughing mid its rays;
Ah, how we loved to make wild havoc in Oh, there was Carburator Pete, a friend of Martin Thorn,
Johnnie Sparks and Willy Plug, they never sound horn;
All crazy, reckless chauffeurs, each with leering mug
All seated there to listen to the homicidal CHORUS.
We owned a swell garage; my old man paid the freight;
We stocked the tank with petrol, paying the highest rate.
Then, seated in the tonneau, amid the cushions red,
We filled the city highways with over-whelming dread.
To meet the requirements of automobile owners who are more or less under the influence of chauffeurs the following rollicking ditty, says the professor, may be employed:

I've an automobile, ar, ar, ar—
I'm afraid of my chauffeur, I are, I are;
Whatever he does, I say, "No, no, no, no."
And what he wishes I say, "You do, you do."
Chauffeur, chauffeur, why do they fine me for running my little car?
The first shipment of the horns will shortly arrive—New York Herald.

Jeffer's Gold Top Beer delivered to all parts of the city. Telephone No. 4.

Does Your Heart Beat

Yes, 100,000 times each day. Does it send out good blood or bad blood? You know, for good blood is good health; bad blood, bad health. Ask your own doctor about taking Ayer's Sarsaparilla for thin, impure blood. He knows all about this medicine.

We have no secrets! We publish the formulas of all our medicines.

Made by the J. C. Ayer Co., Lowell, Mass.

AYER'S HAIR VIGOR—For the hair.
AYER'S PILLS—For constipation.
AYER'S CHERRY PECTORAL—For coughs. AYER'S AGUE CURE—For malaria and ague.

SWALLOWED UP BY THE OCEAN

An Average of Sixty Vessels Disappear Annually and Leave No Trace.

TRAGEDIES OF THE MIGHTY DEEP

Ten Thousand Souls Lost on Ships in the Last Fifty Years—Some of the Sea Stories Told on Stormy Nights.

When the northeasters sweep out from the depths of the Atlantic coast, the sailors in port, sitting over their grog, tell stories of the good ships which have gone to sea and have never come back nor left even a trace of their fate.

Of all these stories there is none more ghastly than that of the Pioneer, which sailed from San Francisco in 1889 for the Bering sea. From the time it sailed it was never sighted, nor was a word heard from it for two years.

Finally a whaler, frozen in for the winter in the Arctic, one day sent out a hunting party for game. The men, after searching about all day, were upon the hulk of a ship frozen into an iceberg. There was nothing about it to indicate what might be its name, for the grinding of the ice had worn its sides smooth and destroyed any clue to its identity.

Some of the men ventured aboard, though the ship had been so racked that the timbers trembled under their feet. They pried open the hatchway and peered into the dark depths. They shouted down the ladder, but a feeble echo was the only answer.

Muttering up courage, they descended, and, making their way to the foremast, gazed at what they saw in one of the cabins. Seated about a table, their cheeks wax and sunken, their eyes glassy, were eight men, some with heads on arms, some with hands thrust deep into their clothes, though shrinking from the cold; one with a prayer book before him, the sextant, those men who had been two years dead and were waiting for the sea to give them burial.

Who they were, what the good ship was, from what port it had sailed, the horrified men had no time to determine, for even as they looked the ship began to quake. It was as though it resented this prying into its secret, and the strangers, fearing it might turn over, hurried from the cabin and scrambled outside.

From a safe distance they watched it. A mass of ice crashed down toward it, the icebergs settled upon its side, the vessel tottered, and, after another small avalanche of ice and snow, sank sideways into the cold waters. The eight had at last received their burial, carrying with them all traces of their identity.

"Missing—Fate Unknown." But when the whaler returned to port and the men who had been sent to investigate this had been in the Arctic, it was decided from the scant description that this had been, in all probability, the Pioneer. It will never be known to a certainty, and for that reason the Pioneer is registered with so many others as "missing—fate unknown."

The fate of many a good ship defies even conjecture. There was the Nevach, which sailed for the Arctic in 1887 and was caught in an iceberg and abandoned by some of its crew. A few of the men preferred to take their chances with the ship. Those who abandoned it were finally picked up, but all search failed to find a trace of the Nevach or of the men who had stayed by it.

One of the most famous disappearances at sea was that of the City of Glasgow, a 1,600-ton ship which left port March 1, 1864, with passengers. It has never been heard from since. Not long ago it was reported that it had been identified. Not a soul of the hundreds it carried is known to have survived.

On January 20, 1870, the City of Boston sailed from Halifax for England with 191 souls on board. It was a fine ship, splendidly equipped, but it disappeared without leaving a clue to its fate.

The Burville Castle left London some time ago, bound on a voyage to Australia. It should have made a final call at Plymouth, but it never came within sight of the Hoe, nor has human eye ever seen it from that day it dropped down the coast.

It was on May 1, 1850, that the Lady Nugent spread its sails at Madras, with 367 of the Twenty-fifth Madras Light Infantry on board, bound for Rangoon. With the regimental band playing, with the shouting of the passengers on the shore, the ship sailed down the coast. It left port, but it has never been reached. Rangoon or any other port known to man.

Two years later the Collins liner Pacific dropped down the Mersey with 180 people on board. It went the way of the City of Glasgow, and the others. What strange port they found, no one knows.

The ship President left New York for London early in 1841 with many distinguished passengers, among them a son of the duke of Richmond and the comedian, Tyrone Power. It was expected at Liverpool in March, but it never came. It had put into port, but for repairs to its engines. It never reached Liverpool or any other port.

It was as late as 1894 that the ship Lamorna sailed from Tacoma, carrying a cargo of wheat for Queenstown. Following close upon its departure came a fierce gale. Wreckage was found and the report was circulated that the ship had been broken to pieces on Cape Flattery. But hardly had this report been spread when a coasting schooner reported having seen the ship off Coos Bay, battered, but apparently well able to withstand the gale.

It was soon generally believed that it was true that it had weathered the gale and was sailing about somewhere. But where? Weeks passed and it was not again heard from. Ships were asked to be on the lookout for it, and news was anxiously awaited.

A Devil at Sea. It was a long time after this that the German ship Artemis sighted a devil at sea, steering about wildly, beating against head winds and yet refusing to display signals of any kind. A little later the unknown threw its head to the east and exposed a series of freak maneuvers. It looked for all the world as though the ship was manned by crazy men who were trying to puzzle the Artemis.

The captain of the Artemis was mystified. He steered nearer the strange craft, and the name of the ship was made out. Consulting his shipping records, he discovered that it was outward bound and long overdue. But that hardly accounted for its queer actions.

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LAST TRIBUTE TO SOLDIERS

How the Nation Marks the Graves of the Men Who Fought for It.

At Lee, in Berkshire county, Massachusetts, there are buried under government supervision 250 headstones a week to mark the graves of soldiers, sailors, marines, scouts, nurses or others who have served a regular enlistment in the military or naval service of the United States.

The tombstones are furnished free by the government, and are sent out upon the application of a relative, a member of the Grand Army of the Republic, or a citizen of the United States, who furnishes the name of the dead soldier or sailor and his regiment or ship. The government pays all transportation charges on these stones to the nearest freight office. All that then remains is for the relative or friend to have it taken from the freight office to the cemetery.

More than 200,000 of these headstones have been provided and are marking the graves of the nation's dead throughout the country. All of these marble slabs have been taken out of the quarries operated at Lee or at Rutland, Vt.

The government pays all transportation charges on these stones to the nearest freight office. All that then remains is for the relative or friend to have it taken from the freight office to the cemetery.

On the grounds at the Lee quarry the stone is polished, marked and crated. Twenty men are employed the year around in polishing and marking headstones for the nation's dead. Twice a year the government receives bids from contractors, and the contract is let to the lowest bidder.

The marble is taken out of the quarry in blocks three feet square. Great iron saws are then used to cut the blocks in two, after which they are strapped together and cut in two again. The action of the saw is aided by means of wet sand, it being allowed to drip in at the sides of the saw.

A government inspector carefully inspects each stone which is turned out. This inspection is very strict. If there is a blemish in the stone, however slight, it is cast aside, the government refusing to accept it. They are not thrown away, however, but sawed up into marble "bricks," as they are called.

When the finished headstone is ready for delivery to the government it measures three feet and three inches long, one foot wide and four inches thick. Each stone weighs 250 pounds. On each is a sunken shield or wreath, and directly under this the name, the rank and regiment of the dead.

The headstones are then sent to distributing points, where they remain until requisition is made for them by the War department. These distributing centers are at Boston, New York, Washington, Chicago, St. Louis, Denver and Portland. No headstone is ever sent to the Philippines up to this time, but applications for markers to be sent to the newly acquired islands are coming in to the government at the rate of twenty a day. The present capacity of turning out the headstones is about thirty a day—Washington Post.

Where Teeth Are Worshipped. An American traveler recently delivered a lecture before a distinguished audience at the home of a wealthy New Yorker. On the table before him stood one lone object of worship.

Said the traveler: "While I was in India three Royal Commissioners were sent there by the king of Siam to negotiate for the purchase of a certain tooth. They failed in their mission, however, their offer of the surprising sum of \$50,000 for the much coveted tooth being declined."

"The tooth in question came, as the Hindus believe, from out of the mouth of Buddha—the founder of the foremost religion of the orient—and hence, for 2,600 years that tooth has been an object of worship."

It is enclosed in a golden casket in a shrine in the great inner temple at Kandy, and attracts thousands of worshipping pilgrims from far and near every year, and has never been exposed to the gaze of an unbeliever.

"Hundreds of other shrines in India the teeth of human beings are worshipped by Hindus, who, above all, value good teeth as the reward of good ancestry and of eternal vigilance in the care of the body."

"We Americans can certainly learn a lesson from the Hindu worship of teeth—the lesson of respect for one of the most important parts of our bodies. For good teeth are not only valuable jewels in the mouth, but indicate good health, good breeding and refined habits."

"It is concluded the lecturer, holding up a blue enameled box of tooth powder, with its patent telescoping measuring tube, 'is a dentifrice that is used by people of refinement in every part of the world, where the use of a good tooth brush is known. It bears the label Dr. W. Lyon's Perfect Tooth Powder, and is the shrine at which thousands upon thousands today express respect for their teeth, for it not only cleanses, preserves and beautifies them, but imparts a natural fragrance to the breath, myself have carried Dr. Lyon's Perfect Tooth Powder twice around the world, not being willing to trust the preservation of my teeth to any other dentifrice.'"

The board of directors of the Creche wish to thank all who contributed to the marvelous success of their annual benefit entertainment at the Country club yesterday. To Mr. Brady and Mr. Cowell, through whose courtesy they were tendered the use of the elegant establishment for the day, they feel especially grateful.

As it is impossible to speak in detail the breath, myself have carried Dr. Lyon's Perfect Tooth Powder twice around the world, not being willing to trust the preservation of my teeth to any other dentifrice."

The receipts amount to more than \$200. With thanks to the press for its unfailing courtesy.

MRS. THOMAS L. KIMBALL, President of the Creche.

People of the Middle West Profit by the Great Earthquake and Fire



Eastern Piano Manufacturers obliged to unload accumulated stocks made under contract for unfortunate San Francisco dealers. Remarkable Low Prices for Valuable Pianos thrown on the market.

Schmoller & Mueller Piano Company Buy Several Carloads at Their Own Price.

This, the second week of the great sale will be a lively one. Three important features distinguish the pianos in this sale from those offered elsewhere. First, the uniform high grade and musical qualities of the pianos themselves. Second, their being brand new, perfect in every detail, and guaranteed strictly as represented. Third, the special terms of \$6.00 down and \$3.00 monthly till paid (only ten cents a day) is almost an imperative duty every family owes itself to get a piano at these prices and terms.

Cabinet grand uprights, in colonial (plain) casings of beautiful French Walnut or Mahogany finish, positively made to sell for \$300.00 to \$350.00, are being rapidly sold in three lots for \$165.00, \$185.00 and \$195.00 each on terms of \$6.00 cash and \$3.00 monthly.

Concert grand uprights in fancy casings of all the different beautiful natural woods used in America. Art pianos that retail in San Francisco for \$400.00, \$450.00, and up to \$700.00, are freely offered during this sale in four lots at \$225.00, \$285.00, \$315.00 and \$385.00, on terms of \$10.00 down and \$5.00 monthly.

Those who are most competent to judge concede that these are the most remarkable piano values ever offered.

The great success with which this sale is meeting serves to emphasize its genuineness. Buyers have over six hundred instruments to select from representing thirty leading factories, including Steinway & Sons, Steger & Sons, A. B. Chase, Emerson, Hardman, McPhail, Kurtzman, etc.

Parties at a distance should write or telephone at once for complete description, catalogues, etc. We ship pianos everywhere on mail orders—money refunded if not as represented. Call on or address

Schmoller & Mueller Piano Company

Largest Piano House in the West.

1311-13 Farnam St., Omaha.

Telephone, Douglas 1625

PUBLIC UTILITIES ABROAD

Committee of Americans to Study Municipal Ownership in Europe.

FACTS NEEDED FOR PUBLIC GUIDANCE

Determination to Seek the Truth About Important Problems and Present it Without Partisan Coloring.

Perhaps no similar work of greater importance or of greater magnitude has ever been begun by any body of men in any country than that undertaken by the committee of twenty-one, appointed by the Civic Federation, which sailed from New York last week to investigate public utilities, transportation, lighting and water supply in foreign cities. Investigating these public utilities both under public and private ownership and operation, the committee will refrain from expressions of personal opinion, will keep the pros and cons of municipal ownership in the background, and will confine its work to establishment of facts, facts that will, in the opinion of the committee, give the American people a deeper insight into conditions at home and abroad, and enable them to ameliorate conditions and make life more worth the living.

"What we desire," said Dr. Albert Shaw, editor of the Review of Reviews, in speaking of the work of the committee, "what we desire is to make conditions in the United States better for ourselves, our children and those who will come after us."

Speaking along the same line, Talcott Williams, editorial writer on the Philadelphia Press and a member of the committee, said:

"It is not a question of private ownership; it is not a question of whether this method or that method is slightly more economical in the governing of a city—it is, at bottom, a question as to whether at any particular period of our history we would not be happier and healthier by full consideration of the problems affecting the operation of our public utilities, and a determination to solve those problems in the best light obtainable."

"It is not so much a question of whether taxes should be raised or lowered, but it is a question as to what is the best solution for giving the people in our great cities an increase in the number of rooms in which the average family is compelled to live, what will give the greatest amount of pure water in the cities, the most efficient form of lighting and the best kind of transportation facilities."

All Classes Represented. With this purpose in view, the purpose to obtain hard, unvarnished facts that will enable the American people to better their condition, the Civic Federation appointed a committee of twenty-one chosen from almost every walk in life to carry out its plans. The committee is composed equally of advocates of public ownership, private ownership and so-called neutrals, men who have been treating the great economic and social questions of the day in a cold, philosophical manner and have as yet made no decision one way or the other.

With opinions thus balanced, the danger of the work of the committee assuming a partisan aspect has been avoided, and the committee will therefore work as it was intended it should work as a large tribunal for the decision of what is, or what is not, so, and not what is the opinion of this or that group of men.

Having decided on what it was going for, the committee set about to discover ways and means of getting it. To this end an elaborate scheme of investigation was mapped out that has seldom if ever been equaled by any previous investigating commissions. The general scheme is, in the main, the same for all the fields to be looked into, care being taken, however, to make the mode of investigation applicable to the subject, whether it be transportation, gas or electric lighting or water supply.

The comprehensiveness of the work undertaken will be the better appreciated by looking briefly at the methods to be employed by the committee. In the first place, expert engineers will be employed by the committee to ascertain the conditions existing in the various lines of transportation investigated, and in the various manufacturing and business visited; expert accountants will compile facts as to stocks, bonds, assets, liabilities, receipts, expenses and profit and loss, and finally experts in political, social and economic

questions will, as members of the committee, investigate from these various points of view, taking into consideration the facts established by the engineers and accountants.

No part of any business investigated will escape the attention of the committee. Having ascertained all about the history of the various industries, how they were established, when special features were adopted, the effect of competition and the general sentiment in regard to the existing system of ownership and operation, the next point taken up will be the supervision of the municipalities. Under this head will be investigated the responsibility of municipalities to construct their own street railways, lighting plants, etc.; whether the city can condemn property of private systems under eminent domain, and the power of the particular city in raising funds for such undertakings.

Public supervision of private companies, in how far it is successful and wherein it fails; franchises of private companies, their duration, forfeiture, fares and transfers allowed under them and nature of service required, and their assignment to third parties; organization of the committee, the members of the committee, and how the persons in charge are selected; all these and other questions of a similar nature will come under the scrutiny of the commission.

Further than this, political conditions and the labor question are to be fully gone into. Under the first head the main question will be to determine the measures taken by the employees to organize their political strength for the purpose of influencing the conditions of their employment, and also whether candidates for office have made promises of better wages, etc. The political activity of the employees will also be studied, as well as the attempts at corruption. In investigating the labor question the commission will inquire into the methods of trades unions; the number of strikes and how they are settled; the wages of the employees and the legal and actual hours of employment, and even the methods of furnishing uniforms to the men will receive attention.

In fact, the commission intends to make its work so thorough that its report will be a lasting monument to the progress of civilization, and judging by the composition of the commission it is not at all doubtful that it will accomplish its purpose and earn the lasting gratitude of its fellow-Americans.

The members of the commission are: Melville E. Ingersoll, president "Big Four" railroad, Cincinnati, chairman; Talcott Williams, editorial writer, the Press, Philadelphia; W. D. Malin, president Association of Railway Employees, Detroit; Frank J. Goodnow, Columbia university, Washington, D. C.; Walter L. Fisher, secretary Municipal Voters' league, Chicago; Timothy Healy, president International Brotherhood Stationary Firemen, New York; William J. Clark, foreign manager General Electric company; H. B. F. Macfarland, president of Edison Electric and Illuminating company, Boston; Milo R. Maith, franchise expert and former editor Municipal Affairs, New York—New York Times.

Amounts Printed on Checks. There are many devices in use to prevent the raising of sums named on checks, and while a few of them are effective, a great number are worthless for the reason that they may easily be manipulated in the hands of an expert forger.

Persons who give this art their attention are very resourceful and take pride in solving the most difficult problems in their calling. They are skillful in the use of acids and other means of making erasures, and are baffled by but few of these schemes.

The latest thing in this line is a device which prints the amount on the face of the paper. This impression is made in a specially prepared ink which sinks into the paper, as any attempt to erase it will make such a mark that the fraud will be readily detected.

Besides, the amount appears written in ordinary ink, so that the matter of making changes is greatly complicated, requiring two separate operations.

The machine is quite small and takes up but little room on the desk. A row of keys like those of the cash register appears at the top, each one representing a numeral. These being pressed to record the desired figure, the amount is printed across the face of the paper. The impression is made by the movement of a small lever—Philadelphia North American.

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BUILDING FOR THE PUBLIC

Cook County's Court House, Going Up in Chicago, to Cost Five Million Dollars.

Towering eighty feet above the city hall and seventy feet above the Chicago opera house block, Cook county's new granite building will be a majestic and dominating landmark in its part of Chicago. From the street it will appear to be a half city block of solid stone, striped with columns, crisscrossed with windows and pierced with doors. Seen from an airship it would have the form of a huge E, with the Clark street portion for the long shaft of the letter and the Randolph and Washington street sections for the end pieces. Two large open spaces to the west, toward the city hall, and high courts.

The new court house will have a frontage of 274 feet on Clark street and 137 feet on Washington and Randolph streets. It will be 306 feet high. It will have twelve stories above the sidewalk and below it a basement for records, and sub-basement for coal storage, boilers, etc. Its foundation plans penetrate a bed of gravel 115 to 120 feet below the level of the street. The building from its lowest base to its roof top will be 235 feet.

The outside material will be gray granite. This will be polished for six feet above the sidewalk. The granite will extend to the cornice, which will be of gray terra cotta. The inside materials are to be steel, marble, mosaic and wood.

The building will contain thirty well-lighted, handsome court rooms, and adjoining each will be the judge's chambers and also his private consulting room, jury room and the witness room, with closets, basins and toilets for each. Besides these court rooms, there will be the probate and county court rooms, with the assistant judges' court rooms. Every modern business device, of proved value, will be provided for the safe, accurate and quick transaction of business. The building complete, with furnishings, will cost \$5,000,000—The World Today.

DO YOU KNOW

That Dr. Pierce's Favorite Prescription is the only medicine sold through druggists for women's weaknesses and peculiar ailments? It is the only medicine that cures all cases of "female troubles," no matter how long they have lasted. It is also the only medicine, especially prepared for the cure of the delicate diseases peculiar to women, that makes a woman's health perfect, and restores her to her full confidence, by bringing upon each bottle wrapper all the ingredients entering into the medicine. Ask your druggist for this medicine.

"Favorite Prescription," too, is the only medicine for women, all the ingredients of which are of the highest quality. It is the only medicine of the leading medical writers of the several schools of practice, recommending them for the cure of the diseases for which the "Prescription" is advised. Write to Dr. R. V. Pierce, Buffalo, N. Y., for a free booklet, and read the numerous extracts from standard medical authorities praising the several ingredients of which Dr. Pierce's medicines are made, and don't forget that no other medicine put up for sale through druggists for delicate diseases can show any such professional endorsement. This, of itself, is of far more weight and importance than any amount of so-called "testimonials," and is conspicuously flaunted before the public, in favor of the alcoholic compounds.

The "Favorite Prescription" cures all women's peculiar weaknesses and diseases, thus banishing the periodical headaches, backaches, bearing-down distress, tenderness and dragging-down sensations in lower abdomen, accompanied by weakening and disagreeable catarrhal, pelvic drainage and kindred symptoms.

Dr. Pierce and his staff of skilled specialists may be consulted free by addressing as above. All correspondence is treated as strictly confidential. By consulting in this way the disagreeable questionings and personal "examinations" are avoided.

The People's Common Sense Medical Adviser contains some very interesting and valuable chapters on the diseases peculiar to women. It contains over one thousand pages of the most up-to-date and reliable medical information, and is a receipt of sufficient in one-cent stamps to pay cost of mailing only, or 21 cents for a copy in flexible paper cover, or 31 cents for a cloth-bound copy. Address Dr. R. V. Pierce as above.

Dr. Pierce's Pellets regulate and invigorate stomach, liver and bowels. One a laxative, two or three cathartic.