WOMAN FEELS 10 YEARS YOUNGER

Since Lydia E. Pinkham's Vegetable Compound Restored Her Health.

Louisville, Ky.—"I take great pleasure in writing to inform you of what Lydia E. Pinkham's Vegetable Compound has done for me. I was weak, nervous, and cared for nothing but sleep. Now I can go ahead with my work daily and feel ten years younger than before I started taking your medicine. I will advise any woman to consult with you before going to a doctor."—Mrs. INEZ WILLIS, 2229 Bank St., Louisville, Ky.

Another Sufferer Relieved.

Romayor, Texas.—"I suffered terribly with a displacement and bladder trouble. I was in misery all the time and could not walk any distance. I thought I never could be cured, but my mother advised me to try Lydia E. Pinkham's Vegetable Compound and I did.

"I am cured of the displacement and the bladder trouble is relieved. I think the Compound is the finest medicine on earth for suffering women."—Mrs. VIOLA JASPER, Romayor, Texas.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

THE NEW FRENCH REMEDY, No. 1, No. 2, No. 3. THERAPION Used in French Hospitals with great success, CURES CHRONIC WEAKNESS, LOST VIGOR & VIM, KIDNEY, BLADDER, DISEASES, BLOOD POISON, PILES. ESTHER No. DRUGGISTS or MAIL, $1. POST 4 CTS TOUGGA Co. 39, BEEKMAN ST. NEW YORK or LYMAN BROS TORONTO. WRITE FOR FREE BOOK TO DR. LE CLERC MED. Co, HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE. SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BOX. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

Pithy Postscript.

A striking illustration of the saying that the pith of a lady's letter is in the postscript occurred in the case of a young lady who, having gone out to India, and writing home to her friends, concluded with the following words: "P. S.—You will see by my signature that I am married."

Not Fit For Ladies

Public sentiment should be against it, and we believe it is; there can be no reason why ladies should have to suffer with headaches and neuralgia, especially when Hunt's Lightning Oil gives such prompt relief. It is simply a question of getting the ladies to try it. All druggists sell Hunt's Lightning Oil in 25c and 50c bottles.—Adv.

Something Else Again.

"How's the doctor today?"

Gardener—Very poorly, sir.

"Has he got a locum tenens?"

Gardener—No, sir. I think he has got a touch of influenza.

Important to Mothers

Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it Bears the Signature of Chas. H. Fletcher. In Use For Over 30 Years. Children Cry for Fletcher's Castoria

The third wife of a shoemaker in Kansas, who has been divorced twice, has just inherited $50,000. He will now be good and stick to his last.

You Can Stop a Carbuncle or Boil After it begins to form, by using DR. PORTER'S ANTISEPTIC HEALING OIL. 25c, 50c, $1.00.

The ideal traveling companion—one who wears the same size collar as you do.

Liquid blue is a weak solution. Avoid it. Buy Red Cross Ball Blue, the blue that's all blue. Adv.

The fit pleasures of youth become misfits in after years.

Foley Kidney Pills Succeed because they are a good honest medicine that cannot help but heal kidney and bladder ailments and urinary irregularities, if they are once taken into the system. Try them now for positive and permanent help.

Constipation Vanishes Forever

Prompt Relief—Permanent Cure

CARTER'S LITTLE LIVER PILLS never fail. Purely vegetable — act surely but gently on the liver. Stop after dinner distress—cure indigestion, improve the complexion, brighten the eyes. SMALL PILL, SMALL DOSE, SMALL PRICE.

CARTER'S LITTLE LIVER PILLS

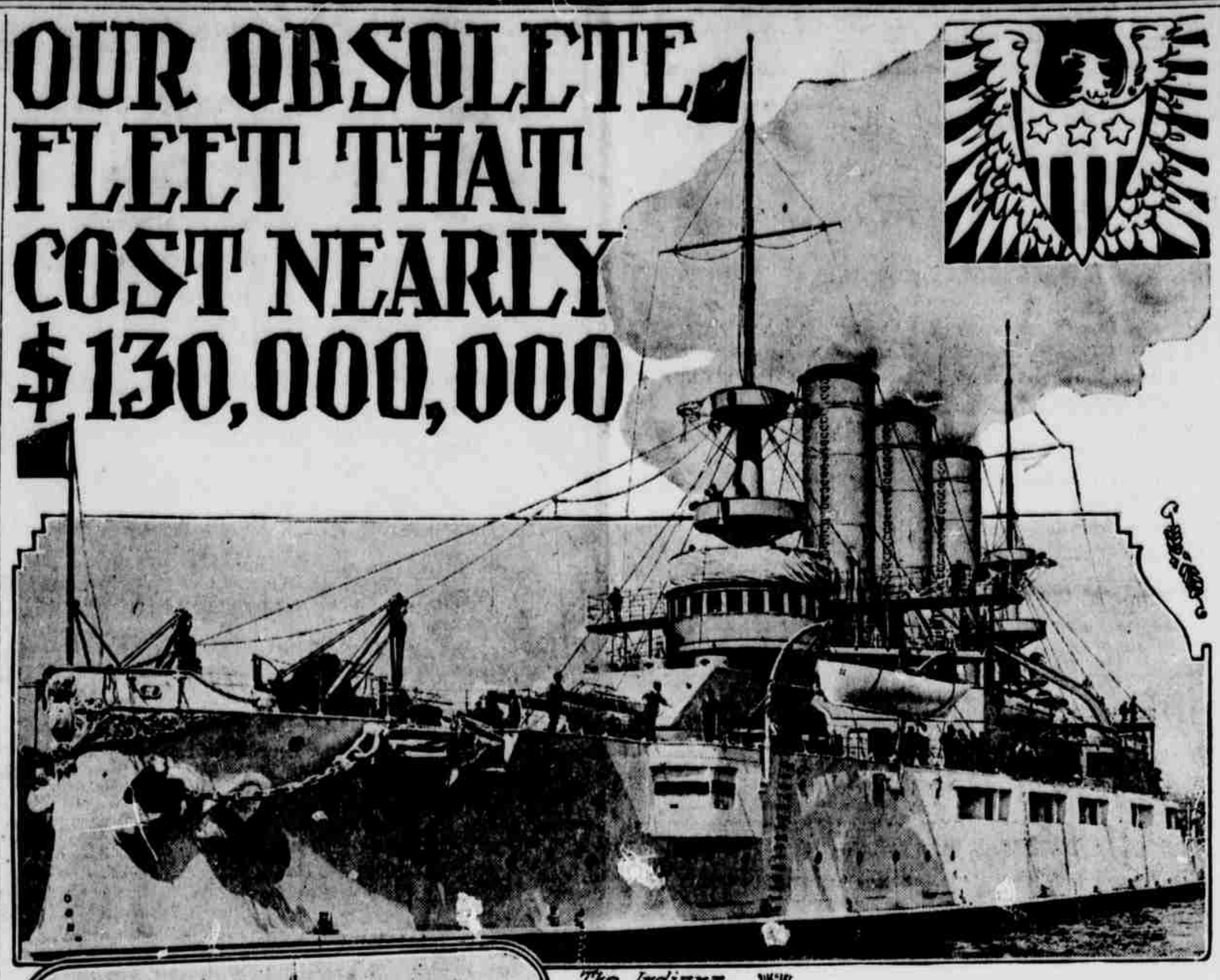
Genuine must bear Signature

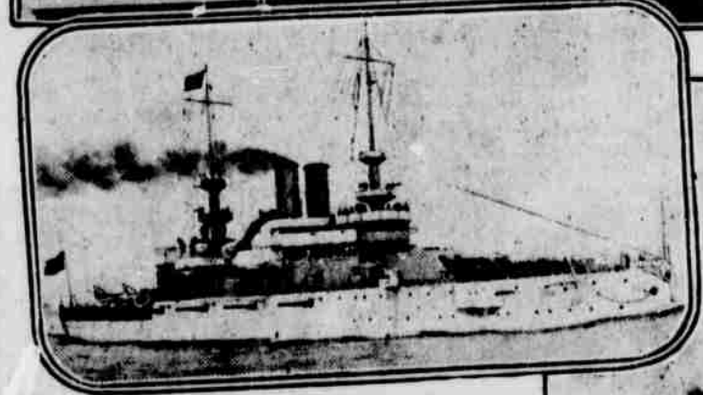
Brent Good

PARKER'S HAIR BALSAM

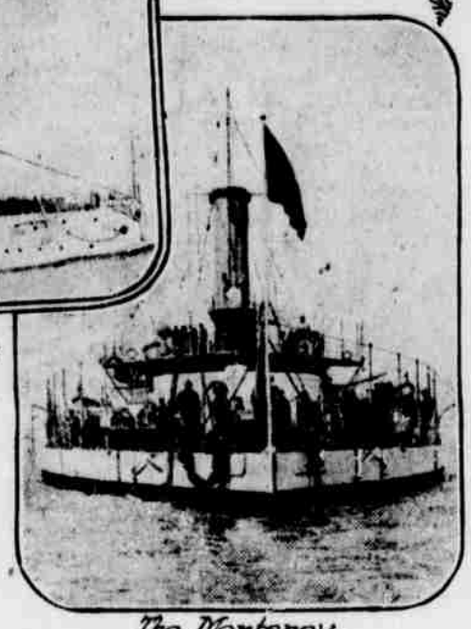
W. N. U., Oklahoma City, No. 39-1913.

OUR OBSOLETE FLEET THAT COST NEARLY $130,000,000

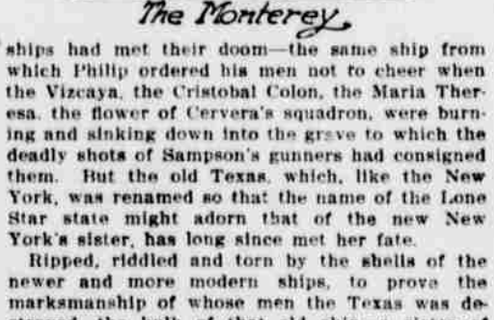




The Iowa—Evans's Ship in Cuban Campaign



The Indiana



The Monterey

FIFTEEN years ago George Dewey stood on the bridge of the famous Olympia and won the battle of Manila bay. William T. Sampson from the bridge of the armored cruiser New York directed the operations before Santiago, and the pennant of Winfield Scott Schley fluttered from the masthead of the beautiful three-funneled armored cruiser Brooklyn. The world acclaimed the commanders of the squadrons of which these vessels were the flagships, while all America joined in one grand hurrah for a navy that was admittedly one of the best on the seven seas.

The American navy is still among the best, but the ships that were fought by Dewey and by Sampson and by Schley are no longer figured in the line-up that makes the great fleet under command of Rear Admiral Badger one of the most powerful fighting organizations the world has ever seen.

Every one of the famous ships of 1898 is today officially admitted to be obsolete, and all of them put together would not be as powerful as is the giant superdreadnaught Wyoming, or the Arkansas, or the Florida, or the Utah, any one of which would be a match for all the ships that fought under Dewey and Sampson combined, if such a test should be made.

Just a year ago the then secretary of the navy, George von L. Meyer, publicly called attention to the fact that the American navy had more than its full quota of battleships whose day in the first line had passed and the places of which would have to be taken by more modern ships of the Wyoming and Florida classes if the United States was to retain its position as the world's second naval power. The other day the observation of the ex-naval secretary was recalled by a naval officer in New York, who took pencil and pad and, going back fifteen and twenty and twenty-five years, figured out just what the obsolete ships now adorning the naval lists originally cost the United States government.

It was so ridiculously easy, the computation of that total value of famous ships that are ready to die a naval death of old age. The result was astounding, and when at last the navy man wiped his brow and announced the result of that little mathematical feat of his he had proved that the value of those ships, some of them still less than a dozen years old, reached the stupendous total of more than $100,000,000, or, to be exact, $129,932,814.

Of this $130,000,000 fleet that was, it is interesting, and in a way sad, to note that it includes the Saratoga, the name given Sampson's old flagship New York when her name was taken so that it could be given to the mighty superdreadnaught New York, now nearing completion in the navy yard in Brooklyn; Schley's flagship, the Brooklyn; the Olympia, from the bridge of which Dewey uttered his famous order to Captain Gridley, "You may fire when ready, Gridley;" the Iowa, that was "Bob" Evans' ship in 1898; the Indiana, and the Massachusetts, sister ships, which won fame and glory before Santiago, and the Oregon, which won the plaudits of an admiring world by her great run around the Horn, and which in her old age will probably be given the honor of being the first American war vessel to pass through the Panama canal in April of next year.

Then, of course, there was the old Texas, the ship that was commanded by the beloved Captain Philip, the vessel from the deck of which he offered his prayer of thanksgiving to God when Santiago's battle was ended and the Spanish ships had met their doom—the same ship from which Philip ordered his men not to cheer when the Vizcaya, the Cristobal Colon, the Maria Theresa, the flower of Cervera's squadron, were burning and sinking down into the grave to which the deadly shots of Sampson's gunners had consigned them. But the old Texas, which, like the New York, was renamed so that the name of the Lone Star state might adorn that of the new New York's sister, has long since met her fate.

Ripped, riddled and torn by the shells of the newer and more modern ships, to prove the marksmanship of whose men the Texas was destroyed, the hulk of that old ship—a sister of the Maine that went down in Havana harbor, and which going down hastened the conflict with Spain—still half floats in Chesapeake bay, just enough of her left to provide another marksmanship test for some mighty dreadnaught of the fleet under Admiral Badger.

As went the old Texas, so will go some of the other ships of the fleet that is obsolete. Already the Indiana is mentioned as the next martyr ship for the Atlantic fleet, and after her the Massachusetts, and then the Iowa, and perhaps within a year or two the Kearsarge and the Kentucky, the Alabama, the Illinois, and the Wisconsin, all of them beyond all question or doubt now of the obsolete type of fighting craft.

But let's call the roll of the obsolete fleet, and the flagships shall lead off just as they did at Manila and at Santiago:

1. The cruiser Olympia, flagship of Dewey at Manila.
2. The armored cruiser Saratoga, flagship of Sampson at Santiago.
3. The armored cruiser Brooklyn, flagship of Schley at Santiago.
4. The battleship Oregon, Clark's immortal around-the-Horn ship.
5. The battleship Iowa, "Fighting Bob" Evans' last command as a captain.
6. The battleship Texas, already gone, "Jack" Philip's old ship.
7. The battleship Massachusetts, another famous Santiago memory.
8. The battleship Indiana, sister ship of the Oregon and Massachusetts, and, like them, one of Santiago's famous contenders.
9. The battleship Kearsarge, first of superimposed turret ships.
10. The battleship Kentucky, sister ship of the Kearsarge.
11. The battleship Illinois, one of the around-the-world voyage ships.
12. The battleship Alabama, also of the fleet that went around the world under Evans and Thomas and Sperry.
13. The battleship Wisconsin, with the Alabama and Illinois the only battleships of the navy whose twin funnels are arranged in parallel fashion, one to the port and the other to the starboard.
14. The battleship Maine, built in memory of the martyr ship of 1898, and yet a ship that is already obsolete and has been missing from the Atlantic fleet for several years.
15. The battleship Missouri, another around-the-world voyager.
16. The battleship Ohio, still in the Atlantic fleet, but slated to leave in the near future never to return.
17. The commerce destroyer Columbia, so long missing in the news of the navy that a generation has grown up that knows her not, and she was of the flying squadron of 1898.
18. The commerce destroyer Minneapolis, a speed record breaking cruiser of the late nineties, a sister of the Columbia and, like her, of the flying squadron of 1898.
19. The monitor Amphitrite.
20. The monitor Miantonomah.
21. The monitor Monadnock.
22. The monitor Cheyenne, formerly the Wyoming.
23. The monitor Ozark, formerly the Arkansas.
24. The monitor Tonopah, formerly the Nevada.
25. The monitor Tallahassee, formerly the Florida.
26. The minotor Puritan.
27. The monitor Terror.
28. The monitor Monterey.
29. The protected cruiser St. Louis.
30. The protected cruiser Charleston.
31. The protected cruiser Milwaukee.
32. The protected cruiser Newark.
33. The protected cruiser Chicago.
34. The protected cruiser Cincinnati.
35. The protected cruiser Raleigh, Coghlan's ship at Manila.
36. Twenty-eight torpedo boats.

Twenty years ago this fleet of sixty-three ships would have been a match for any naval organization then afloat, with the exception of the fleet of Great Britain. Today all the vessels in it could not last half an hour in a battle with the five dreadnaughts that constitute the great first division of the United States Atlantic fleet.

And this mighty fleet of "naval has-beens" cost the United States government more than $129,000,000 and the oldest among them, not including the old monitors, is not yet twenty-five years old. The battleships in it to build and equip cost the government $64,435,225, and the cruisers, monitors and torpedo craft raise the total to the $129,000,000.

What will become of these ships? Some are now in reserve and there they will stay until their end is decided upon. Will that end be the target range or the auction block and the junk pile, or will they be permitted to rust away in navy yards nominally as units in reserve fleets but in reality as useless reminders of a navy that in its day was great but which, owing to marvelous progress in naval construction, has reached quickly but surely that state of obsoleteness from which there can be no "come-back."

The Oregon and the Olympia will probably be retained for generations to come as glorious reminders to Americans of future years of the navy that won immortality in the brief conflict that wiped Spain off the map of the western world and which added to American territory an island empire in the far east and won for this country for the first time a full, free recognition by all the nations of the world of the right to be numbered among those powers whose mission and influence is "world wide."

In the line-up of the "has been" fleet it will be noted that there is included the entire fourth division of the great fleet that circumnavigated the globe in 1907 and 1908. This division was made up of the Alabama, the flagship of Sperry when he began the voyage as a division commander; the Kentucky, the Kearsarge and the Illinois. In that fleet three of the vessels of the third division are now also listed among the obsolete fighters, the ships in question being the Ohio, the Missouri and the Maine, all sister ships and in their day held up to the world as embodying all that was best in the construction and equipment of modern men-of-war of the battleship class.

The Atlantic fleet when it sailed out of Hampton Roads in December, 1907, was made up of sixteen first-class battleships, and a look at the make-up of the organization shows that in a period of less than six years seven, or lacking one of exactly half of those famous ships, have been relegated into the reserve, the first stepping-stone that leads to junk pile and oblivion.

LESS FOLIAGE.

"This is a great age."

"What has struck you now?"

"The fact that so many doctors are successful without whiskers. It wasn't so thirty years ago."

ALMOST BEYOND HUMAN ENDURANCE

Were the Agonies Which Miss Lance Underwent. She Lives to Tell the Story, However.

Palmer, Okla.—In a letter from this place, Miss Forrest E. Lance says: "As I have been benefited by the use of Cardui, the woman's tonic, I want to write this letter for publication, as it may be the means of helping other suffering women.

For three years, I suffered so, at times, with my back and bearing down pains, I would think I could not possibly endure the pain. I gradually got worse, and would look with dread for these trying times to roll around.

Finally I decided to try Cardui, the woman's tonic, as I had heard so much of its help to other women, and how glad I am that I did, for I can truthfully say that I have been greatly benefited by taking only four bottles; in fact, it has entirely relieved me.

I can truly sympathize with any sufferer from those awful pains due to womanly trouble, for I have certainly had the experience of them."

As a medicine for women who suffer from the numerous ailments peculiar to their sex, or as a tonic for tired, nervous, worn-out women, Cardui has a record of more than 50 years' success.

It has benefited thousands of women in this time, and should do the same for you.

Give Cardui a trial.

N. B.—Write to: Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for Special Instructions on your case and 64-page book, "Home Treatment for Women," sent in plain wrapper. Adv.

Knocking, as a profession, is badly overcrowded.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

The great principle of brotherhood is not by equality, nor by likeness, but by giving and receiving.—Ruskin.

No thoughtful person uses liquid blue. It's a pinch of blue in a large bottle of water. Ask for Red Cross Ball Blue. Adv.

To remove grease spots from wallpaper, dip a piece of flannel in spirits of wine and rub the spot very gently.

Nearly every married man thinks he has a grievance against his wife—even if it is only because she married him and robbed him of his freedom.

Poverty of Idea.

Madeline—Why, Mrs. Benaway; are you back?

Mrs. Benaway—Yes, dear; are you?—Judge.

Rejected.

He—Be mine and you will make me the happiest man in the world.

She—I'm very sorry; but unfortunately I want to be happy myself.

Not What She Expected.

Ferdy—You are not like most of the other girls I know.

Sylvia (very softly)—No?

Ferdy—No, indeed! The others tan, but you freckle!—Puck.

Contradictory Pleasure.

"What do you think his wife considered his giving her a square deal?"

"What?"

"Taking her on a round of amusements."

Quiet English Parish.

The tiny parish of Clannaborough, North Devon, England, a little village, has a population of only 42, so that baptisms, marriages and burials are not very frequent. The other week the first marriage ceremony for 15 years took place, but even then the couple were not parishioners, the bride coming from St. Austell, the bridegroom, whose home is at Exmouth, being the rector's brother-in-law.

HAPPY OLD AGE

Most Likely to Follow Proper Eating.

As old age advances we require less food to replace waste, and food that will not overtax the digestive organs, while supplying true nourishment.

Such an ideal food is found in Grape-Nuts, made of whole wheat and barley by long baking and action of diastase in the barley which changes the starch into a most digestible sugar.

The phosphates also, placed up under the outer-coat of the wheat, are included in Grape-Nuts, but are lacking in white flour because the outer-coat of the wheat darkens the flour and is left out by the miller. These natural phosphates are necessary to the well-balanced building of muscle, brain and nerve cells.

"I have used Grape-Nuts," writes an Iowa man, "for 8 years and feel as good and am stronger than I was ten years ago.

"Among my customers I meet a man every day who is well along in years and attributes his good health to Grape-Nuts and Postum which he has used for the last 5 years. He mixes Grape-Nuts with Postum and says they go fine together.

"For many years before I began to eat Grape-Nuts, I could not say that I enjoyed life or knew what it was to be able to say 'I am well.' I suffered greatly with constipation, but now my habits are as regular as ever in my life.

"Whenever I make extra effort I depend on Grape-Nuts food and it just fills the bill. I can think and write a great deal easier."

"There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.