HOW'S YOUR BLOOD?

Pimples and Eruptions Mean Bad Blood

People who have impure or impoverished blood should be careful to take only a temperance remedy made of wild roots and barks such as Dr. Pierce's Golden Medical Discovery is and has been for nearly 50 years. Ingredients printed on wrapper.

The first day you start to take this reliable medicine, impure germs and accumulation begin to separate in the blood and are then expelled through the eliminative organs.

In place of the impurities, the arteries and veins gradually get fresh vitalized blood and the action of this good blood on the skin means that pimples, boils, carbuncles, eczema, rash, acne and all skin blemishes will disappear. Then you must remember that when the blood is right, the liver, stomach, bowels and kidneys become healthy, active and vigorous and you will have no more trouble with indigestion, backache, headache.

Get Dr. Pierce's Golden Medical Discovery to-day at any medicine dealers, in tablet or liquid form, or send 10c for trial package to Dr. Pierce's Invalids' Hotel, Buffalo, N. Y.

Petersburg, Va.—"Dr. Pierce's Golden Medical Discovery has been my family tonic and builder for several years. I consider it the most reliable tonic on the market and I keep it in my home all the time ready for use. Doctor Pierce's Pleasant Pellets I find most satisfactory also, when any of my family complains of sluggish liver and constipation. I have also taken the 'Favorite Prescription' and can truthfully recommend it, as well as Dr. Pierce's other remedies."—*Mrs. H. H. Hamilton*, 916 *Hinton St.*

Best of All Airs.

Susie (at her music lesson)—I'd like to catch an old air I heard in the reception room last night.

Professor—What is that air, Miss Susie?

Susie — A millionaire. — Pearson's Weekly.

FRECKLES

Now is the Time to Get Rid of These Ugly Spots

There's no longer the slightest need of feeling ashamed of your freckles, as Othine—double strength—is guaranteed to remove these homely spots.

Simply get an ounce of Othine—double strength—from your druggist, and apply a little of it night and morning and you should soon see that even the worst freckles have begun to disappear, while the lighter ones have vanished entirely. It is seldom that more than one ounce is needed to completely clear the skin and gain a beautiful clear complexion.

Be sure to ask for the double strength Othine, as this is sold under guarantee of money back if it fails to remove freckles.—Adv.

No Difficulty There.

New Mistress—"How about the afternoon off?" Norah—"Sure, mum, take wan—I'm willin'."—Boston Transcript.

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 *Chas. H. Fletcher*

In Use for Over 30 Years.

Children Cry for Fletcher's Castoria

A Kind Act.

"What did your wife give you for your birthday?" "A little peace. She spent the day with her mother."

Cuticura Comforts Baby's Skin

When red, rough and itching with hot baths of Cuticura Soap and touches of Cuticura Ointment. Also make use now and then of that exquisitely scented dusting powder, Cuticura Talcum, one of the indispensable Cuticura Toilet Trio.—Adv.

Yes, Why?

Bob—I wish I had money. It wouldn't change me any.

Bess—Then why the wish?

When Baby is Teething

GROVE'S BABY BOWEL MEDICINE will correct the Stomach and Bowel troubles. Perfectly harmless. See directions on the bottle.

Some people spend so much time handing out advice that they have no time to accomplish anything.

Infections or inflammations of the Eyes, whether from external or internal causes, are promptly healed by the use of Roman Eye Balsam at night upon retiring. Adv.

The average girl finds it difficult to explain why she loves one man more than another.

Is Your Work Hard?

Work which brings any unusual strain on the back and kidneys tends to cause kidney ailments, such as backache, lameness, headache, dizziness and distressing urinary troubles. Kidney complaints make any kind of work doubly hard and if neglected there is danger of gravel, dropsy or Bright's disease. If your work is hard on the back, keep your kidneys in good condition with Doan's Kidney Pills. Thousands rely on them.

A Virginia Case

A. L. Moore, Towns Ave., Martinsville, Va., says: "I suffered considerably with kidney trouble and a lame, aching back. Doan's Kidney Pills strengthened my back and kidneys." (Statement given December 10, 1917.)

On February 1, 1919, Mr. Moore added: "I consider it a pleasure to endorse the merits of Doan's Kidney Pills. My faith in Doan's is as strong today as when I gave my former statement."

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

DOAN'S KIDNEY PILLS

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

Rheumacide

GETS AT THE JOINTS FROM THE INSIDE

Have you **RHEUMATISM** Lumbago or Gout?

Take RHEUMACIDE to remove the cause and drive the poison from the system.

"RHEUMACIDE ON THE INSIDE FOR RHEUMATISM ON THE OUTSIDE"

At All Druggists

Jas. Baily & Son, Wholesale Distributors Baltimore, Md.

ARMY MEN—AGENTS—Big money. Everybody buys. Fits vest pocket. Sample 10c. 22 in 1 Novelty Co., Inc., Chicago, Illinois.

AMERICA *to* RIVAL BRITAIN *on* SEA.

Merchant Fleets Will Be Nearly on Par Within Five Years, Peace Congress Experts Believe.

By LLOYD ALLEN,
Special Staff Correspondent.

(Copyright, 1919, Western Newspaper Union.)

PARIS.—America is starting out to become a big maritime power. With their great shipyards just coming into 100 per cent production, Americans can expect, within five years or so, to see their flag flying over a fleet of merchant carriers nearly as large as the British fleet of merchant boats. This prediction is made from figures and material supplied by the American shipping experts here in Paris and by estimates made by the British chamber of shipping in London, of which Lord Inchcape is the head.

In 1921 the British will be in the lead. America will then have 16,000,000 tons of boats while the British will have 19,000,000 or 20,000,000. America expects to maintain her shipbuilding plants until she eventually has 20,000,000 tons of boats—good, substantial boats. That will require five years perhaps. Much will be heard about friction between our government and the British over this question of shipping, but it may be taken for granted that America is maintaining a pretty fair kind of an understanding with her British friends on the proposition.

From the British shipping interests there probably will come a long series of protests over the fact that America is branching out as a powerful factor in the shipping business. But these howls, even though they be long and loud and very sincere, will not mean that America and Great Britain are at daggers' points over the matter of ships.

America will, without doubt, have her arguments with the British over many issues that will come up incidentally as the shipbuilding program grows—and through it all one may expect to see the eminently fair and just elements in the British government agreeing in word and spirit to the fundamental policy of the American government on shipping affairs—a policy that is not new. This policy was first expounded by Benjamin Franklin, namely, that America should have enough ships to carry 50 per cent of her exports and imports. Franklin held that every nation needing foreign-made goods or raw materials, and having raw materials and manufactured goods to sell overseas, should own a fleet capable of carrying half of its national imports and exports.

He used to draw a picture of a theoretically perfect balance in this important economic question. For the sake of illustrating his point, Franklin would state that a fair balance, in the ship business, could always be maintained if warehouses, put half way across an ocean, served as points of interchange for the overseas trade between two nations. One nation would take, in its own ships, all of its goods for export and leave them at the warehouse—this imaginary point in the middle of the sea. There the ship would load up with goods from the second nation and haul them back home. Ships of the other nation would follow the same program.

Naturally enough midocean warehouses are a physical impossibility. And no two nations could ever have anything like equal tonnage to exchange. For all practical purposes, except in the matter of framing policies, the Franklin scheme is blackboard stuff, very useful in explaining the theory of foreign trade to a schoolroom, but of no vital importance to the ship-building engineer or foreign trader.

All Cannot Be Shipping Nations.

Then the whole world cannot be guided by the Franklin idea. Many nations are unable to get into the shipping game seriously. They lack materials for shipbuilding, perhaps, or they lack deep-water ports open the year around. Russia, under the czars, made a 300-year-long fight for a deep-water port open 12 months out of every year. Switzerland has no ports. Italy lacks steel and coal for operating shipyards. And so the story goes. Most nations for one reason or another keep out of the big shipping game on account of natural obstacles.

In this very situation, what might be termed the economic and political misfortunes of the smaller nations work to the advantage of the bigger maritime nations, helping their ship business.

Today, America and Great Britain have entirely different policies on the problem of world shipping. We are going into the game, according to our shipping experts here in Paris for the peace conference, because it is of vital importance for the future of America to own and operate a fleet big enough to carry 50 per cent of our exports and imports. Such a program is almost mandatory for the future prosperity of the United States. We need a merchant marine to complete our already enormous industrial system, our chain of big factories. We need ships to haul our grain to foreign lands; to transport our raw materials. We must not face the future placing ourselves at the mercy of any other nation's ships and shipping interests, our shipping officials say.

In this war—just ended with the defeat of Germany—the whole world had a concrete example of what ships mean to a nation. Japan, by gaining for a time the shipping supremacy in the Pacific, has been able to almost paralyze Chinese foreign trade with America and boost Japanese trade with the United States by the simple expedient of operating Japanese-owned ships for the benefit of Japan; a thing she had every right to do. There were not enough ships to go around—and the Japanese adopted the policy that Chinese trade should suffer rather than Japanese.

This condition will rapidly right itself; but in the meantime the Chinese had to suffer in silence.

There are dozens of other examples that shipping men point to by way of illustrating the necessity for America to go into the shipping business to a point where the American fleet is balancing the American factory and agricultural resources.

Plan Fleet of 20,000,000 Tons.

Briefly, the American policy is to create a fleet of something like 15,000,000 tons by 1921 and 20,000,000 eventually. This will help replace the ships lost in war and needed by the world at large and will put the American merchant marine on its feet.

Eventually we will try to operate a fleet of just a bit more than our rightful 50 per cent, since we expect to have a constantly growing South American trade that should be handled in American boats as much as possible.

While America is looking at the ship business on a sort of 50-50 plan, the British view the whole situation from an entirely different point of view. They could not possibly operate on a policy that would fit American ideals and plans for the future. The British, industrially and geographically, differ too much from America to permit them to follow a program similar to ours.

Here are the main points where the policies of the two countries differ on the authority of the best-informed American ship men here in Paris:

America will operate her ships on a nonprofit basis. The fleet will be considered, during the next few years, as an adjunct to America's resources, a servant of our farms and factories.

The British, in the meantime, will continue their policy of operating ships for a profit. Shipping with them is a business in itself, a business that is supposed to pay, and does pay, satisfactory dividends.

While the Americans consider ships as a means toward an end—that is the building up of a foreign trade, the British will operate their ships for the profit that is made by ships. They are in the game to make money out of carrying tonnage across the seven seas—they have acquired the heritage of Tyre, and they intend holding their heritage.

We will both be great sea powers. Britain will endeavor to have all the tonnage she can; America will strive to keep up a first-class fleet that can transport overseas 50 per cent of our imports and exports, which is our just share of deep-sea traffic. And we will also take on, as the months pass and as the world gradually returns to the ways of peace, a goodly proportion of the South American trade, providing plans of the American officials do not go awry.

How will America and Britain achieve the aims of their big shipping men? What is the job ahead for American ship yards? What will the entry of America mean in the world business of shipping?

These questions represent some of the outstanding points of the whole situation.

British shipbuilders and owners, who are now protesting against continuation of governmental control, will build something like 3,000,000 tons of ships in the next two years, possibly more, in order to bring the British mercantile marine up to 19,000,000 tons, according to the British chamber of shipping in London.

It is expected that the American shipyards will be capable of turning out 11,000,000 tons in the next two years. If both programs are realized the world will have returned to better than a prewar footing in the matter of ships. When the peace conference started there was a world shortage of something like 6,000,000 tons. Some experts estimated the deficit at 9,000,000.

One of the things we can expect from the American shipyards is a better lot of ships than the ones turned out during the rush of war work. It is no secret now that a number of our rush-job ships leaked; they were not supposed to be perfect boats—they were rush jobs.

What will be appreciated by the sailor is the good quarters and high pay American ships will afford. Our entry into the world shipping game has already improved the sailors' lot all over the world. The Scandinavian nations are discarding the old-time cramped forecastle from their new boats and are putting in quarters featuring comforts that were unknown in the old sailing days.

Hereafter the business of being a sailor will not be the disagreeable job it was before and during the war. The pay is going to be better—first in the American boats and later in the foreign trade. It will be the same proposition as a business house (America) introducing industrial reforms and giving higher pay and enlarged opportunity, thereby virtually obliging rival concerns (Great Britain and the other shipping powers) to maintain the same wage schedules and reforms in order to keep their employees satisfied.

That the "stoker class" of sailors, the men who tended the coal-burning boilers in a superheated fireroom, will disappear almost entirely now seems to be a foregone conclusion. In their places will be men tending fuel-oil furnaces by watching a set of valves and gauges and doing none of the terrible physical exertion that was necessary for the old-fashioned coal-burning ships. Fuel oil has come to stay, as have oil engines for merchant ships. Use of either of these modern power generators eliminates the old-time stoker aboard ship—the worst class of labor needed.

In place of the old-fashioned sailor will come in due time—probably much sooner than we expect—the trained ship worker, whose position in the world will be infinitely higher than his predecessor.

Lots of criticism is heard regarding the ships American yards turned out during the rush of war work. Many of them leaked; the rivets were not put in carefully—there was not enough time. Europe had to be fed—armies in the field needed munitions—time was at a premium.

American shipping men do not consider our warbuilt ships as fair examples of what our yards can turn out and are predicting, with much assurance, that American-built boats will be as stanch as America's steel buildings.

America Now Leads World.

Today America leads the world in ship building. The neutral nations ran out of steel and are not competitors. The French and Italians are building only a relatively small number of boats. The British, counting nearly 200 boats being built in Canada and other British dominions, have about 300 boats under way, a total of a little more than 2,000,000 tons. America has almost twice as many being built, totaling about three and a half million tons, and we are "just getting started."

Government ownership of shipping is a policy private ship owners are fighting in America and England as well. Lord Inchcape, president of the British chamber of shipping and chairman of the great British ship concern, the Peninsular and Oriental company, has emphatically stated he will sell out his large interests in British shipping activities if government ownership and control are to be continued indefinitely.

It is understood, on American authority here in Paris, that government control of American shipping is to last only a relatively short time—until the defunct law of supply and demand has again gone into operation, when the world trade routes have been reconstructed from the havoc wrought by war.

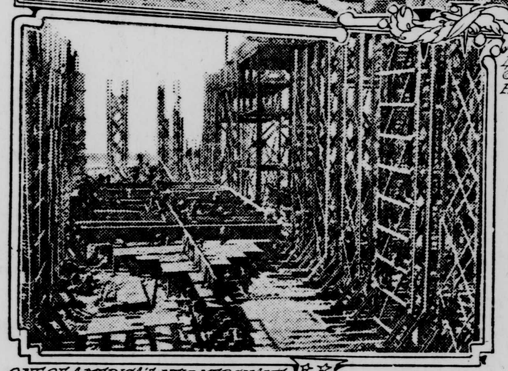
It is expected, however, that the American government will always stand committed to a policy of ship control on certain definite phases of the business. For instance, the government should not be expected to permit rival ship lines flying the American flag to embark on cut-throat competitive programs for business. It would be against the government's policy—after the days of rigid control have passed—to permit rival ship lines to operate more ships on a given trade line than the tonnage of that route demanded.

More American ships mean more naval vessels. Our navy must be maintained so as to compare favorably in size with the merchant fleet. Not that we are making ready for an era of excessive armaments.

This much is settled, however: America is beginning her career as a great maritime power, and the American government is going to try to make the life of our sailors as comfortable, as well paid and as respectable as the life of any well-paid employee in a modern American business concern.

Our young men of this generation and the coming decades then will gradually become greater world travelers than they have been since the early days of our republic, and America probably will never regain the feeling of isolation from world affairs she had before her entry into the great war.

LAYING KEEL OF ONE OF 600 BOATS ENGLAND NOW HAS ON WAYS.



ONE OF AMERICA'S NEW MERCHANT SHIPS UNDER WAY AT HOG ISLAND

BRITISH SHIPYARD WITH THREE SHIPS ON THE WAYS, ONE READY FOR LAUNCHING

Ancient Festivities.

The Druids, when proclaiming the new year, are said to have disguised themselves in women's robes and celebrated for days with great frivolity and extravagance, while the Athenians were famous for the splendor and number of their mask festivals. It is asserted that at one period there were more holidays than working days in the calendar. These festivals were given in honor of the various gods, one of the most notable being the festival of Apollo, an old history showing that one of the favorite foods at this great feast was what is known in modern parlance as the much-abused baked bean.

Up for Morning Chores.

It was the next morning after the arrival in camp of a big batch of drafted men and among them were many boys from the farm. Along about 4 a. m. one fellow over in the corner of the barracks, evidently forgetting where he was, decided it was time to get up and proceeded to do so, making all the noise he was accustomed to at home. After waking up many of the other new arrivals, one of them shouted at the early riser: "Lie down there and go to sleep! You don't have to milk the cows this morning."

Savant's Vacation.

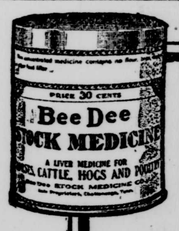
A highbrow friend of ours who has a chair in the faculty of a great university, who is a world's expert on experimental physics, and whose opinion on physical forces is the last word, admitted the other day in a personal conversation that sometimes he wearied of it all.

"I want a rest," he said: "I don't want to be anybody much for a while."

"Well," we said, "if you had your wish, what'd you rather be for a while?"

After careful thought he replied:

"I'd like to be a dog so I could chase a cat up a tree and bite a tramp."—Richmond Times-Dispatch.



Simple stock and poultry troubles, such as Constipation, Indigestion, Liver Troubles, Loss of Appetite and Colds, have been found to yield quickly to a good dose of

Bee Dee
Stock & Poultry Medicine
(Formerly called Black-Draught Stock & Poultry Medicine)

It is a concentrated liver medicine and tonic for chickens, hogs, horses, cattle, sheep, etc., which has been

IN SUCCESSFUL USE FOR OVER 35 YEARS!

Get a can of BEE DEE from your merchant and use it with your sick animals and fowls.

Also mix a little BEE DEE regularly with your stock and poultry feed. IT PAYS!

Merchants: Ask your Jobber's Salesman about Bee Dee! Every Jobber's Salesman is a Bee Dee man!

Please Use This Coupon!

Write your name and address on the lines below, then put this coupon in an envelope and mail. On receipt, we will promptly send you Two Beautiful Art Panels, lithographed in five colors, a trial package of Bee Dee Stock & Poultry Medicine, a sample of Bee Dee Healing Powder (fine for cuts, scratches, sores, galls, etc.), also a Bee Dee Almanac. Tells how to treat stock and poultry diseases.

Name _____

Post Office _____

St. or R.F.D. _____ State _____

Address: Dept. W., Bee Dee Stock Medicine Company, Chattanooga, Tenn.

Very Possible.

"I dearly love rich and costly things," remarked Mrs. Gabalot, boastfully, to her friend in the street car. "They seem to satisfy my sense of the beautiful and the esthetic. For example, I am wearing my new hat, which cost me $35. I find a keen delight in knowing that people have so far appreciated my taste as to turn around and gaze after me. I knew they were inwardly commenting on how very becoming it was."

"Perhaps that is the reason," responded her friend, "but I am inclined to think it was because there is a $2.98 price mark still hanging to it."

SWAMP-ROOT FOR KIDNEY AILMENTS

There is only one medicine that really stands out pre-eminent as a medicine for curable ailments of the kidneys, liver and bladder.

Dr. Kilmer's Swamp-Root stands the highest for the reason that it has proven to be just the remedy needed in thousands upon thousands of distressing cases. Swamp-Root makes friends quickly because its mild and immediate effect is soon realized in most cases. It is a gentle, healing vegetable compound.

Start treatment at once. Sold at all drug stores in bottles of two sizes, medium and large.

However, if you wish to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.—Adv.

Soldiers and the Battlefields.

Battlefield touring, curiously enough, seems to be becoming popular among the troops in France as a means of passing the time until general demobilization is ordered. The soldiers are invariably interested in the sectors of the front other than those which were scenes of their own exploits. A system of short leaves has been authorized, and lorries derailed for the tours. Ypres, Messines, Arras and Albert are easily first as sight-seeing centers, but places of lesser fame, such as Boesinghe and Wood 15 Bois Grenier, Combles and La Prie farm, Ephey and Beusies, are all claiming their crowds.

BOSCHEE'S SYRUP

will quiet your cough, soothe the inflammation of a sore throat and lungs, stop irritation in the bronchial tubes, insuring a good night's rest, free from coughing and with easy expectoration in the morning. Made and sold in America for fifty-two years. A wonderful prescription, assisting Nature in building up your general health and throwing off the disease. Especially useful in lung trouble, asthma, croup, bronchitis, etc. For sale in all civilized countries.—Adv.

Our Occasional Observance.

A man will sit by the hour matching pennies, but if his wife asks him to match a piece of dress goods, whatta howl of rage and indignation there'd be!—Indianapolis Star.

No Worms in a Healthy Child

All children troubled with worms have an unhealthy color, which indicates poor blood, and as a rule, there is more or less stomach disturbance. GROVE'S TASTELESS chill TONIC given regularly for two or three weeks will enrich the blood, improve the digestion, and act as a General Strengthening Tonic to the whole system. Nature will then throw off or dispel the worms, and the Child will be in perfect health. Pleasant to take. 60c per bottle.

Abbreviating Names.

The pioneers give up beautiful names and the postal authorities abbreviate them.—San Francisco Chronicle.

Cure pimples, headache, bad breath by taking May Apple, Aloe, Jalap rolled into a tiny sugar pill called Doctor Pierce's Pleasant Pellets. Adv.

Don't worry yourself and others with what can't be remedied.

A signal failure has wrecked many a train of thought.

When Your Eyes Need Care Try Murine Eye Remedy

No Smarting—Just Eye Comfort. 60 cents at Druggists or mail. Write for Free Eye Book. MURINE EYE REMEDY CO., CHICAGO

Keep a Bottle Handy

Pain whether it comes from rheumatism, neuralgia, sciatica, backache or sprain is usually most acute at night.

If you have a bottle of Yager's Liniment handy and use it you get quick relief. Price 35c.

The large bottle contains twice as much as the usual 50c bottle of liniment and lasts the average family for months. At all dealers.

YAGER'S LINIMENT
RELIEVES PAIN

GILBERT BROS. & CO., Baltimore, Md.

35% TO 40% SAVED ON
Non-Skid Standard Make Tires
Guaranteed on Our Honor

30x3 List $19.00 **$10.85** TUBE....$2.25	30x3½ List $24.25 **$13.85** TUBE....$2.75
34x4 List $40.80 **$24.75** TUBE....$3.95	37x5 List $59.60 **$41.95** TUBE....$5.95

We stock all odd sizes. We also have cord tires. Send for prices.

A TRIAL ORDER ASKED.

You do not pay regular prices, yet we give you the same guarantee as the manufacturer. We know we give a more liberal adjustment than any manufacturer. Our money back guarantee protects you. We agree to refund purchase price on tires returned unused within thirty days.

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Terms C. O. D. with privilege of examination or as a special inducement WE PAY EXPRESS CHARGES WHEN CHECK IN FULL ACCOMPANIES ORDER.

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58th St. and Broadway, New York City

DRIVE MALARIA OUT OF THE SYSTEM

BABEK for That Tired Feeling

A GOOD TONIC AND APPETIZER

Soothe Your Itching Skin with Cuticura

All druggists: Soap 25, Ointment 25 & 50, Talcum 25. Sample each free of "Cuticura, Dept F, Boston."

The Government industries have stopped taking our output of Lime. We are now prepared to furnish our

FAMOUS
Frederick County Lime

which has proven a mine of wealth to the farmers who use it.

M. J. GROVE LIME COMPANY
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Kill All Flies! THEY SPREAD DISEASE

Placed anywhere, DAISY FLY KILLER attracts and kills all flies. Neat, clean, ornamental, convenient and cheap. Lasts all season. Made of metal, can't spill or tip over, will not soil or injure anything. Guaranteed.

DAISY FLY KILLER at your dealer or 5 by EXPRESS, prepaid, $1.25.

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PARKER'S HAIR BALSAM

A toilet preparation of merit. Helps to eradicate dandruff.

For Restoring Color and Beauty to Gray or Faded Hair.

50c. and $1.00 at Druggists.

STOP SUFFERING FROM PILES

Dr. Leslie's Piles' Cure is guaranteed to cure any case or money refunded. Send for full month's treatment today and end your troubles. PREPAID only $2.00.

DR. LESLIES' CO., 2801 Lyndale Ave., So., Minneapolis, Minn.

Wanted, Agents Ford "Ketch-A-Kick" prevents breaking arm when cranking. Only $1.50 retail. Big agents' discount. Write for particulars or save time by sending $1.00 for sample, mailed prepaid. Sells on sight. Write today. AUTOMOTIVE EXCHANGE, Hippodrome Annex, Cleveland, Ohio

HURRY—Present U. S. laws allow every family make 200 gallons home wines yearly. Book 40 receipts $1 postpaid. Cripple Creek Pub. Co., Cripple Creek, Colorado.

Texas Oil Send 50c for official map of McCulloch County, Texas. All information about Oil Field. JEFF MEERS, BRADY, TEXAS

MEN—Married or single; save; 25 articles—shirt, underwear, etc., $3.25. Consumers Bargain House, 1020 Chestnut St., Phila., Pa.

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