

Drunkards Cured Secretly

Any Lady Can Do It at Home—Costs Nothing To Try



A MODERN MIRACLE

A new tasteless and odorless discovery which can be given secretly by any lady in tea, coffee or food. Heavily endorsed by temperance workers. It does its work so silently and surely that while the devoted wife, sister or daughter looks on, the drunkard is reclaimed even against his will and without his knowledge. Many have been cured in a single day.

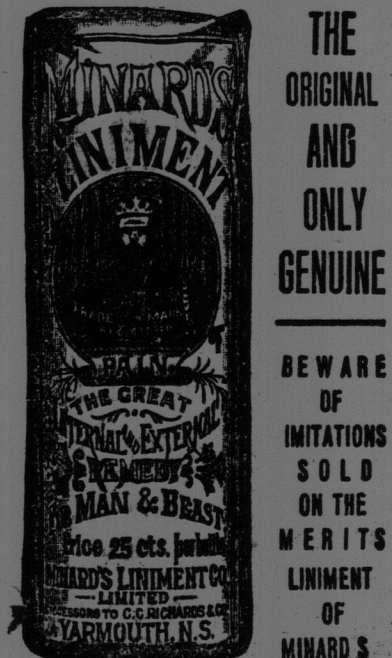
FREE TRIAL COUPON.
A free trial package of the wonderful Golden Remedy will be sent you by mail, in plain wrapper, if you will fill in your name and address on blank lines below, cut out the coupon and mail it at once to Dr. J. W. Haines, 3886 Glenn Building, Cincinnati, Ohio.
You can then prove to yourself how secretly and easily it can be used, and what a God-send it will be to you.

PARMALEE IS NOW PRINTER

OTTAWA, Jan. 25.—The appointment of Charles Parmelee, ex-M.P., as printer of the House of Commons, has been announced. Mr. Parmelee, who has been superintendent of printing, has been appointed assistant printer of the House of Commons. The duties of the printer of the House of Commons are of the most important nature, and the position is one of great responsibility. Mr. Parmelee has been in the printing business for many years, and has a wide experience in the management of a large printing establishment. He has been a member of the House of Commons for many years, and has a deep knowledge of the workings of the government. His appointment as printer of the House of Commons is a great honor, and a reflection on his long and successful career.

WILL BE ABLE TO KEEP NAME

NEW YORK, Jan. 29.—The suit of the Salvation Army in the United States against the American Salvation Army to enjoin the latter organization from the use of its name and from publishing the paper called "The American Salvation Army War Cry" was dismissed today by Justice O'Gorman in the Supreme Court. Judge O'Gorman said in part: "The names 'The American Salvation Army' and 'The Salvation Army' in the United States are not similar. The difference is not fanciful but substantial. Whatever resemblance there may be in the names is not calculated in my opinion, to mislead or deceive persons of common intelligent observation."



THE ORIGINAL AND ONLY GENUINE
BEWARE OF IMITATIONS SOLD ON THE MERITS
OF LYDIA E. PINKHAM'S VEGETABLE COMPOUND

"JILTED AT ALTAR," WAILS RICH MAN, TWICE A WIDOWER

Pottstown Girl Denies Promising to Become No. 3

"The Very Idea!"—Trolley Official Had License, Cash, Tickets, But No Bride.

POTTSTOWN, Pa., Jan. 23.—Did Miss Flora F. Koehel agree to become Mr. Jacob F. Hinterleiter's wife No. 3? Did Miss Koehel, after making this solemn agreement, falter at the altar, waver, hesitate and finally refuse point blank? There are the important questions that are agitating local society. Jacob F. Hinterleiter, who is a rich promoter of trolley, and secretary of Intervit Company, excitedly answers all three of these interrogatories in the affirmative.

But Miss Koehel, the daughter of a late leading business man, replied to each question, most pointedly, saying: "No, I never did, it's not so. Mr. Hinterleiter says that, but it isn't true." This state of affairs is most confusing to the good people who want to know the whole truth in such a consequential matter. Hinterleiter's story is that the wedding was to come off today at Pottstown; that, with the marriage license and \$100 in trolley bonds for a wedding present, he called to lead the fair Miss Koehel to the altar. But to his surprise, so says the trolley man, Miss Koehel made explanations. She said her mother was in poor health and her sister had heart affection. And all the time, so says Mr. Hinterleiter, he had been supposing it was not the sister but Miss Flora Koehel who had a heart affection. Almost distracted, so declares the disappointed bridegroom, Mr. Hinterleiter explained that he had brought with him railroad tickets to Buffalo and Niagara Falls and cash for honeymoon expenses. Even this argument did not move the obstinate young woman. All he could do was to return to Pottstown, his money, license, bonds and bonds and request the parson to please call it off.

MAIL OF BULLETS FROM MAN AFIRE

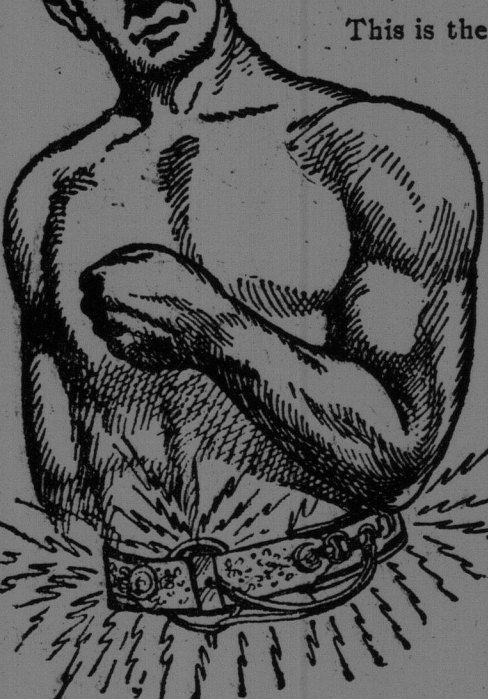
Cartridges in Blazing Clothing of Suicide Caused Fusillade Which Held Police at Bay.

CHICAGO, Ill., Jan. 29.—One of the most spectacular suicides on the records of the Chicago police occurred early today when seventeen-year-old Adolph Werderitsch, enveloped in a mass of flame from which came a constant fusillade of bullets, perished under the window of the brothers whose alleged unjust accusations drove him to seek his own life. Young Werderitsch saturated his clothes with kerosene before firing a revolver shot rang out. Another followed. One of the bullets whistled dangerously near Detective Flynn's head. Safe behind a corner of a building the detectives paused, drawing their own revolvers. Then, peering out toward the middle of the yard, a spatter of sparks leaping from the centre of the fire which still blazed up about the lad's body, and a sharp explosion, occurred simultaneously told them where the supposed revolver shots actually came from. At last the fire died down and the last report from the overheated cartridges had died away in the night. Flynn and Nelson cautiously went to the lad's blackened body. Seeing that the danger was over, they rapidly tore the clothing from the body, but Werderitsch was dead. Beside the bullet fired by his own hand at least two other shots had entered his seared flesh.

A big conspiracy to overthrow Turkey's new constitution has been discovered in Constantinople, and 22,000 persons are said to be implicated throughout the country.

I Am A Man Once More

Dr. McLaughlin's Electric Belt, with Free Electric Attachment for Weak People, has Restored His Lost Strength.



This is the way they feel, the men who have given up hope, who thought there was no cure for them until they came upon Dr. McLaughlin's Electric Belt. Now they are full of life, overflowing with joyous spirits and "Came to the Winds." Pains are gone, weakness is gone, and full vigor is in every action.

Do you feel like that? Then wear this grand life-saving appliance for two months at night. It will charge every nerve with electric life and you will feel like a two-year-old. It puts steam into your run-down body and drives away pain and renews youth.

Dear Sir:—You remember me writing to you about six weeks after getting your Electric Belt for my wife. I think I wrote you that the Belt cured her headache and helped her back. I mentioned about a pain in her left leg, and setting in hard rings between her knees and ankles, so she gave up wearing the Belt for some time. I wrote you at the same time and you advised wearing the Belt again. With new courage she began wearing your Electric Belt. The result is, the trouble that was in her legs is all gone, her back is quite strong, her bowels are quite regular, and in my judgment looks five years younger than she did before wearing your Electric Belt. She would not part with her Belt for any sum if she could not get another. Respectfully yours, WILLIAM URQUHART, Ferrona, N. S.

If you have pains in your back, if you feel tired and listless, if you are nervous and weak, if you are growing old too soon, if you have lost vigor and courage of youth, if you have Rheumatism, a Weak Stomach, or any evidence of breaking down, you are wasting time. Get Dr. McLaughlin's Belt with Free Electric Attachment.

Dear Sir:—I wore your Electric Belt with suppers more or less constant since the 1st of May last for indigestion, general debility and poor circulation, etc., etc. The first time I wore it I felt the current tearing up the left side of my spine (instantly) to a weak spot that is under my shoulder blade, that was caused when carrying an ex-kyote when a boy. It seems to be all right now. After the first two or three applications of the Belt the cold, stagnant feeling of my body gave place to a warm, comfortable feeling, and in a short time my color began to improve, my appetite and strength improved slowly, and is first-class now. In a word, I am a new man and never felt better. I need much less sleep since using the Belt, and always rise feeling good in the morning. I would have reported this long ago, but was waiting to find if the cure was to be permanent. I consider your Belt the greatest blessing of the age. I am over 50 years of age, and my trouble began 40 years ago. You may use this letter as you please. I am well known, and have been a J. P. for my county for some time. I am, dear sir, yours very truly, N. W. McKENZIE, Washabuck Bridge, N. S.

GET SOME LIFE INTO YOU

What's the use of dragging your legs about like a wooden man? Feel like a man of spirit. Away with the pains and aches; off with this wretched feeling as if you were seventy years old and had one foot in the grave. Glimpse up! Feel young and full of life. That's the way a man ought to feel. Come and let me put life into your nerves; let me give you a new supply of youthful energy. Let me make you feel like throwing your chest out, your head up and saying to yourself: "I'm a man!" Let me give you back the old feeling of youthful fire, vim and courage. I can do it, so that in two months you will wonder that you ever felt as slow and poky as you do.

If you haven't confidence in electricity, let me treat you at my risk. I will give you the Belt on trial, without one cent of risk to yourself. Give me reasonable security, and I will take your case, and you can

PAY WHEN CURED

FREE BOOK. I have a book which you should read. It contains hundreds of letters from men all over Canada, telling of how they have been cured when hope was lost and all other treatments failed to give the desired relief. If you cannot call, write to me for a copy of this valuable book, setting forth the key to strength and health. Call or write today.

Put your name on this coupon and send it to:

M. A. McLAUGHLIN, 214 St. James Street, Montreal, Canada

Please send me yourbook for men (or women), sealed, free.

NAME

ADDRESS

Office Hours—9 to 6; Wednesday and Saturday until 9 p.m.

ARMED CLASH BETWEEN TURKEY AND BULGARIA SEEMS INEVITABLE NOW

SOFIA, Jan. 29.—The Bulgarian government tonight delivered a note to the representative of the powers complaining of the irreconcilable and uncompromising attitude of Turkey and declaring that the Porte must be responsible for the consequences.

The note does not solicit the intervention of the powers but draws their attention to the tension of the situation.

For several days past the relations between Bulgaria and Turkey again have been exceedingly strained because Bulgaria has refused to accept the amount of the indemnity which Bulgaria shall pay Turkey for her independence which she proclaimed last October and for the seizure of a portion of the Oriental Railway. Turkey is willing to accept \$25,000,000 as compensation for all her losses, but Bulgaria has offered to pay only about \$15,000,000.

The present situation is the result of the failure of Bulgaria and Turkey to reach an amicable agreement concerning the amount of the indemnity which Bulgaria shall pay Turkey for her independence which she proclaimed last October and for the seizure of a portion of the Oriental Railway. Turkey is willing to accept \$25,000,000 as compensation for all her losses, but Bulgaria has offered to pay only about \$15,000,000.

The meeting was called at the instance of Major Bullock, who was Thursday in receipt of a letter from Dr. Puggley in the matter of the appropriation of lands at Sand Point. The delegation is to consist of His Worship the Mayor, T. H. Estabrooks and an attorney.

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BULKHEADS SAVE LINERS IN COLLISION

Safety of Modern Ships Compared With Dangers of Old

Proper Bulkhead Construction and Crew Discipline Main Factors—Wireless a Great Aid.

The important part played by watertight bulkheads and wireless telegraphy in the events following the ramming of the Republic by the Florida and the probable part they will continue to play in similar accidents at sea, is discussed in The New York Times by Edwin A. Stevens, the authority on naval architecture on which he lectures at Stevens Institute, Hoboken.

Mr. Stevens first drew attention to the long strides taken in recent years toward better protection of life at sea, and explained how vital to the lives of those who cross the ocean is the bulkhead system of a modern steamship.

"It is a very interesting question to those who go down to the sea in ships whether the magnificent vessels that carry on the services of our transatlantic ferries are really safe," he said. "The sailor knows the risk he is running in his calling; but to the landman or landswoman the sea has perils enough, in imagination at least, to cause many to hesitate before stepping aboard. One needs only to look over the statistics of ocean travel and disaster to see plainly enough that a passenger at sea on a modern liner is about as good a risk for an accident insurance company as can be found. But reasoning and unreasoning, the dread of accident at sea exists and will always exist, for no power will ever eliminate all the risks of the sea."

FACTS.

"Such an accident as that to the Republic again draws attention to these dangers. A comparatively few years ago a ship of the class in her day corresponding to the Republic would have floated five minutes, and if 50 of her company had been saved the crew would have done well. The Ville de Paris, about 45 years ago, was hit by a sailing vessel under much the same conditions, in a calm sea at night, and probably a much lighter blow than the Republic received. She had no fog to contend with, but if I recall it rightly, the night was moonlight. On the Ville de Paris there was a frightful loss of life—on the Republic none. One naturally asks 'why?'

"There has been great discussion about watertight bulkheads. Several years ago the British government appointed a commission to investigate the subject, and a large amount of very useful information was made public. There is no difficulty in designing the subdivision of any vessel as to make her practically safe against foundering as the result of a collision, provided, of course, no storm is raging. The difficulty lies in obtaining this immunity without sacrificing other necessary or at least very desirable qualities. In merchant ships, at least, the question of cost must also be kept in mind. The often suggested omission of bulkhead doors would add to safety, but would make the service of the ship very difficult and costly. In the operation of the large intricate power plant of a modern liner it is necessary for the working force to pass from one portion of the plant to another. Coal has to be conveyed from bunkers to boilers. On a ship like the Mauretania upward of 40 tons of coal an hour for 100 hours has to be handled from bunker to grate to keep up the required speed. One cannot carry any such weight of coal over bulkheads at this rate of delivery.

"Until more detailed reports are at hand as to the extent of the injury to the Republic it is, of course, impossible to pass on a question of whether the loss of the ship would be due to any inadequacy in the design of her water-tight doors. The latter seem to have been promptly closed, but have made it possible to keep the ship afloat long enough to save all hands.

"It will be recalled that this is exactly what happened in the case of the Oregon after a collision with a derelict vessel. The loss of the ship would be due to any inadequacy in the design of her water-tight doors. The latter seem to have been promptly closed, but have made it possible to keep the ship afloat long enough to save all hands.

MYSTERY OF THE NARONIC.

"The only case of an ocean liner which has disappeared in recent years with all on board was that of the Naronic of the White Star Line. The mysterious theory was that her deck load of mail was some heavy locomotive, slid across the decks, thus destroying her equilibrium and causing her to suddenly capsize. The great loss of life in the foundering of the Naronic on the Newfoundland banks some years ago was due in part to the considerable list which this vessel took on sinking and the consequent difficulty in launching the boats on the upper side.

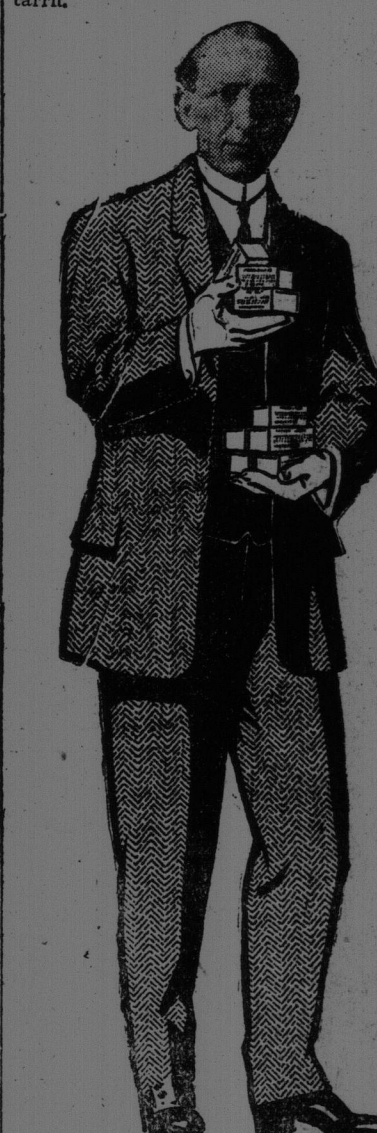
"Any serious collision 25 or 30 years ago meant the immediate foundering of a vessel. I can recall the cases of the Westphalia and the Elba, both of which went down within a few minutes after being hit. The Inman liner City of Paris, now the Philadelphia, was big in consequence of the breaking of a shaft and the racing of her engine. Her engine room was filled with water, and the vessel floated very deep. She was well out in the Atlantic, and this was

Free

Let Me Cure Your Catarrh

Trill Package of My Combined Treatment Mailed Free, Daily Free. No More Kneading and Spitting or Foul Smelling Branch. Send Your Name Today

Catarrh is not only dangerous, but it causes bad breath, ulceration, death and decay of bone, loss of thinking and reasoning power, kills ambition and energy, often causes loss of appetite, indigestion, dyspepsia, raw throat and consumption. It needs attention once. Cure it with Gauss' Catarrh Cure. It is a quick, radical, permanent cure, because it rids the system of the poisonous germs that cause catarrh.



C. E. GAUSS.

In order to prove to all who are at home from catarrh that Gauss' Catarrh Cure will actually cure any case of catarrh, no matter how long standing or how bad, I will send a trial pack by mail free of all cost. Send us your name and address today and the treatment will be sent you by return of free trial. Try it! It will positively cure so that you will be welcome instead of shunned by your friends. C. E. GAUSS, Marshall, Mich. Full coupon below.

FREE.

This coupon is good for one trial package of Gauss' Combined Catarrh Cure, mailed free in plain package. Simply fill in your name and address on dotted lines below and mail to: C. E. GAUSS, 494 Main Street, Marshall, Mich.

Before the days of wireless, the life-room bulkheads showed ship weakness, and had there been no sea running would probably have failed. Her crew however, did smart work, showing up and saving the lives of the bulkheads and ship and all on board were saved. It is a fact that the pumps were not worked.

"Even if the advance in the construction of this portion vessel has only resulted in keeping ship afloat a few hours after a collision, it has accomplished a great result. It has enabled the ship to be saved, and the lives of the crew and passengers to be saved. It is a fact that the pumps were not worked.

"However great the efficiency of subdivision it will under ordinary conditions be of little use without properly trained and disciplined crew. I feel safe in venturing the proposition that the story of the Republic in full her captain and crew be found to have lived up to the traditions of their country."

TAKING A MEAN ADVANCE

Once a thrifty Scotch phlegm called to a case where a man was dislocated her jaw. He very right. The woman as much was to pay. The doctor his fee. The patient thought much. He, however, would not pay. The woman refused his fee. He began to yawn like an angry lion, and the doctor triumphantly said until you hand me over my jaw can remain as it is. The money was promptly