

LOOK AT CHILD'S TONGUE IF SICK, CROSS, FEVERISH

HURRY, MOTHER! REMOVE POISONS FROM LITTLE STOMACH, LIVER, BOWELS.

GIVE CALIFORNIA SYRUP OF FIGS AT ONCE IF BILIOUS OR CONSTIPATED.



Look at the tongue, mother! If coated, it is a sure sign that your little one's stomach, liver and bowels need a gentle, thorough cleansing at once.

When peevish, cross, listless, pale, doesn't sleep, doesn't eat or act naturally, or is feverish, stomach sour, breath bad; has stomach-ache, sore throat, diarrhea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of the little bowels without griping, and you have a well, playful child again.

You needn't coax sick children to take this harmless "fruit laxative;" they love its delicious taste, and it always makes them feel splendid.

Ask your druggist for a bottle of "California Syrup of Figs," which has directions for babies, children of all ages and for grown-ups plainly on the bottle. Beware of counterfeits sold here. To be sure you get the genuine, ask to see that it is made by the "California Fig Syrup Company." Refuse any other kind with contempt.—Adv.

The Movie Business.

"I hear your star is demanding another raise." "Yes; she heard in some way that we are finally making a profit."

STOMACH UPSET?

PAPE'S DIAPEPSIN AT ONCE ENDS SOURNESS, GASES, ACIDITY, INDIGESTION.

Lumps of undigested food causing pain. When your stomach is acid, gassy, sour or you have heartburn, flatulence, headache or dyspepsia, here is instant relief—No waiting!



Don't stay upset! Eat a tablet of Pape's Diapepsin and instantly your stomach feels fine. All the indigestion pain, gases, acidity and misery in the stomach ends.

Pape's Diapepsin tablets cost little at any drug store but there is no surer or quicker stomach relief known. Adv.

Deep Grief.

"And was the widow so inconsolable?" "Oh, yes. Why, they had to hide her powder puff to keep her from weeping."

Lives 200 Years!

For more than 200 years, Haarlem Oil, the famous national remedy of Holland, has been recognized as an infallible relief from all forms of kidney and bladder disorders. Its very age is proof that it must have unusual merit.

If you are troubled with pains or aches in the back, feel tired in the morning, headaches, indigestion, insomnia, painful or too frequent passage of urine, irritation or stone in the bladder, you will almost certainly find relief in GOLD MEDAL Haarlem Oil Capsules. This is the good old remedy that has stood the test for hundreds of years, prepared in the proper quantity and convenient form to take. It is imported direct from Holland laboratories, and you can get it at any drug store. It is a standard, old-time home remedy and needs no introduction. Each capsule contains one dose of five drops and is pleasant and easy to take. They will quickly relieve those stiffened joints, that backache, rheumatism, lumbago, sciatica, gall stones, gravel, "brick dust," etc. Your money promptly refunded if they do not relieve you. But be sure to get the genuine GOLD MEDAL brand. In boxes, three sizes.—Adv.

Two Qualities to Cultivate.

Be loving, and you will never want for love; be humble, and you will never want for guidance.—D. M. Mulock.

Cole's Carbolivale Quickly Relieves and heals burning, itching and torturing skin diseases. It instantly stops the pain of burns. Heals without scars. 25c and 50c. Ask your druggist, or send 5c to The J. W. Cole Co., Rockford, Ill., for a pkg. Adv.

Couldn't Be Otherwise.

"Were the British soldiers happy when they started for France?" "Happy? They were in transports."

RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which Is Better, Government Ownership or Private Ownership Wisely Regulated Under Superior Authority of Federal Government.

By W. G. M'ADOO.

The railroad problem is today one of the most, if not the most, important and vital domestic questions facing the American people. Our welfare and prosperity depend on its proper solution. Therefore it is peculiarly necessary that the facts regarding it be understood clearly; that it be settled not along partisan political lines nor in deference to the prejudices of any class; that the American people face the issue boldly and dispose of it as courageously as they have always done with every basic problem they have had to meet.

Let me say immediately that I have no pet theory to advance in discussing the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of government ownership. But while my tendency is against government ownership and in favor of a wisely regulated private ownership under strong federal control, I am frank to say that I am not afraid of government ownership should experience, gained by an adequate test, prove that it is the best solution of the problem. We are living in a new day in America; the world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of preconceptions. I favor a five-year test period because I believe its results will tell us convincingly which is better—government ownership or private ownership wisely and adequately regulated under the superior authority of the federal government.

Calls Attention to Problem.

The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been dictated by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months' period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course seems to me impossible; first, the roads cannot be operated successfully under the present act for twenty-one months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation, and the lack of crystallization of the thought of the nation as to what is the best permanent solution. In discussing these two points, I must be frank, for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether certain interests want them to or not.

The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument, put forward to bolster up a plan. They do not know the situation. "No man can serve two masters."

Face Stubborn Fact.

The railroad officials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of individual employes, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in many cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must be faced. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine.

Then, too, were the effort made to continue the present control under existing legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twenty-one months' period. Without the co-operation of the railroad corporations, it is difficult under the present law to carry forward improvements or to obtain needed equipment. Already many of the railroads are resisting purchases of necessary equipment for their account. Many of the necessary improvements, such as joint terminals,

while of great benefit to the public, are not relished by some railroad corporations for competitive and therefore selfish reasons. Such improvements would result in great economies, without which it probably would be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program of improvements and to demonstrate those operative economies which will cheapen transportation in a shorter period than five years.

Must Keep Out of Politics.

I would prefer not to mention politics in connection with this problem, because primarily it is an economic question. But we must not be blind. The American people have been discussing the railroads for generations; almost every man in public life has gone on record on some phase of the subject. In 1920 there will be a presidential election. It is idle to suppose that under such conditions it will be possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution of the problem, much less a fair and adequate permanent settlement. This vital question must not be settled in the heat or passion of partisan politics; it must be dealt with in the calm of an inter-presidential election period.

Some of the opponents of the suggested five-year extension of federal control appear to do so on the ground that the operating revenues during the year 1918 will be insufficient to pay the rentals guaranteed to the owners. They forget that most of the wage increases granted to employees took effect January 1, 1918, whereas the increased passenger and freight rates did not go into effect until six months later. If increased freight and passenger rates had gone into effect January 1, 1918, at the same time as the wage increases, there would have been no deficit. They also forget that the government took over the roads when they were completely paralyzed and when the greatest congestion of traffic in their history was upon them. It cost the government millions of dollars to clear up the congestion and get the railroads running again efficiently. They also forget that blizzard followed blizzard, and that it cost much money to overcome their effects. They forget, too, that the price of coal, of steel, and of other supplies was far above normal during the past year. These added expenses all would have had to be met had the roads continued under private control, and to pay for them, rates would have had to be increased. Private operation the past year would have failed utterly and the deficit would have been greater perhaps than under government management.

Economies Can Be Effected.

Under peace conditions, and with a period of five years of federal control assured, it should be possible to maintain existing wages and working conditions and to effect such economies, that reductions in rates, both passenger and freight, ought to follow within a reasonable time. Unquestionably economies can be effected under unified control that cannot be practiced under diversified control. Already the extra charge of one-half cent a mile for riding in sleeping cars, imposed as a war measure, has been removed, and other restrictions enforced by the war are rapidly disappearing.

Unfortunately some of the opposition to the proposed five-year extension is based on dissatisfaction with service given the public during the war. It is argued that conditions have been bad, although this is not true. It can be stated as a fact, which cannot be successfully contradicted, that service has been greatly improved un-

Salute Brother Officer Even Though Bathing

Boston, Mass.—"Salute your brother officers even though they be in the bathtub," declared Maj. Gen. Clarence R. Edwards in commenting on the failure of officers in the Northeastern department to salute.

"The salute," General Edwards said, "is a manifestation of a man's own self-respect. It is an evidence of discipline."

der federal control, in spite of the tremendous demands that the war needs have imposed. Here again it is forgotten apparently that the railroads were placed under government control for the purpose of winning the war against the German autocracy. The first duty was to move troops and war supplies. I have yet to hear a sound criticism of the manner in which that pressing war need was met. Millions of soldiers were moved safely and expeditiously to the seaboard, and from camp to camp. Foodstuffs, munitions and other supplies were rushed to ships at express-train speed. The American railroads during the past year have functioned for the war purpose.

But even in the conduct of ordinary business, the record made by the railroads shines by comparison with the record of private control in previous years when considered from the standpoint of important traffic. During the fall of 1918, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the crop-moving seasons of 1916 and 1917. Toward the end of 1916 conditions became so bad that the interstate commerce commission made an investigation. As a result, Commissioner McChord filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uncertain and difficult."

Became Simple Matter.

The accommodation of passengers in peace times, and the proper attention to the transportation of ordinary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Already needed trains are being restored; crowded conditions are being remedied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no beclouding of the issue by the injection of false premises. No discommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely is whether wise and well considered remedial legislation for the return of the roads to private control can be obtained under existing conditions within twenty-one months, and whether, even if that were possible, the roads could be operated successfully, economically and satisfactorily pending the discussion by the congress and the country, and especially with the 1920 presidential campaign approaching.

Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities be made, free from partisan political influences, or the railroads must be restored to private control in the near future to take their chances under the old laws and conditions which governed them prior to the assumption of control by the government.

PLANNED KINGDOM IN DESERT

Adventurous Youths Had Great Scheme to Make Fertile Region of the Waste of Sahara.

Governmental authority, co-operating with parental authority, has thwarted a romance of youthful adventure at Denver which reads like a Stevenson or a Poe. Two boys, sixteen and fifteen years old, had planned the establishment of the kingdom of Sahara. They had studied maps and devised engineering plans, delved into finance and perused the military art, until the fund of their information was astonishing to those whose duty compelled them to step across the adventurers' path.

The Denver youths were planning soon to invade the Sahara and set up their kingdom, over which they were to rule as joint kings. The natives were to be organized into a powerful army of 7,000,000 men. This army was to dig great artesian wells, water from which was to form two lakes with an area of 250,000 square miles. The Senegal and Nile were to be flooded, shutting the new kingdom safely in against hostile incursion. Portugal was to be coerced into ceding Portuguese East Africa to the new kingdom; in return for which Portugal was to be helped to take British and French possessions in Africa. Each of the joint kings had figured out an income of \$14,500,000 for himself.

A dream, born of a disordered fancy! Sure, but—

No more of a dream than that of the German military party which started out four years ago to drive the British lion to his den, to clip the wings of Liberty and tie America to their chariot wheels. Building a powerful kingdom in a desert would be no greater or less than that assumed by the Germans of laying civilization by the heels.

Henceforth, if anyone proposes to fly to the moon or to build a spiral stairway to the earth's center, he may cite the example of the ruler of a once great people who assumed a task similar in its elements of romantic adventure and similarly impossible of achievement. A new standard for foolish effort has been set for all time.—Cleveland Plain Dealer.

Work for Shell Shock Men.

The kind of employment the shell shock man undertakes, whether he returns to his old work or takes up something new that suits him better, is one of the deciding factors in his recovery. The work must be congenial and it must be something he can do without strain or worry. And the hours, moreover, must not be too long. A patient whom I have known for five years does a highly skilled kind of technical work, which he thoroughly enjoys, and for which he is highly appreciated by his firm. In his zeal for his work, he from time to time has a spell of working over hours, with the result that he becomes fatigued and then takes alcohol and for a while is wholly irresponsible. These attacks could be avoided if his wife were skillful enough to prevent his overworking. For the man with shell shock the nature and hours of work should be given the most careful consideration.—Mary C. Jarrett in Touchstone (New York.)

More Particulars Coming.

They had been married in November.

"Did you see anything that particularly struck your fancy when you were looking round the shops today, sweetheart?" he asked, on his wife's return from a round of Christmas shopping.

"Well," she replied, "I saw something extremely pretty in looking-glasses."

"I have no doubt you did," he observed, "if you looked into them."

They were married in November. A further and more exciting installment of this young couple's adventures will appear in our Christmas number for 1919.

To Keep Your Shoes Dry.

Here is an item which the doctor tells us to add to our long list of things to do to keep the "flu" away: By standing just outside your door in a dry place for a moment before wading out in the snow in severe weather you will find that the snow does not cling to the shoes and they will remain perfectly dry. The reason for this is that the soles of your shoes are cooled so that they do not melt the snow through which you walk. If you rush out of a warm house in warm shoes they melt the snow which sticks to them, and the water soon soaks through to the feet.

Mail by Airplane.

All mails between Europe and the United States eventually will be carried by airplane, according to Lord Morris, who has championed a movement before a parliamentary committee for the establishment of a port of call for Atlantic liners on the west coast of Ireland.

Already, he says, a regular daily mail service by airplane is maintained between England and France without interruption by the weather.

Always Dictates It.

Booth Tarkington tells of an old negro who appeared as a witness before one of our committees. In the course of his examination these questions were put to the man:

"What is your name?"

"Calhoun Clay, sah."

"Can you sign your name?"

"Sah?"

"I ask if you can write your name."

"Well, no sah. Ah nebber writes my name. Ah dictates it, sah."

RESCUE OF AIRMEN FROM THE SEA



One of the British airplanes taking part in the surrender of the German fleet came to grief and fell into the sea. The aviators were rescued by a destroyer, and the photograph shows the plans being hauled aboard the rescue ship.

GIRLS! LOTS OF BEAUTIFUL HAIR

A small bottle of "Danderine" makes hair thick, glossy and wavy.

Removes all dandruff, stops itching scalp and falling hair.



To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff is merely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a small bottle of Knowlton's Danderine now—it costs but a few cents—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance, freshness, fluffiness and an incomparable gloss and lustre, and try as you will you cannot find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—yes—but really new hair—sprouting out all over your scalp—Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp, and it never fails to stop falling hair at once.

If you want to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this. Adv.

Sure of It.

"Is your lady friend accomplished?" "Sure she is. Why, she plays by hand."

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

Bequeathed Elsewhere. "My ancestors were all people with brains."

"Too bad you were disinherited."

The charm of a bathroom is its spotlessness. By the use of Red Cross Ball Blue, all cloths and towels retain their whiteness until worn out. 5c.

Forewarned. "Are you going to Miss Oldgirl's party?" "Not much, I am. I saw her buying mistletoe this morning."

Plenty of exercise, fresh air, regular hours—is all the prescription you need to avoid influenza—unless through neglect or otherwise, a cold gets you. Then take—at once

HILL'S CASCARA QUININE PROMIDE

Standard cold remedy for 20 years—in tablet form—safe, sure, no opiates—breaks up a cold in 24 hours—drives grip in 3 days. Money back if it fails. The genuine box has a Red top with Mr. Hill's picture. At All Drug Stores.

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Calf Enemies

WHITE SCOURS BLACKLEG

Your Veterinarian can starve them out with Cutter's Anti-Calf Scour Serum and Cutter's Germ Free Blackleg Filtrate and Aggressor, or Cutter's Blackleg Pills.

Ask him about them. If he hasn't our literature, write to us for information on these products.

The Cutter Laboratory Berkeley, Cal., or Chicago, Ill. "The Laboratory That Knows How"