

Science Shows How People Can Keep Cool in Hottest Weather

With Body At Temperature of Ninety-eight Degrees, Therefore Cooler Than That of Atmosphere Itself, Unnecessary to Perspire and "Wither" Unless Mercury Registers Ninety Degrees in the Shade.

By JAMES B. MacDONALD, M. D., Ph. D., Ll. D.

Heat is the absence of cold—and cold is the absence of heat! This sums up the entire logic of keeping either cool or warm. In summer we close the windows and draw the shades to keep out the sun and heated atmosphere. Seemingly, and by comparison, we keep cool. But this is merely a psychological illusion, for with the body at a temperature of 98 degrees, our entire being defects a greater heat than that of the outside temperature—unless it happens that the thermometer registers higher than that of body heat, which it really does!

Let me explain! The Eskimo builds himself a house of snow, and keeps warm. How does he do this? By merely keeping out the cold, and letting his body radiate its natural heat.

In summer you perspire and "welter" in a temperature many degrees cooler than your own body—that is, you think you do!

But, in reality, this is a physiological impossibility, for a greater heat cannot be made warmer by a lesser heat. The real cause of most excessive warmth and perspiration in summer time is due entirely to a poor state of blood, and the consequent failure of the sweat-glands to properly function! If the blood is kept well-thinned and in an otherwise healthy condition, the individual continues to feel as buoyant and cool as in the coldest weather.

Thickened, heavy blood is the cause, in nine cases out of ten, of the "grogginess" and inertia which beset

us in summer time, and not the density of atmosphere or the heat. Beware, however, of the remedy which causes "watery" blood, for this is the forerunner of anaemia and tuberculosis. Again, a weakened constitution is unable to withstand the slightest exertion, and the perspiration of debility then besets the individual.

Acid Iron Mineral not only thins the blood, but strengthens and invigorates it. For those who suffer from the effects of thickened, heavy blood, coagulated and polluted with the waste matter of the winter's accumulation, A-I-M stands without a peer; for it not only thins and purifies the blood, but carries the various impurities out of the system—naturally and effectively. As a general "spring tonic" and as a prompt relief for that "tired feeling" and rundown condition so prevalent at this season, it remains the only natural, non-corrosive fully assimilable and digestible iron known to medical science.

On the market over thirty years, and with thousands upon thousands of testimonials from physicians, lawyers, clergymen, pharmacists and laymen who testify to its merits, A-I-M is the only remedy which is sold with the distinct understanding that its purchase price will be refunded if it fails to benefit in every possible degree. Reject all spurious imitations, which profit-seeking druggists try to foist upon you, and demand the original Acid Iron Mineral. For sale by Brooks & Snapp. (adv.)

GOVERNMENT ORDERS INCREASED FREIGHT AND PASSENGER RATES.

WASHINGTON, May 28.—To meet wage increases just announced, and higher costs of coal and other supplies this year, Director General McAdoo Monday ordered freight rates in the United States raised 25 per cent and passenger fares increased to 3 cents a mile from the present basis of about 2½ cents.

It is estimated that the program will bring between \$800,000,000 and \$900,000,000 more revenues to the railroads within the next year. It represents by far the biggest rate increase in the history of railroads.

The new freight charges, which cover both class and commodity rates, become effective June 25 and passenger increase will go into effect June 10.

Issued under authority granted by the railroad act to President Wilson, acting through the director general, the order wipes out all intra-State lower rates effective on either freight or passenger traffic.

Travelers in standard sleeping and parlor cars are required to pay 3½ cents a mile in addition to Pullman fare and in tourist sleeping cars 3¼ cents. Pullman rates remain the same.

Commutation and other suburban rates on railroads are increased 10 per cent. Fare on electric interurban lines are not affected.

Special excursion, mileage, convention rates and tourist rates with a few exceptions are discontinued, such as stopovers and free side trips, are abolished, and excess baggage charges are increased.

Both freight and passenger rates on boat lines operated on the lakes, rivers or coastwise by railroads are to be raised proportionately with the general increases.

Existing differential and rate relationships between various localities are to be preserved so far as possible, but many readjustments will have to be made later. All rates are subject to review by the Interstate Commerce Commission.

Export and import rates are ordered canceled and the higher domestic rates will apply to and from ports.

A number of flat increases instead of percentage additions are ordered for coal, coke, lumber, ore, stone, grain, cotton, live stock, meats, sugar, bullion and other commodities.

In announcing that the rate increases are required by public interest, Director General McAdoo referred to the \$300,000,000 more added to the pay rolls of railroad labor under an order published Monday, to the rapidly rising cost of coal, which he estimated this year alone at \$160,000,000 more than last year, and to higher costs of every other material entering into railroad transportation. Operating expenses, he estimated, would be between \$830,000,000 and \$860,000,000 greater this year than last year.

Exceptions to the three-cent rate are made for soldiers and sailors, who may travel at one cent a mile on furlough at their own expense and for those attending the national encampment of the Grand Army of the Republic at Portland, Ore., and the United Confederate Veterans reunion at Tulsa, Okla. Both of these organizations are permitted rates of one cent a mile and for various State meetings of the veterans two cents will be charged.

Children under five years of age will be carried free, as at present, and those between 5 and 12 will be charged half of the new higher fare.

HOW'S THIS?
We offer One Hundred Dollars Reward for any case of Catarrh that remedy for Catarrh. Hall's Catarrh Medicine.

Hall's Catarrh Medicine has been taken by catarrh sufferers for the past thirty-five years, and has become known as the most reliable remedy for Catarrh. Hall's Catarrh Medicine acts through the Blood on the Mucous surfaces, expelling the Poison from the Blood and healing the diseased portions.

After you have taken Hall's Catarrh Medicine for a short time you will see a great improvement in your general health. Start taking Hall's Catarrh Medicine at once and get rid of catarrh. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, Ohio.
Sold by all Druggists, 75c.

Of course the spring poet doesn't make much money, but if he feels like he writes he doesn't need much.

GETTING READY FOR THE LATONIA DERBY.

Sunny Slope, whose close second to A. K. Macomber's War Cloud in the first section of the Preakness Stakes at Pimlico recently has attracted the favorable attention of Eastern horsemen, is among the sixty-eight eligibles for the thirty-sixth running of the \$15,000 Latonia Derby, which will be decided at "Fair Latonia" this season on Saturday, June 22. It is probable that Sunny Slope will be numbered among the field that will go to the post for this rich race, the winning of which is much coveted because of the prestige that goes with such a feat as because of its intrinsic value. The horse that is successful in emerging the victor from the stamina testing mile and one-half struggle that places the Latonia Derby in a class by itself among three year old races on this side of the Atlantic must possess speed and endurance of the highest order.

There is no better badge of courage and stamina to be had on the American turf than goes with the winning of this race and that is why breeders and owners of high class three-year-olds are always so anxious to win it. The list of its winners since its institution in 1883 contains the names of many illustrious horses and seldom has it happened that any but a high-class horse has succeeded in carrying off the honors in this particular race.

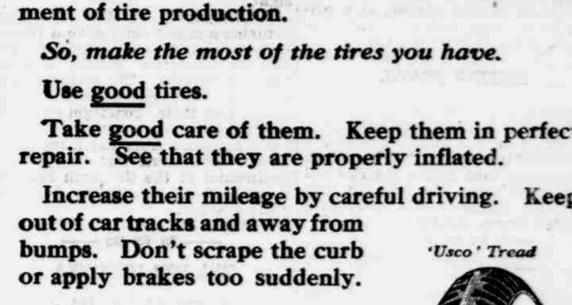
At this writing, four weeks in advance of the running of the race, it looks as if the field would be recruited from among such horses as Kenneth D. Alexander's Escoba, R. J. Austin's Jim Heffering, R. L. Baker's Tacola, O. A. Bianchi's Lucky B. J. E. Madden's Everest, Gallaher Bros.' Sewell Combs, Willis Sharpe Kilmer's Exterminator and Sun Briar, G. W. Loft's Papp, Geo. J. Young's Freecutter, T. C. McDowell's American Eagle, William Martin's Sunny Slope, Andrew Miller's Recount, D. Raymond's Hollister and J. W. Schorr's James T. Clark.

There is a possibility that stables like those of J. K. L. Ross, Harry Payne Whitney, Jefferson Livingston and W. H. Baker, all of whom made numerous nominations for the race, may have representation in it, although none of their eligibles have been showing Derby form in the racing that has taken place so far this season.

Take Care of Your Tires

America's greatest need is for ships—more ships. Every available vessel is being utilized in government service. Many ships that have been carrying rubber from Sumatra and Brazil have been taken for active transport duty. The number now left to bring rubber to this country is extremely limited. This will necessarily force a temporary curtailment of tire production. So, make the most of the tires you have. Use good tires. Take good care of them. Keep them in perfect repair. See that they are properly inflated. Increase their mileage by careful driving. Keep out of car tracks and away from bumps. Don't scrape the curb or apply brakes too suddenly. Get every mile your tires have in them. Only in that way can you be assured of your car's continuous service—and remember, your tire is a vital war-time necessity. So again, —take care of your tires.

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MOVE TO HAVE VOLUNTEERS FROM 40 TO 55.

Another move toward full utilization of the country's manpower was made Friday when Secretary Baker sent to Congress the draft bill proposing to raise the maximum age limit for volunteer enlistment in the army from 40 to 55 years. All men over 40 so enlisted would be assigned to non-combatant service.

In a letter to Speaker Clark asking that the bill be pushed, Secretary Baker said:

"Every man above the age of 40 years which is enlisted in non-combatant branches of the service available for duty with the line troops, a man within the prescribed age limit for all troops.

"Many men whose long experience as mechanics and artisans will make them particularly valuable to the various staff corps and departments may be thus secured instead of younger men without such experience and the efficiency of the staff corps and the departments thus will be increased."

There probably are 7,500 men between the ages of 40 and 55 and many thousands of them already have

attested their desire to serve by bombarding the department with applications.

NAVY DEPARTMENT ASKS DELETION OF SHIPPING NEWS

All newspapers have again been urged by the Navy Department, through the Committee on Public Information, to discontinue the publication of news items and advertisements which may in any degree indicate the location or movement of vessels.

This notice has not been issued because of new circumstances endangering ocean shipping—none has arisen—but because it is felt that voluntary censorship has not yet achieved the fullest measure of essential secrecy in the protection of merchant shipping. The notice asks that all references to names of ships, dates of sailing and arrival, information of routes, schedules, cargoes, location and movement of ships be deleted from news and advertising copy.

Just because you are warm now don't forget you were cold last winter.



—and a bottle of BEVERA

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Have closed contract for 5 wells on COLUMBIA tract. Rig is being moved to property today.
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