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 needs 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, diarrhoea, 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.

Interesting Topic.

"You and Slade monopolized quite an animated conversation all evening."

"Yes."

"What was it about?"

"I rather not tell you."

"Talking about someone I've strangered about something you can't tell your husband?"

"Well, I thought I'd better not. He was asking me how I happened to marry you. I suppose Connecticut."

$100 Reward, $100

Catarrh is a local disease greatly influenced by constitutional conditions. It therefore requires constitutional treatment. HALL'S CATARRH MEDICINE is taken internally and acts through the blood on the Mucous Surfaces of the System. HALL'S CATARRH MEDICINE destroys the foundation of the disease, gives the patient strength by improving the general health and assists nature in doing its work. $100.00 for any case of Catarrh that HALL'S CATARRH MEDICINE fails to cure.

Druggists 75c. Testimonials free.

F. J. Cheney & Co., Toledo, Ohio.

A load of liquor merely adds to a man's load of trouble.

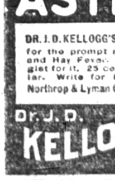
Once pimples, headache, bad breath by taking May Apple, Aloe, Jalap rolled into a tiny sugar pill called Doctor Pierce's Pleasant Pellets. Adv.

Contentment means happiness sooner or later.

Back Lame and Achy?

There's little peace when your kidneys are weak and while at first there may be nothing more serious than dull backache, sharp, stabbing pains, headaches, dizzy spells and kidney irregularities, you must act quickly to avoid the more serious trouble, dropsy, gravel, heart disease, Bright's disease. Use Doan's Kidney Pills, the remedy that is so warmly recommended everywhere by grateful users.

A Michigan Case



J. W. Viers, 830 Milwaukee St., Owosso, Mich., says: "I had a hard pain across the small of my back, caused by a strain. I was bothered when at work and when I stooped the pain always seized me. I had seen Doan's Kidney Pills highly recommended and finally began taking them. They soon cured me and during the past year I have had no sign of the trouble."

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

DOAN'S KIDNEY PILLS

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

ASTHMA

DR. J. D. KELLOGG'S ASTHMA REMEDY for the prompt relief of Asthma and Hay Fever. Ask your druggist for it, 25 cents and one dollar. Write for FREE SAMPLE. Northrop & Lyman Co., Inc., Buffalo, N.Y.

DR. J. D. KELLOGG'S REMEDY

Deep-Seated Colds

develop serious complications if neglected. Use an old and time-tried remedy that has given satisfaction for more than fifty years

PISO'S

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 congress for such a test under present conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan proposed have been directed 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 control, which will vitally affect each individual employee, 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 cooperation 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 settled with in the calm of an inter-presidential election period.

Some of the opponents of the suggested five years' extension of federal control appear to do so on the ground that the operating revenues during the year 1919 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 been put into effect January 1, 1918, when the wage increases took effect, there would have been no deficit. They also forget that the government took over the roads when they were confidently predicted 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 prices 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 under 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 of unprecedented 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 1916, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the succeeding 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 "many dairies in trade centers have been forced to the wall rather than continue the operations of establishments rendered unprofitable by the inefficient service."

Became Simple Matter.

The nationalization of passenger and peace time freight traffic, the project of relation to the transportation of coal, many freight, became a comparatively simple matter once the larger questions have been disposed of. No longer would there be competition between railroads for business, but concerted service. Already crowded trains are being stopped, crowded conditions are being relieved, rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no foreboding of the issue by the injection of false premises. No discrimination 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 will the 1920 presidential campaign approaching?

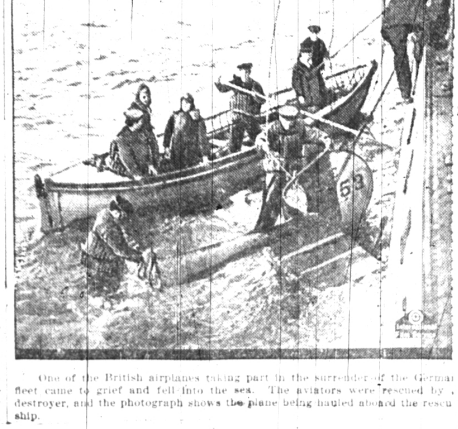
Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities 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.

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

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 plane being hauled aboard the rescue ship.

IRISH REPUBLIC IS PROCLAIMED

DECLARATION OF INDEPENDENCE READ TO PARLIAMENT AMID CONSTANT CHEERING.

DEMAND ENGLAND REMOVE ARMY

There Was No Outbreak of Violence of Any Sort—Streets Thronged With People.

Dublin.—The Republic of Ireland was launched Tuesday by the Sinn Fein at a meeting of the Irish parliament in the Mansion house and its leaders now are bending their efforts to accomplishment of its objects.

The declaration of independence read to the parliament amid constant cheering asserts "the Irish people alone have power to make laws binding on the Irish people."

The first formal demand of the parliament on England is that British troops be withdrawn beyond the borders of the republic.

The Sinn Fein has resolved not to provoke violence of any sort and to maintain a "defensive" attitude. Field Marshal French, viceroy of Ireland, on the other hand is determined to apply lessons of other experience to the situation. He refuses to give the Sinn Fein the excuse that he started trouble.

This is due to these attitudes of powers in control that there was no outbreak as the streets were thronged by crowds determined by their orderliness.

Only two instances of disorder marked the new "Independence day." Near Tipperary 12 men with faces blackened fired a disguise shot and killed two policemen guarding explosives being taken to a quarry and in Belfast jail Sinn Fein prisoners number unknown, started a riot which was quelled by the police. What became of the explosives seized in Tipperary and what purposes were used by the Belfast police to quell the jail riot are unknown.

Mansion house was crowded by 2 o'clock when Dail Eireann or Irish parliament was called to order. Priest and five of the Sinn Fein were absent not regardless to capacity of the hall and spectators in the corridors passed only the cards of admission.

Mention of the name of Lloyd George elicited hisses and groans. The declaration was read in English and Gaelic, the assemblage rising during its reading. All members of the parliament then pledged themselves to give it effect.

DEFINITE STAND ON RUSSIA

Supreme Council Formulating Terms to Deal With Bolsheviki Conditions.

Paris.—The supreme council of the great powers hopes to formulate a concrete proposal on Russia at their next meeting.

This was the definite official announcement of the communique issued after the council had been considering the Russian situation continuously since first peace conference.

It can be added that while this concrete proposal was not finally decided and reduced to writing, its main features were agreed on in principle. The members came from the session, however, feeling that there was no foreign remedy insuring a certain cure for the difficult and dangerous situation, and that it would be desirable to embody several lines of action in the proposal.

The first effect of this proposal will be that neither Secretary Lansing nor Henri minister of foreign affairs before the revolution, but any secret agent will come to Paris as exponents of Russian affairs, but that some form of inquiry or investigation of political conditions in Russia will be made without considering the presence in Paris of the adherents of either side of the question at issue.

This determination is largely the result of a strong sentiment in some quarters against having any direct dealing with the bolsheviki.

Early indications were that Premier Lloyd George's proposal to M. Pichon, French foreign minister, would again take form in having secret agents come here and three names of prominent leaders were mentioned as possible emissaries.

But this is now said to be definitely superseded by a plan of inquiry or investigation without involving the presence of soviet agents.

The Danish minister to Russia, Harald Scavenius, made a statement before the conference tonight of the condition of Russia, which also had a strong influence in determining not to deal.

Kent Residents Fight Traction Fare.

Grand Rapids.—Grand Rapids (Kent county) residents have appealed to the supreme court to have set aside the order of the railway commission permitting the Grand Rapids Railway company to charge a 7-cent fare within the city limits. The fare is now 5 cents. The court is asked to declare that the franchise which provides that no more than eight cents shall be charged from any point west of the river to any part in the city, is mandatory and to cut rates or fight proceedings.

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.

NO MYSTERY IN THE CASE

Probably Quite a Few Fathers Will Understand What Caused This Man's Sleeplessness.

At an engineer's shop in the East the proprietor had one man upon whom he could rely for being punctual. Just recently he had fallen from his habit and on several occasions had been late.

"I can't sleep at nights, now, sir, and it makes me late sometimes, but I will try to alter it," replied the man.

"If it is sleeplessness you suffer from, James, why don't you consult a doctor and find out the cause?"

"Oh, I know the cause, sir; it is six weeks old."—Chicago Daily News.

KIDNEY TROUBLE OFTEN CAUSES SERIOUS BACKACHE

When your back aches, and your bladder and kidneys seem to be disordered, go to your nearest drug store and get a bottle of Dr. Kilmer's Swamp-Root. It is a physician's prescription for ailments of the kidneys and bladder.

It has stood the test of years and has a reputation for quickly and effectively giving results in thousands of cases.

This preparation so very effective, has been placed on sale everywhere. Get a bottle, medium or large size, at your nearest druggist.

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

Inside Stuff.

The Business Man—You will notice that the market reports indicate that cotton is nervous.

The Nonbusiness sMan—Yeh, but it hasn't anything on wool underwear when it comes to a sure-fire case of fidgets.

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

He who has once despised the laws of nature, and has spared above them, has no right to live.—Anerbach.

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.