

Women, Remember This Fact

That in addressing Mrs. Pinkham you are communicating with a woman—a woman whose experience in treating women's ills is greater than that of any living person—male or female.

A woman can talk freely to a woman when it is revolting to relate her private troubles to a man.

Many women suffer in silence and drift along from bad to worse, knowing full well that they should have immediate assistance, but a natural modesty impels them to shrink from exposing themselves to the questions and probable examination of even their family physician. It is unnecessary. Without money or price you can consult a woman, whose knowledge from actual experience is unequalled.

Women suffering from any form of female weakness are invited to freely communicate with Mrs. Pinkham at Lynn, Mass.

All letters are received, opened, read and answered by women only.

This is a positive fact—not a mere statement. It is certified to by the mayor and postmaster of Lynn and others whose letters, all in little book, Mrs. Pinkham has just published. Write for a copy, it is free. Thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken and has induced more than 100,000 sufferers to write her for advice during the last few months.

Out of the vast volume of experience which she has to draw from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good-will, and her advice has relieved thousands. Here are some of the cases we refer to:

Mrs. Pinkham Helps Two Women Through Change of Life and Cures Another of Sterility. Read Their Letters.

"DEAR MRS. PINKHAM—I feel that it is owing to Lydia E. Pinkham's Vegetable Compound that I am alive today. It has taken me out of a sick bed where I had lain for six weeks with a good doctor to tend me twice a day. My trouble was change of life, and frequent hemorrhages. Your medicine checked the flow right away. I am now able to do all my work, and headache is unknown. I am forty-three years of age and enjoying good health."—Mrs. ANNE FORSTER, Cascade Locks, Oregon.

"DEAR MRS. PINKHAM—When I first wrote to you, I was in a very bad condition. I was passing through the change of life, and the doctors said I had bladder and liver trouble. I had suffered for nine years. Doctors failed to do me any good. Since I have taken Lydia E. Pinkham's Vegetable Compound my health has improved very much. I will gladly recommend your medicine to others and am sure that it will prove as great a blessing to them as it has to me."—Mrs. G. H. JUNE, 901 De Kalb Ave., Brooklyn, N. Y.

"DEAR MRS. PINKHAM—It was my ardent desire to have a child. I had been married three years and could not become a mother, so wrote to you to find out the reason. After following your kind advice and taking Lydia E. Pinkham's Vegetable Compound, I became the mother of a beautiful baby boy, the joy of our home. He is a fat, healthy baby, thanks to your medicine."—Mrs. MINA FINKE, Roscoe, N. Y.

Two More Women Who Acknowledge the Help They Have Received from Mrs. Pinkham.

"DEAR MRS. PINKHAM—The doctor says I have congestion of the womb, and cannot help me. There is aching in the right side of abdomen, hip, leg, and back. If you can do me any good, please write."—Mrs. NINA CHASE, Fulton, N. Y., December 30, 1897.

"DEAR MRS. PINKHAM—I followed your instructions, and now I want every woman suffering from female trouble to know how good your advice and medicine is. The doctor advised an operation. I could not bear to think of that, so followed your advice. I got better right off. I took six bottles of Lydia E. Pinkham's Vegetable Compound and used three packages of Sanative Wash; also took your Liver Pills, and am cured."—Mrs. NINA CHASE, Fulton, N. Y., December 13, 1898.

"DEAR MRS. PINKHAM—Have been suffering for over a year and had three doctors. At time of menstruation I suffer terrible pains in back and ovaries. I have headache nearly every day, and feel tired all the time. The doctor said my womb was out of place. Would be so glad if you could help me."—Mrs. CARL VOSS, Sac City, Iowa, August 1, 1898.

"Please accept my sincere thanks for the good your advice and Lydia E. Pinkham's Vegetable Compound has done me. I did everything you told me to do, and used only three bottles, and feel better in every respect."—Mrs. CARL VOSS, Sac City, Iowa, March 22, 1899.

Mrs. Pinkham has Fifty Thousand Such Letters as Above on File at Her Office—She Makes no Statements She Cannot Prove.

We love those whom we can protect or defend.

Georgie's Gab

Pa as an Old Sea Dog.

Aunt Harriet's been visiting us lately and she knows a hole lot of things paw did when he was young that he never told us about. Paw says maw encurred her to tell them, but maw says it isn't so, becuz she's just as ashamed of them as paw. So paw says if they are enny way you could make a buddy from the country Long for the old seems so hard they would start rite home, without letting on That you meant to hurt their feelings, he would like to no About it, not But what Aunt Harriet is a kind harted old sole and means Well, only it's a sad thing to have country relations that always Want to come Down stairs and talk when you have cumpany.

After paw told About it a Good deal he says to maw one Day:

"I no a skeem. We'll take a trip on the Bote, and mebbly Aunt Harriet mite get seasick and Be so discurred that she'll Want to go home. Then I can get her ticket before she Changes her mind and she'll haft to go."

"But the rest of us mite get sick, too," maw told him, "and I don't believe in taking advantage of people in that way ennyhow."

"Well," paw told her, "you can stay Home if you want to. I never get seasick. I'm too much of a nold sea Dawg for that. There's nothing makes me so Glad as being on the Water when it's ruff."

Then he watched the weather Reports till it said they would be storms the next Day. So he got tickets, and told us we were Going for a boat ride. We got Aunt Grace to take care of Little Albert and the pupp and the Baby.

It looked pritty ugly by the time we Got redly to start and maw Wanted to Back out, but paw told her the Boat was safe and they was no use being a Caf.

After we got out it commenet to Blow some more and pritty soon maw went in the state Room.

It's a bad thing to Keep still when it's ruff," paw told Aunt Harriet. "Come on, Let's walk around."

So they walked to the front End of the boat and back again, and Every little while Sumbuddy would quit taking a ninterest in where the excursion was going. It didn't seem to encuridge paw much when they Would lie Down on the flore and not try to Conceal their feelings, but he kept Aunt Harriet walking pritty fast till they went Around the boat about four times.

Then you could see that a nold sea Dawg about the size of paw had seriouts thots about Sumbthing. The boat wouldn't seem to stay straight for more Than a quarter of a minit at a time, and paw kept his mouth shut tife and got in a corner where they wasn't mutch going on except the boat.

"You better come on and Walk some more," Aunt Harriet sed, "or you mite get sick."

Paw gave a kind of a grose and Shook his hed.

Every little while sumbuddy would go past looking in a Bucket or mebbly lie Down on the flore and not seem to Care whether the people that owned the boat liked the way they used it or not. Paw shut his eyes and got to Breathing pritty hard, so Aunt Harriet shook him a little and sed:

"Hurry up. Let's walk some more. You don't look well."

"Blame it, let me alone," paw says. "Can't you see—"

Then he shut his mouth quick, like li he was trying to hold on to Sumbthing with his teeth, and Aunt Harriet went away.

After while she came back with out Lunch basket and sat Down beside paw. He didn't see her, becuz he was holding his face shut with both hands.

I didn't feel a Bit hungry and it made me sad to look at the Basket, but you o. of Seen paw when Aunt Harriet took over a ham sandwich and held it over tords him and sed:

"Here, try to eat this. Mebbly it mite settle your stummick."

Paw got a smell of the sand which and then jumped up and Started to run for the side of the boat, but fell over a fello that was sitting on the Flore holding a girl's hed, and not minding it much, becuz I guess he didn't have on his best suit.

I got into the room where Maw was, then, and when it wasn't so ruff enny more. Aunt Harriet came leading paw in, as paw as a goat. Maw ast him if he thot we would Ever get Home alive, but he put his hed under the wash Stand and didn't Say ennything.

After the boat was back all Rite and we Were on Dry land again Aunt Harriet says to paw:

"I think of you would of just kept on walking Around you'd of been all rite."

"Well," paw told her, "they are one Thing I've always notust. Anamuls don't get see sick, and the more refined people Get the less their stummicks'll stand."

"Is that so?" Aunt Harriet sed. "That surprises me, becuz I never saw a Stummick that stood more than yours did to-day. It was enuff to tear it to pieces twenty times."

So Aunt Harriet hasn't got discurred enuff to go home Yet.—Chicago Times-Herald.

Gold and Lead.

After keeping a cylinder of gold and one of lead together for four years at about 65 degrees Fahrenheit—that is, a comparatively cool temperature—Sir W. Roberts-Austen found that the gold had slowly but surely made its way into, or mixed with, the lead.

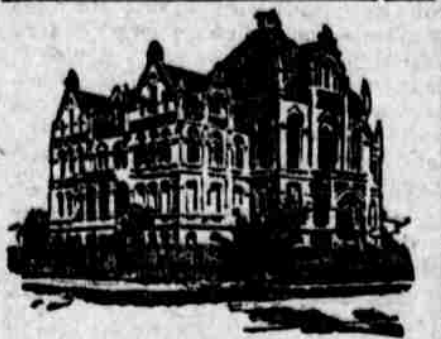
The man who borrows trouble doesn't have to pay it back—but he never gets done paying interest.

GALVESTON AS IT WAS

BEAUTIFUL AND PROGRESSIVE SOUTHERN CITY.

The Greatest Cotton Port and the Fifth Commercial City in the United States—Has Risen Before from the Fury of Storm, Fire and Flood.

Galveston, previous to the devastating storm, was one of the most beautiful and progressive cities of the sunny South. Its history indicates that it has been one of the most unfortunate. In 1872 the entire eastern portion of the city was swept away by a tidal wave which followed a terrific storm that raged along the Gulf coast for three



ORPHANS' HOME.

days. When the city had recovered from this calamity and was built up in more beautiful and substantial style than ever, a devastating fire nearly destroyed it in November, 1885. Its enterprising citizens were not dismayed, however, and the city was soon rebuilt.

In August, 1890, it was injured commercially to a great extent by the Brasos flood in which rich farming lands having an area of 1,380,000 acres were submerged for eight days to a depth of two to twenty feet. The loss as estimated by the United States Department of Agriculture was \$7,414,000. The city has triumphed over all these adversities and will doubtless arise with increased strength from the present appalling disaster, for it is the greatest seaport of the South, being connected with the entire railway system of the United States and Mexico and having direct lines of steamship communication with all the great ports of the world. It is the largest cotton exporting point in the United States and among the 127 foreign exporting points in the country it holds fifth place. During the year 1898 its exports increased \$10,500,000 and its export and import trade is now fully \$100,000,000 a year.

Harbor Improvements.

A leading cause of the city's great commercial progress during the past few years is the harbor improvements made by the national government, involving an expenditure of over \$8,000,000. In 1895 the depth of the channel over the bar was only twenty-one feet. By the construction of jetties and other improvements which were finished in January, 1898, the depth was increased to twenty-eight feet and is still increasing at the rate of six inches each year owing to the action of the wind and tide. This depth of water permits the largest steamers to load and unload at the wharves. In addition to being the country's greatest cotton port, immense quantities of grain, lumber, live stock and dairy products are sent through Galveston. Much of the grain from Kansas, Nebraska, Iowa and the Dakotas, which formerly went to Eastern ports for shipment now goes to Galveston because the shippers can save in charges by loading at that port. The lumber exports in 1898-9 amounted to \$1,247,914 and in 1899, the port handled \$200,000 worth of eggs. Its trade in live stock, dairy products and poultry has developed rapidly since the harbor improvements.

Location and Description.

Galveston is situated on the northeast extremity of Galveston Island at the mouth of Galveston Bay, the entrance to which is through the channel between the city and the southwest point of the peninsula of Bolivar. The island is twenty-seven miles long, runs northeast and southwest, and is from one and one-half to three and one-half miles wide. Where the city is built it is one and one-half miles wide. It is intersected with many small bays and bordered through its whole length on the gulf side by a smooth, hard beach, forming a splendid drive and unsurpassed bathing. On this beach is the magnificent Sea Beach Hotel. The streets of the city are but a few feet above the level of the bay. They are



MASONIC TEMPLE.

wide and straight and the residence quarters are beautiful, abounding in luxuriant gardens shaded with magnolias and oleanders. During the summer months thousands of pleasure seekers from all parts of the South go to Galveston to enjoy the many attractions of the city and its surroundings. On the bay, or north side of the city, is the commercial section, with wharves stretching along for nearly two miles, lined with sheds and large storage

houses. In this same portion are three grain elevators with an aggregate storage capacity of 3,250,000 bushels. The island from the north side is connected with the mainland by railroad bridges and the longest wagon bridge in the world, nearly two miles in length. On the south side of the city, beginning within fifty yards of the medium gulf tide, the wealthy resident portion of the city is located and this was the first part to be struck by the full force of the recent storm and flood. All of the eastern end of the city was washed away and some of the handsomest and most expensive residences were here located. There was one home which alone cost the owner over \$1,000,000. Among the principal buildings of the city are, or were, the new custom house and postoffice, the cotton exchange, the Court House, the Ball free school, the free public library, the Roman Catholic University of St. Mary, the John Sealey Hospital and the School of Medicine of the State University. All the buildings of the city were constructed on substantial and modern lines. The city had gas and electric light plants, a water works system valued at \$450,000 and supplied from artesian wells and a number of first-class hotels. In 1893 the gross city valuations were \$25,000,000. The city debt was \$1,750,000 and the officials had authority to issue \$1,500,000 in bonds to raise money for permanent improvements, and it owned property to the value of \$1,953,560. The population, according to the figures given by the census bureau for 1900, is 37,789.

History of the City.

The island of Galveston was occupied by the famous pirate Lafitte in 1817 and continued to be his headquarters until his settlement was broken up in 1821. It is believed by many that somewhere on the island are buried treasures of the pirate and many stories of romance have been woven about the daring rover and his island home. The city of Galveston was founded in 1837. It was the scene of stirring events during the Civil War. The Federal forces occupied the city Oct. 8, 1862, but it was retaken by the Confederates on Jan. 1, 1863. During



GOVERNMENT BUILDING, GALVESTON.

the past few years the United States has spent \$932,000 in the construction and equipment of coast fortifications near the city.

Bay of Galveston.

The bay of Galveston, the mouth of which is guarded by the island on which the city stands as a sentinel, is a body of water with an area of about 450 square miles. It has an irregular coast line and branches out into various arms. It receives the San Jacinto and Trinity rivers and Buffalo Bayou. Owing to the island being but little higher than the bay, inundations have often been threatened. The bay is quite shallow in most parts. Entrance to it is through the recently constructed deep water channel and flanking it on either side are the stone jetties five miles long.

A Bad Case of Lockjaw.



A Whistling People.

The natives of Gomera, one of the Canary isles, converse with one another by whistling on their fingers. It is possible to understand a message a mile off. Each syllable of a word has its own peculiar sound. Gomera is cut up by a number of deep gleans, which are not bridged over, and as it would otherwise be impossible for the inhabitants on separate sides of a glen to talk with one another without going a long way round to meet, they have hit upon the whistling device as the best means of communication.

Thought He Was Saving Money.

Hiram—Hurry up, Mandy, an' gli away from this buildin'.

Mandy—What's yer hurry, Hiram (chuckling)—The feller in the elevator forgot ter collect our fares.—Truth.

Almost every girl of sixteen has her mind made up that some day she will have a son named De Montville, or a daughter named Geraldine.

About all some men are willing to do for a living is to breathe regularly.

HISTORIC OLD FORT HAYS.

Noted Spot in Kansas Where Thrilling Incidents Occurred.

One of the noted military posts of the country was Fort Hays, Kan. In 1866 Fort Fletcher was built at the junction of the North Fork and Big Creek. In 1867 a flood destroyed it, drowned several soldiers, and swept away mules, wagons, tents and barracks. Then Gen. Phil Sheridan chose a higher site, and Major Gills of the Seventh United States Cavalry directed the building of the new fort, which was begun at once. It was named Hays in honor of Gen. Alexander Hays, who commanded a division under Hancock in the Civil War, and was killed in the Wilderness campaign.

Many noted officers have been stationed at Fort Hays. Gen. Phil Sheridan was in command in 1868, and previous to that date Gen. Hancock directed military affairs in that department. Gen. Custer made many of his remarkable Indian campaigns from there. From 1867 to 1871 his command was there. Custer was succeeded in 1871 by Col. Oakes with the Sixth Cavalry. The last officer in command at the post before its abandonment was Major John R. Ward of the Eighteenth Infantry. Many years before he had been there with the Tenth (colored) cavalry. In connection with Custer, it may be

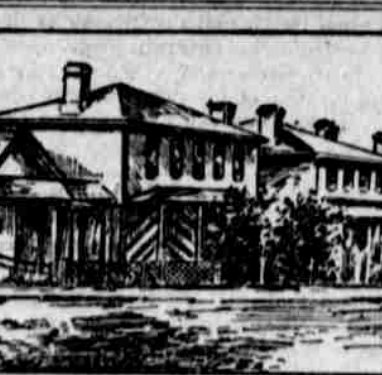


THE ARMORY AT FORT HAYS.

noted that the last survivor of the memorable massacre on the Little Big Horn in 1876 died last April in Cheyenne, Wyo., when "Billy," the General's old war horse, died. "Billy" was found wandering about on the battlefield, passed into the possession of Mr. Thomas F. Talbot, of Cheyenne, was kindly cared for, and his body laid buried in the garden of the Talbot residence, the place being marked by a stone slab.

After the fort had been built, Hays City sprang up around it, and in early years it was an open question whether Hays City or Dodge City was the "tougher" place. In 1870 the little place had thirty-seven saloons, every one a gambling place, most of them dance halls. The cowboy and the bluecoat made things lively in these resorts, for there was no love lost between them. One night the cowboys lynched three colored soldiers. They were hung from the railroad bridge west of town, and their dead bodies were found dangling there the next day.

For years the place was the cowboys' trading point. The surrounding coun-



OFFICERS' ROW, FORT HAYS.

try was a vast cattle range. On Aug. 23, 1869, Wild Bill (William Hickock) was elected marshal, and while he was in command he killed four men. One of them was a soldier of Custer's Seventh Regiment, and Mr. Hickock deemed it ludicrous to leave town before the expiration of his term of office, he saying that he had no contract to whip the whole army.

In August, 1872, Pony Donovan was arrested on a charge of horse-stealing, and was confined in the jail in the basement of the court house. One night some one shot him dead there, and fired the court house. It burned down, and all the county records were destroyed. The new court house likewise burned down. Then another was built that yet stands.

A "place with a history" is a small tract of land northwest of Hays City. It contains the graves of forty-five persons, many of them unknown, who met violent deaths in various affrays or by assassination. "Boot Hill" is the name of this neglected place, chosen because most of the corpses were buried with their boots on.

In May, 1867, Lookout stage station, six miles west of Hays, was raided by Indians, and four men were killed and scalped. Later the same year six railroad section hands met a like fate near Victoria, fifteen miles east of Hays. Another railroad laborer was killed by Indians, dying with his shovel in his hands. A contractor living near town was shot dead by an arrow which whizzed through a knothole in the side of his shanty. His widow became crazy in consequence, and rode about the country, seeking revenge, a terror to the superstitious redskins. She got into print as the "Wild Huntress of the Plains."

But in 1876 Hays City began to improve. Indians occasionally came to town, got drunk, and engaged in rows with citizens or soldiers, but nothing serious resulted. In 1889 the old fort was abandoned, and Hays City has developed into one of the most thriving little towns of the West, surrounded by vast wheat fields, the tenantless buildings of the fort alone reminding the visitor of the stormy days of the past. And even they will soon be but a memory, for an agricultural and nor-

mal college is to be established at the old fort, and the reservation lands are about to be turned into a public park.

The pictures of the armory and officers' quarters that accompany this article are from photographs taken a short time ago.

THE JUNGFRAU RAILWAY.

The Highest Railway Station in Europe Cut Out of a Rock.

We have only gone about half a mile when the train stops. We are at Rothstock Station, the temporary terminus of the line. Gletscher Station was opened in the summer of 1898, Rothstock only in August, 1899. It is the highest railway station in Europe, 7,060 feet above the sea, and 1,000 feet higher than the mountain station of Pilatus. But what a station it is! From the tunnel two cave-like openings are cut out to the face of the precipice. One of these leads to a rocky platform on the side of the bold, tower-like crag of the Elger Rothstock, which here juts out from the mountain wall. A small box with glazed windows is the only building. It stands in the archway of rock, and serves as the station master's office, for there is a station master in blue uniform and bright red cap, with a staff of one boy to assist him. When the line has progressed further the station will be larger and better equipped, with dining and waiting rooms cut out of the rock and a number of bed-rooms for travelers who do not care to go in one journey up to the rarefied air of the higher regions. The tunnel is now being driven beyond Rothstock. The work of excavation is done by six boring machines, driven by electricity. These cut out a number of horizontal bore holes, and when they have gone deep enough cartridges of dynamite are fired in them, the bores and the workmen are withdrawn to a safe distance, and the fuses are fired by means of an electric switchboard. Then the debris is cleared away, the slides and roof of the tunnel are roughly trimmed to shape with pick and chisel, and the bores are brought up for another attack. The rock is so hard that even with the best workers and the best appliances the advance is slow. There are over six miles of tunnel yet to be made, besides the excavation work at the stations and the boring of the great vertical shaft for the elevator at the top, a shaft about 250 feet deep. Ten years will see it all finished, says Herr Gobat. From the Rothstock arches one has a glorious view down the valley of Grindelwald. The permanent station about half a mile further on, to be known as "The Grindelwald Gallery," will command even a better prospect. The line will then curve through and round the mountain to Elger Station—10,630 feet high. This station will look out upon the fields of ice and snow between the Elger and the Schreckhorn. The railway will then run under the summit of the Monch to the Aletsch Guggi Glacier Station, in the rocks above the Jung-



OFFICERS' ROW, FORT HAYS.

frau Joch. This station will look down on the great Aletsch Glacier, the largest in Europe; and the giant pyramid of the Jungfrau will rise close in front of it. Beyond the station the line will pass through the sharp, narrow ridge of rock that supports the ice of the Jungfrau Joch. It will ascend by a steep grade in the heart of the great rocky rib that juts out eastward from the summit; and it will then curve and zigzag around the cone, always deep in the live rock, ending at last in a large chamber, from which the lift will be worked which will carry the traveler up the last 250 feet, and from which he will step out upon the summit platform.—Casell.

Precious Stones.

Many of the precious stones now owned by Queen Victoria formerly belonged to Indian princes. The famous Koh-i-Noor came into her possession on the annexation of the Punjab in 1849.

One of the rarest gems in Queen Victoria's collection is a green diamond of marvelous beauty. It has never been set. She owns three crowns. The most artistic one, which was made over forty years ago, is of gold, literally covered with diamonds. It is composed of 2,678 white diamonds and 523 rubies, besides many smaller stones. Before this crown was made the Queen wore a gold band studded with precious stones. This band is to be seen in most of her earlier portraits. The great crown, which rests in the Tower, is over 100 years old.

The Queen is sentimentally attached to pearls, as is the German Empress, who has fine specimens in her jewel cases; but as she did not wear them enough they lost their color, and had to be immersed in sea water for several months before they regained their beauty. This process is not often resorted to, but it was entirely successful in this case.

Peculiar Graves in Zululand.

The most curiously decorated graves in the world are the natives' graves in Zululand. Some of these mounds are garnished with the bottles of medicine used by the departed in their final illness, and the duration of the illness is guessed by the number of bottles.