

Helpless as a Baby

Bent Like an Old Man and Suffered Terribly—Quickly Cured by Doan's.

Joe. Blumke, Jr., 2533 Courtland St., Chicago, Ill., says: "I was down with my back suffering from lumbago. I walked like an old man, all bent over. My back pained terribly and when I moved my arms my back hurt. I finally had to go to bed and just felt sick all over, and was helpless as a baby. My kidneys acted too frequently, the secretions were scanty and highly colored. I had terrible pains in the back of my head and I felt drowsy all the time. I finally used Doan's Kidney Pills and soon felt one hundred per cent better. When I finished the one box I was entirely cured. The pains left my back and head and my kidneys acted normally. I am glad to recommend Doan's to other kidney sufferers."

Get Doan's at Any Store, 60c a Box
DOAN'S KIDNEY PILLS
FOSTER-MILBURN CO., BUFFALO, N. Y.

Every Woman Wants

Pastine
ANTISEPTIC POWDER
FOR PERSONAL HYGIENE
Dissolved in water for douches stops pelvic catarrh, ulceration and inflammation. Recommended by Lydia E. Pinkham Med. Co. for ten years. A healing wonder for nasal catarrh, sore throat and sore eyes. Economical. The extraordinary cleaning and germicidal power. Sample Free. 50c. all druggists, or sent by mail. The Pastine Toilet Company, Boston, Mass.

Soothe Your Itching Skin With Cuticura
All druggists. Sample Free. 50c. all druggists, or sent by mail. The Cuticura Toilet Company, Boston, Mass.

HIS SUDDEN MOVE EXPLAINED

Razor Demonstrator Was Not Actuated by Desire to Impress Maggie and Her Companions.

Two middle-aged women and a skinny boy in knee pants stood in front of a show window to watch a razor demonstrator do things with a razor. His work failed to satisfy one of the women, who said:

"My son and I don't like to see people work like they do. I am interested in it."

As she spoke, the demonstrator gave an "edge" slide to the steel and held it forward to show the keenness of the blade. The admittance of this vicinity was explained by the other woman.

"I wonder, he must have got this razor."

But Maggie had nothing to do with it. The young man's sudden snarl was entirely due to a clean-faced man who had passed to take in the demonstration.

You couldn't expect a more earthy demonstrator to show off a razor slide to two middle-aged women and a skinny boy in knee pants.

New Orleans is threatened with higher street railway fares.

Pennsylvania Agricultural college has 1,500 students.



When the morning cup is unsatisfactory

suppose you make a change from the old-time beverage to the snappy cereal drink

INSTANT POSTUM

You'll be surprised at its cheering, satisfying qualities and delightful flavor. It's all health—no caffeine.

Try a Tin

"COLLEGE STUFF" DOES WONDERS IN SHAPING OUT MARINE ENGINEERS

Technical Training of Seasoned Mechanics Solves Problem of Keeping Up Adequate Supply of Licensed Men to Drive New Ships—Land-Trained Engineers Taught Secrets of Engine-Room Practice on Salt Water.

Washington—"Where you going to get engineers for all them ships?" This somewhat colloquial inquiry was directed many times to representatives of the United States shipping board recruiting service when the big news of the plan for bridging the Atlantic with American cargo carriers to supply overseas armies and allies in Europe first projected itself upon the lay mind of the country.

The public had been told there were not even enough marine engineers who were citizens to man the ships flying the flag in peace time. So the man in the street could not see where the supply was coming from for the thousand ships to be manned by merchantmen out of the 2,000 to be built by the shipping board for the new merchant marine.

The shipping board has provided, and continues to provide, an answer to the question through training systems for marine engineers which it has de-

veloped since the war began. This system is entirely novel and distinctly American. Under it no untalented lad has been required to provide instruction and no student not a citizen has been given instruction.

When the war began the board proceeded on the theory that there was plenty of material in the country for an adequate supply of marine engineers. It estimated that there were several thousand men in the engine room and firemen of existing merchant ships—oilers, water tenders and drums—who could be made into engineers by a little encouragement and instruction. It estimated also that there were many hundreds of marine engineers following other pursuits ashore when the war began, who could be interested by the government in a proposition to return to the sea.

Finally it estimated that there were thousands of stationary engineers, locomotive drivers and machinists who had worked on marine engine construction or repairs ashore who could be quickly trained to become marine engineers. These men were known to have the groundwork of knowledge necessary for handling marine engines. It remained merely a question of teaching them the things they should know about salt-water practice in engineering and to give them their "license" before starting them off on voyages in the new merchant fleet.

"College Stuff" Makes Its Bow. Of the many revolutionary training practices growing out of this war, none was more striking than the shipping board's plan for giving these men technical drilling. The plan originated in Boston with Henry Howard, the board's director of recruiting. Mr. Howard is a graduate of the Massachusetts Institute of Technology and a firm believer in the value of technical training to every kind of mechanical worker.

His idea was to give the men needed as marine engineers a short, intensive course of training at the best technical colleges before sending them to sea.

The idea was so novel that the grim-faced mechanic was a little inclined to shy at it. "College stuff" seemed too "bifalutin'" to be worth much. The old-fashioned engineer got his knowledge in the same way as the boys in the Doodlebops hall, by manual demonstration. He was "showed" by his superior on the job. That had been the accepted way of training engineers on American ships.

But the new method had not fared much better before mechanics seemed to see something in it. The firemen and oilers took to it; and they came out with second or third assistant engineer's licenses in such a surprisingly short time that the method of their advancement commanded respect.

The Massachusetts Institute of Technology was chosen to launch the



Engineering Students of United States Shipping Board in Marine Engineering Laboratory at Massachusetts Institute of Technology.

new idea for training engineers. Professor E. F. Miller, head of the engineering section of that high-class institution, holds a marine engineer's license, and is an authority on marine practice in engineering.

The first shipping board class at "Tech" approved of Professor Miller and the "college stuff" so decidedly that it had not been at the college a week before the value of the new system was fully demonstrated.

Professor Miller had been designated by the board as its chief instructor in marine engineering, and classes were started at other technical colleges, including Tulane university at New Orleans, Armour Institute at Chicago, Case School of Applied Science, Cleveland, University of Pennsylvania, Philadelphia, Johns Hopkins university, Baltimore, and Washington university, Seattle. Later schools were started at the University of California, (Berkeley), in New York City and Jersey

City, and at the Pratt Institute, Brooklyn.

The attendance at these schools to date has been more than 3,300.

The course of instruction is based on the premise that the men taught is already a thorough mechanic. Instruction is given him in the things he would find hard to pick up by rule of thumb experience.

"Some of the schools" hold day sessions only, others have evening classes in order that the students may follow their usual occupations by day.

Subjects for intensive study. In a day school, as at the Massachusetts "Tech", the foremen are usually devoted to lectures and the afternoon to laboratory and demonstration work.

The men are tested first in simple mathematics and given a text book to add them. They are then instructed in such subjects as the action of salt water under heat, chemical tests of water, the character and use of fuel, plugs for boilers, capacity of coal bunkers, the character and combustion of coal used on ships, the relation of coal consumption to speed, the character of propellers, the element of "slip," pumps, valves, gauges and indicator cards.

For demonstrating work the class of sixty or seventy members is divided into small groups, each under an instructor, who conducts the tests. These for the first week include engine de-

HUN HATES COLUMBUS; HE FOUND AMERICA

Pittsburgh, Pa.—Rev. Daniel L. March, just returned from the western front after a six months' visit, tells this story:

A German prisoner was out of humor, and was being "kidded" by the American.

"Why so glum, Fritz?" asked one doughboy. "Are you 'sore' at France?"

"No," Fritz wasn't sore at France, nor England, nor Belgium.

"Well, what's the matter?" "I'm sore at Christopher Columbus," was the reply. "He discovered America!"

During the week every man in the class has his special practice in these matters. In the second week the subjects are measurement of horsepower, lining up of engines, piston valve setting and the condenser and air pump.

The third week the laboratory subjects are the salinometer, duplex pump, water column and safety valve, while in the last week there are exercises with injectors, turbine-driven pumps, and an afternoon spent in a large stationary power house.

Special Courses for Special Work. This is the course at Massachusetts "Tech." It may vary at other schools, but the underlying principles of instruction are the same. In the school at Philadelphia, the largest in attendance, now holding its sessions in the house building with a class well over a hundred, special attention is given to refrigerating machinery.

It is part of the plan of the board to train men in a knowledge of all kind of special equipment carried in the mechanical outfit of a modern ship.

Turbine ships, for example, must have specially trained engineers. The latest development in these vessels, the machines for driving ships are in the geared turbine, a complicated and highly delicate piece of mechanism.

To provide a proper proportion of turbine engineers to meet coming demands the shipping board has sent picked men to the works where most of its turbines are made, with instructions that the men "grow up with the engines." It may vary at other schools, but the underlying principles of instruction are the same. In the school at Philadelphia, the largest in attendance, now holding its sessions in the house building with a class well over a hundred, special attention is given to refrigerating machinery.

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WIGLEY'S



We will win this war—
Nothing else really matters until we do!



The Flavor Lasts

United States in the first three months of this year produced 50,384 pounds of metallic magnesium

TOO WEAK TO FIGHT

The "Come-back" man was really never down-and-out. His weakened condition of overwork, lack of exercise, improper eating and living demands stimulation to satisfy the cry for a health-giving tonic and the following sleep-altering capsules. DR. MEDAL, Hartford Oil Capsules, the National Reddy Oil of Holland, will do the work. They are wonderful. Three of these capsules each day will put a man on his feet before he knows it. Whether his trouble comes from uric acid poisoning, the kidneys, gravel or stone in the bladder, stomach derangement or other ailments that befell the over-taxed American. The best known, most reliable remedy for these troubles is DR. MEDAL, Hartford Oil Capsules. This remedy has stood the test for more than 200 years since its discovery in the ancient laboratories in Holland. It acts directly and cures without delay. Do not wait until you are entirely down-and-out, but take them early. Your druggist will gladly refund your money if they do not help you. Accept no substitutes. Look for the name DR. MEDAL on every box, three sizes. They are the pure, original, imported Hartford Oil Capsules—Adv.

Kansas City street railway uses six-cent nickel slugs as tickets.

For PINK EYE

Cures the sick and acts as a preventative for others. Laid down on the tongue. Safe for broad masses and all others. Best kidney remedy. 50 cents a bottle, \$1.50 a dozen. Sold by all druggists and turf goods houses. Express paid by the manufacturer. Booklet, "Distemper, Chills and Cures" free.

SPRINT MEDICAL CO., Goshen, Ind., U. S. A.

Indigestion, Bloat, Heartburn, Caused by Acid-Stomach

What is the cause of indigestion, dyspepsia, loss of appetite, food poisoning, heartburn, bloat, acid stomach, etc.?

It is the result of an acid stomach. The stomach is the organ which digests the food. If it is not properly functioning, the food is not properly digested, and the result is indigestion, bloat, heartburn, etc.

A wonderful new remedy, known as EATON'S, has been discovered. It is a powerful stomachic, and it acts directly on the stomach, and cures the acid stomach, and the result is indigestion, bloat, heartburn, etc.

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