

CARGOES TO CAPE

Twenty-four Grain Ships to South Africa.

GREAT RECORD FOR '02-'03

Thirteen Vessels for Australia During This Season.

TOTAL VALUATION, \$6,500,000

Wheat and Flour All From the Pacific Northwest States—Puget Sound Ships Equal Amount.

The French bark General Neumayer was cleared yesterday by Balfour, Guthrie & Co. for Port Elizabeth for orders with 14,019 barrels of flour valued at \$50,000, and 41,580 bushels of wheat valued at \$12,842. This is the 21th grain cargo that has cleared from Portland for the Dark Continent this season, and there are six vessels, and possibly more, to load for the same ports before the end of the season. This immense business with South Africa is directly traceable to the failure of the Australian wheat crop on which the residents of the Cape of Good Hope ports have in the past relied for wheat and flour. Portland has not only sent larger quantities to Africa, but already this season has dispatched 13 cargoes direct to Australia. The value of the African cargoes for the season to date reaches a total of \$1,950,007, and 13 Australian cargoes were valued at \$1,243,802, or a total for the two countries of \$3,193,809. All of this wheat and flour was from Oregon, Washington and Idaho ports, and a similar amount has been shipped from the Puget Sound ports exclusive of the wheat and flour brought to Seattle by the Great Northern from Eastern ports. From these figures it is apparent that the farmers of the Pacific Northwest have profited by the Australian crop failure to the extent that they have found a market for over \$6,000,000 worth of grain which otherwise would have been obliged to seek a market in Europe at prices much lower than has been realized for the wheat that went out to Africa and Australia. The grain vessels clearing from Portland since July 1, 1902, and the value of their cargoes were as follows:

Table with columns: Name, Value. Lists various ships and their cargo values.

These clearing for Australia during the same period were as follows:

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There were four more ships in the South African fleet from Puget Sound than from Portland, and less for Australia, but the numerical strength of the fleets were the same from both ports.

The vessels sailing from Seattle and Tacoma for South Africa, exclusive of those carrying Eastern wheat and flour, were as follows:

Table with columns: Name, Value. Lists ships from Seattle and Tacoma.

A recapitulation of these figures gives a total from Portland of \$3,232,809, and from Seattle and Tacoma of \$3,232,716, or a grand total from Oregon and Washington ports of \$6,465,525, an amount considerably in excess of the entire value of the crop of Oregon, Washington and Idaho not a very many years ago. At the same time European shipments are far from insignificant for there have already been shipped to the United Kingdom from Portland this season, nearly 6,000,000 bushels of wheat and nearly 4,000,000 bushels from Puget Sound ports. The total value of the wheat and flour shipped to all ports from Oregon, Washington and Idaho this season will be considerably in excess of \$20,000,000, and may reach \$25,000,000.

Chase Home From Paris Asylum. NEW YORK, April 14.—Moses Fowler

Chase, the wealthy young man of La Fayette, Ind., who was recently found in a sanitarium near Paris by Consul-General Gowdy, reached here today on the Kronprinz Wilhelm from Cherbourg. A fugitive from the law, Chase was taken to Jersey City. The young man came over under an assumed name, and was met by friends, who were armed with a permit from the Collector and accompanied by customs officials to facilitate the landing of Chase. From Jersey City he took a train for the West.

Chase, who was taken aboard by relatives without, it is alleged, the knowledge of his father, had been in a sanitarium four years when discovered by Mr. Gowdy. The Associated Press correspondent on Saturday called that there was reason to believe that Chase was on his way to the United States, but Mr. Gowdy declined to discuss the matter.

INSPECT NATIONAL GUARD

Major Chenoweth Detailed to Report on Oregon Militia. Major Chenoweth, Seventeenth United States Infantry, and at present stationed at Vancouver barracks, has been detailed by the War Department to conduct the inspection of the Oregon National Guard companies in all the cities of the state where companies of the guard are located.

The inspection will not be confined to this state alone, but will be National in scope, all the detachments of the guard in the United States being subjected to the inspection. At the command of Lieutenant-General Corbin, U. S. A., has issued the following instructions to the officers of the National Guard of the United States: With a view to obtaining certain necessary information in the execution of certain provisions of the act entitled "An act to promote the efficiency of the militia and for other purposes," approved August 3, 1902, No. 1, Adjutant-General's office, January 24, 1903, the Secretary of War directs that the commanding Generals of the various geographical departments shall designate some number of experienced officers as may be necessary to inspect all of the organized militia of states and territories lying within the limits of their respective departments.

The number of officers to be designated for this work in each department will depend upon the number of cities and towns in which the militia organizations are located, the object being to perform the work of inspection as expeditiously as practicable, with due consideration for thoroughness and economy of transportation expenses. The work will be completed without delay.

Immediately upon receipt of this order the Adjutant-General of the respective states and territories within their departments with a view to arranging the same in accordance with the various instructions; the number of inspectors necessary and arrangement of their itineraries; the character of the reports to be made; the nature of the several organizations, which should be prepared and submitted to the inspectors upon their arrival at the rendezvous thereof, and all other matters which may be deemed proper. As soon as practicable thereafter the inspectors will be ordered by the several department commanders to begin their work and complete it as rapidly as practicable, giving the dates, hours and places for the inspections each to be taken to accommodate them to the usual avocations of the personnel of the militia, and to the concentration of companies of regiments and battalions composed of scattered companies need not be made where it would impose expense to the individual or to the state.

The inspectors will determine—First—The strength of the various organizations, full names, names of officers and classification of officers and men present and absent as shown by the official returns, verifying the officers from duly certified lists, together with a report as to whether or not all the officers and men are regularly enlisted.

Second—A return showing all United States rifles and carbines on hand, with all attachments and equipments, ammunition or parts of ammunition therefor.

(a) Separate return showing all United States standard service magazines, arms, bayonets, bayonet cutters, carbide guns, slings, belts, and such other necessary accoutrements and equipments as have been issued since December 1, 1901.

(b) An estimate showing the number of United States standard service magazine arms (rifles and carbines), with bayonets, bayonet cutters, carbide guns, slings, belts, bayonet cutters and equipments, including sabers, pistols and horse equipments as are prescribed for the regular Army of the United States, required for arm and equipping the organizations, based upon the numbers reported in return herein required from inspectors, the quantity on hand (estimated and unestimated) and the quantities to be supplied to complete equipment.

Third—Whether the organizations are sufficiently armed and equipped for active service in the field.

Fourth—Whether the organizations during the year ending June 30, 1903, have participated in any military maneuvers, or for military practice, of instruction at least five consecutive days, and have assembled for drill and instruction at company, battalion or regimental armories or rendezvous, or for military practice, for more than 24 times, and shall have been inspected at some time during the year, under the authority of the Adjutant-General, or by an officer of the militia thereof, or by an officer of the regular Army under authority of the Secretary of War.

SNOW MOUNTAINS

Usual High Water Stage is Expected This Year.

MAY REACH 24 FEET IN JUNE

Reports to Local Weather Bureau Office From Headquarters of Columbia and Snake—Work on Light-house Tender Heather.

Reports to the local Weather Bureau office from the headquarters of the Columbia and Snake Rivers are that there was more snow in the mountains at the end of March than usual. The snow came early and was heavy during December and January, but light in February and March. It packed solid early in the season, which insures slow melting, and abundant water for irrigation purposes as anticipated during the coming Spring and Summer in Eastern Oregon, Eastern Washington and Idaho.

The annual rise in the Lower Columbia River depends largely upon the temperature during April and May. There is always snow enough in the mountains to cause a flood, provided it melts quickly, and earlier in the season the melting necessarily be empirical in character. In 1900 the high water at Portland was 17.8 feet on May 24. The snowfall that year was quite light over the entire drainage area. In 1901 the highest stage at Portland, during the Spring rise, was 20.8 feet on June 2, and the snowfall was about the same as the year before, the higher water of 1901 being due to the fact that in 1902 the highest water at Portland was 20.8 feet on June 4, which is the same as the previous year, and it occurred on nearly the same date. The snowfall during the winter of 1901-1902 was considerably heavier than during the preceding winter, and the Spring was also backward. The reason that the water did not reach the point at Portland earlier this year is that the melting of the snow was interrupted by several cool spells, which checked the rise at high stages, and although the water did not reach the point out to sea was greater than in the previous year, the flood crest was no higher.

Many of those reporting the depth of snow in the mountains and water in the rivers during the winter of 1899-1900, the high water following at Portland that season was 24.2 feet on June 2. It is thought that, with the conditions during April and May, the flood crest at Portland this year will reach a stage of 24 feet about the middle of June. Should the melting be rapid and continue uninterrupted, the stage will be somewhat higher than 24 feet, but, with marked cool spells intervening, the stage will be a foot or two lower than the foregoing estimate. A stage of 24 feet at Portland necessitates a stage of about 43 feet at The Dalles, and 35 feet at Umatilla.

FARALLONE SIGNAL STATION.

Outlying Islands in Cable Communication With Shore. WASHINGTON, April 14.—The landing and successful operations of a Government cable connecting San Francisco and the Farallone Islands, 30 miles outside the Golden Gate, is announced in an official report received late this afternoon by Chief William L. Moore of the Weather Bureau. This is an important extension of the weather service, authorized by Congress as the result of repeated representations from the maritime community. The station will be a valuable aid in the display of storm warnings from the Farallone station and all vessels will report to the station by signal and the observer will report by radio to the shore station. This announcing arrivals several hours ahead of the arrivals. The service will promote the calling of tug, the communication of weather reports, and the conveyance of such maritime information important to passing craft and to San Francisco business men.

LONGEST STEAMER AFLOAT.

Kaiser Wilhelm II, Now on Maiden Voyage, May Be the Fastest. NEW YORK, April 14.—Germany is not likely to lose her transatlantic record for some time to come, says the London representative of the Tribune. The contracts for the new Cunard liners have not yet been placed, and the new North German Lloyd liner, Kaiser Wilhelm II, will leave Bremen today on her maiden voyage across the Atlantic will, it is confidently expected, wrest from the Kronprinz Wilhelm the honor of being the fastest trans-Atlantic liner afloat, and as she is over 700 feet long, she will be the longest. Some idea of the magnitude of the new steamer may be gathered from the fact that she has eight decks and four sets of quadruple expansion engines, an aggregate of 60,000-horsepower. There are accommodations for 75 first-class, 345 second-class and 750 steerage passengers, and the crew will number over 600.

WORK ON THE HEATHER.

Tender to Be Wired and Charthouse to Be Built. The new lighthouse tender Heather, which has been lying at the Southern Pacific dock since she was brought around from the coast, was moved up the pier of East Oak street yesterday, where further progress will be made toward completing her. The Portland General Electric Company has been given the contract for wiring the Heather. The dynamo that was taken from the Umatilla Reef lightship, when the change was made from electricity to oil, will be placed on the Heather. The tender will also be built on the upper deck. When this work has been completed, the tender will be in shape for cruising along the coast and on the coast of the Pacific to be able to make long ocean voyages.

Cargo Ships From Antwerp.

The latest addition to the list of cargo ships coming to Portland is the German ship Arthur Pflger, which Balfour, Guthrie & Co. have laid on at Antwerp to load general freight. The Pflger arrived at Ipswich 18th, after a 104 days' passage from San Francisco with a 360-ton cargo. Other ships coming from Antwerp or loading there for Portland are the Saxon, Beranger, Andre Theodore, Confor, Marechal Turenne and Creagmore. The reports now indicate that the Pflger will bring out nearly 20,000 tons of cargo.

Transport Captain Exonerated.

SAN FRANCISCO, April 14.—Captain A. E. Frazier, lately in command of the investigation of the collision of the Oregon with the Bernardino Strait, off the coast of Luzon, on the night of December 26, has arrived here from Hong Kong. He is under orders to report here to Major Devol, superintendent of the transport service. Captain Frazier was exonerated from blame in the accident which occurred to the Sherman by the board of investigation of which General Humphreys was president.

Pilot Commissioners Meeting.

ASTORIA, Or., April 14.—(Special.)—The regular monthly meeting of the Oregon Board of Pilot Commissioners was held this afternoon, all the members being in attendance. The only business transacted was the renewal of the river contracts held by Captains Perchen and Colson. A communication was received from the bar pilots asking that the pilot schooner San

Jose be sold to them in accordance with the resolution passed at the recent session of the Legislature. No action was taken in the matter, the board deciding, for the present, at least, to stand by the action of the former board.

CHILKOOT TO GO TO PUGET SOUND.

ASTORIA, Or., April 14.—(Special.)—The launch Chilkoote, recently built by R. M. Leathers for the Pacific Packing & Navigation Company, will leave out for Seattle as soon as her official number arrives. Captain Dan McVicar will have command of the launch during the run up the coast, and Enoch Peterson will have charge of the engine.

Vessel's Condition Approved.

ASTORIA, Or., April 14.—(Special.)—Captain Hoben, Lloyd's surveyor, of Portland, was in the city today and made a final inspection of the bark Harry Morse and the ships Berlin and W. P. Sargent, about which the dredge was being in a few days. The condition of each of the vessels was approved.

Lumber for San Francisco.

ASTORIA, Or., April 14.—(Special.)—The American barantine Tam o' Shanter cleared at the Custom-House today for San Francisco, with a cargo of 630,000 feet of lumber loaded at the Knappaont mills.

Crew of Seow Drowned.

PHILADELPHIA, April 14.—The scow Hugh capsize during a gale last night, and four of the crew were drowned.

Marine Notes.

The Drumblerton is discharging sulphur at Columbia dock No. 1. The new 20-inch pump for the Port of Portland dredge, Portland has arrived from backlanta, and the dredge was brought up yesterday to have it installed.

The Crown of India has completed her lumber cargo at the Eastern mill and hauled into the stream. She has 1,200 tons on board, and her destination is South Africa.

The steamer Grace Dollar, which has arrived up from San Francisco with general cargo, will load lumber at Westport for San Pedro, the Commodore Dollar is loading there for the same place.

The French ship General Neumayer left down yesterday in tow of the Oklahoma. She is bound for South Africa, and will be loaded for Bristol Bay in a few days, of a total value of \$85,507.

Domestic and Foreign Ports.

ASTORIA, April 14.—Arrived at 1 and left at 11 A. M.—Steamer Grace Dollar, from San Francisco. Arrived at 1 and left up at 2 P. M.—Steamer Dispatch, from San Francisco. Sailed at 12 P. M.—Amador, for Glasgow. Left at 12 P. M.—Moderate, wind, southwest; weather, cloudy.

Greenock, Arrived—Norwegian ship Astoria, from Portland. San Francisco, April 14.—Sailed at 1 P. M.—Schooner Forest Home, for Portland; ship Santa Clara, for Bristol Bay; steamer Astoria, for Coos Bay; schooner Advance, for Coquille; schooner Lisle Prie, for Coquille; schooner Irene, for Port Townsend; schooner L. Small, for Coos Bay. Arrived—Steamer San Pedro, from Gray's Harbor; steamer Aberdeen, from Willapa; steamer Sequoia, from Seaside.

Genoa, April 14.—Arrived—Algeria, from Genoa; Kroprinz Wilhelm, from Bremen; Lahn, from Genoa. Sailed—Anchorage, for Glasgow; Liguria, for Genoa; Celtic, for Liverpool.

Genoa, April 14.—Sailed—Lombardia, for New London. April 14.—Arrived—Mianetonska, from New York.

Hoguen, Wash. April 14.—Sailed—April 12, schooner Danforth, from Hoquiam; Genoa, from Arrived—Northern Chehalis, from San Francisco, for Aberdeen.

Sox, April 14.—Arrived—Ajax, from Glasgow. Arrived—Northern Chehalis, from San Francisco. Sailed—Steamer City of Puebla, for San Francisco; steamer Spokane, for Shagway.

RAINS CHECK FARM WORK

Winter Wheat Looks Well—Frost Nips Fruit. WASHINGTON, April 14.—The Weather Bureau issued the following weekly summary of crop conditions:

In the districts east of the Rocky Mountains during the week ending April 13, the temperature has been highly favorable for growing vegetation, but farm work was very generally retarded by rains in the central and central valleys and the Pacific Coast districts, while complaints of lack of moisture are received from portions of the Central and West Gulf States. In the central and Northern Rocky Mountain districts and on the Northern Pacific Coast the season is very backward, and Washington and Oregon have suffered from a cold, wet weather. In California the conditions are generally favorable, with the exception of some damage by frosts.

The condition of winter wheat is generally excellent, and it has made splendid progress since the first of the month. In the Upper Ohio Valley, however, the freeze of the 4th and 5th caused some injury. On the whole, the condition of the winter wheat belt east of the Rockies is more promising than for years.

In California the outlook is also promising, but in Oregon and Washington the conditions of the crop are less favorable, especially in the last-named state, where about one-third of the acreage will be re-sown.

Spring wheat seeding is nearly completed in Iowa and Nebraska, and is progressing well in South Dakota; none has yet been sown in North Dakota and in Northern Minnesota, but in Southern Minnesota some has been sown on rolling lands. By the close of March, which was a very mild month, all fruits were unusually far advanced.

The reports now indicate that the peach varieties of fruit have suffered severely for the month, particularly the peach. In California, while some damage has been done by frost, the outlook is favorable; on the North Pacific Coast the season is so backward that fruit has not been exposed to injury.

MARKET SHOULD IMPROVE

PROSPECTS FOR EASIER MONEY IN NEXT SIXTY DAYS.

Keystone of the Future Will Be the Crop Outcome, Outlook for Which is Good.

NEW YORK, April 14.—Henry Clews' weekly Wall-street letter is as follows:

Three days of interruption to business on the Stock Exchange, due to the observance of Good Friday, naturally tended to inactivity. The past week, however, has developed a steeper undertone in the market, chiefly owing to money prospects, somewhat improved and partly because most of the known drawbacks have been well discounted.

For the next 60 days at least money market conditions should improve. Funds will shortly begin to return from the interior, and the season is approaching when ordinary business demands tend to be somewhat improved and partly because most of the known drawbacks have been well discounted.

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counted by the last three months' decline. Prices are now 15 to 20 points below the top level; some gilt-edge stocks have even fallen more. Loans have contracted heavily by \$200,000 during the same period. This is a pretty severe liquidation, but a remarkable fact being that it has been accomplished without any important financial trouble or even rumors of such. The losses, some of which were largely on paper, have fallen chiefly upon interest-bearing securities, which are being gradually liquidated, and which will be offset by release of the \$200,000,000 from the Treasury in payment for the Panama Canal. Even should all of the liquidation be taken into account, it would have a beneficial effect, as it would strengthen the situation here and it would readily expand our credit in that market if necessary. Paris today is the strongest of all the financial centers; money is abundant there, and the London "Times" recently aptly described that market as the "sheet anchor" of the financial world.

After all, the keynote to the future will be the crop outcome. Our market will be much more dependent upon this issue than in 1902. The outlook is excellent. Winter wheat is in unsurpassed condition; and for all crops we are likely to have an increased acreage. The winter wheat crop is in unsurpassed condition; and for all crops we are likely to have an increased acreage. The winter wheat crop is in unsurpassed condition; and for all crops we are likely to have an increased acreage.

Installation Not First in Portland. PORTLAND, April 14.—(Special.)—In the article in The Oregonian this morning relative to the installation of Rev. E. L. House, D. D., it was stated that the event will be the first installation to occur in the city for 40 years, and the second occurrence of its kind in the State of Oregon. The writer has overlooked the fact that last year, May 1, Rev. George Crowder, D. D., was installed pastor of the Unitarian Church in Portland, in accordance with the custom of Congregational churches, whether Unitarian or Trinitarian. It may be added that at Dr. Crowder's installation, the specific act of installation was performed by laymen of the church, and not by a council, thus following the original practice of the oldest churches in New England, the First Church in Salem, Mass., the First in Boston and others elsewhere, of which are today in the Unitarian fellowship. G. G. GAMBANS.

Closing of Mill Averts Fight. OTTAWA, Ont., April 14.—The Hawkesbury Company's mills have been closed down altogether. Mr. Mackenzie King, Deputy Minister of Labor, was sent for, and he left to endeavor to bring the men and the company together with a view of effecting a settlement.

New Man in Commerce Department. WASHINGTON, April 14.—William Miller Collier, of New York, has been detailed as secretary of the Department of Commerce and Labor, beginning today.

God Medal At Pan-American Exposition. Lowney's Cocoa Beans. Unlike Any Other! The full flavor, the delicious quality, the absolute Purity of Lowney's Breakfast Cocoa distinguish it from all others.

DR. BURKHAUS' WUNDERFUL OFFER. 30 DAYS TREATMENT. 25 CENTS. VEGETABLE COMPOUND. Press the body of every imperfection. Now is the time to cleanse the system of the impurities that are accumulating in the blood.

Nasal CATARRH. Ely's Cream Balm. In all its stages there should be cleansing. Ely's Cream Balm cleanses, soothes and heals the diseased membrane. It cures catarrh and drives away a cold in the head quickly.

Acute Chest Pains From "Tobacco Heart." Valvular Heart Disease Threatened. Dr. Miles' Heart Cure Cured Me. The effect of excessive smoking shows by such symptoms as heart pains, heartburn, smothering spells, shortness of breath, fluttering and palpitation, is most serious.

Baby Mine. Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and danger incident to the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use.

WINE OF CARDUI. Wine of Cardui regulates menstruation, cures bearing-down pains, nervousness, irritation of the membranes and all manner of female weakness. THE GREAT FAMILY MEDICINES. Theodor's Black-Draught is the original liver regulator. Its results are as far-reaching and important as the influence of the liver on the human body.

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