TEN BALLOTS TAKEN

And Still No President of the Port of Portland.

LITTLE CHANGE IN THE VOTE

Adjournment Taken Until Monday, When Another Attempt Will Be Made to Settle the Question—Drydock Under Discussion.

The struggle to obtain control of the Port of Portland Commission is no nearer a settlement than it was at the first meeting. Yesterday the Commissioners took ten ballots in an effort to elect a president; but the deadlock could not be broken. Two votes were the most any candidate could get hold of. Thomas and Pease made this showing for seven consecutive ballots, Adams, Swigert and Willis each receiving one vote. On the eighth ballot Pease lost a vote to Willis, and so it stood to the end. The best of feeling apparently prevailed, but, after a while, Commissioner Adams got tired of the monotony and moved to adjourn. The others were evidently of the same mind, and it was unanimously voted to postpone the struggle until next week. Adjournment would have been taken until today, but, as Mr. Willis cannot be present, it was agreed to meet again Monday afternoon at 4 o'clock.

Before the balloting began, the board, with Temporary Chairman Thomas presiding, took up the question of changing the sheathing on the deck of the drydock. At the preceding meeting Engineer Lockwood had suggested that heavier lumber be used for the purpose. He was asked to submit an estimate on the difference in cost, and reported that the thicker sheathing would cost about $240 more. He wanted the change made, as it would afford greater protection to the deck.

Captain Spencer, from his experience with sheathing, concluded that it would only cause the timbers beneath it to decay the sooner. Mr. Thomas thought the deck should have all the protection possible against wear from the falling of tools and hauling of material over it, to which Captain Spencer replied that the dock would probably rot before it wears out, for all the work it will have to do. Mr. Willis, in order to settle this controversy, moved that the sheathing be left off entirely, and his motion carried. Then, as there was no other business before the board, Commissioner Driscoll suggested that they proceed with the balloting, which was done.

CRIMPS AT WORK.

How a British Skipper Saved Young Man From Being Shanghaied.

The crimps are still doing business at San Francisco, according to the San Francisco Call, which says that the British ship Loch Finlas is ready to sail for Callao, and among the sailors shipped on the vessel was one man of whose services Captain Dean declined to avail himself. He was not a sailor. The first evidence of this was brought to Captain Dean's attention by the man himself. The landsman was delivered on board with the rest of the crew during the skipper's absence. When Captain Dean boarded his ship the man that was not a sailor approached him.

"The captain, I believe?"

"Yes, sir," replied Dean. "What can I do for you?"

"I understand you have no purser on this vessel. I have some money here, which I wish you would take care of for me."

Captain Dean gasped. This was the first time in his experience that a sailor had shipped with money in his pocket, and this man had six $10 gold pieces, which he counted carefully into the captain's palm. A little questioning and the mystery was explained. The young man was not a sailor. He arrived recently from the East. The sailor boarding house people had found him on the water front looking for work. They were short one man for the Loch Finlas. They told him the vessel was going to Seattle and that all he would have to do would be to keep a record of the ships met along the coast and that he would be on duty only during the daytime. He believed them and was shipped as a sailor on a lumber-laden lime-juicer bound for Callao. The possession of money called attention to his lack of sailorly instinct, and Captain Dean's refusal to take advantage of the landlubber's predicament has saved him from being shanghaied.

EXPLORING THE ANTARTIC.

Future Work Will Be Done in Balloons, Not in Ships.

There are three European exploring expeditions in the Antarctic zone, seeking not so much to reach the pole as to learn something of that vast ice field which is now the greatest remaining mystery of our earth. Much more is known of the Arctic zone.

Lieutenant Shackleton, a British naval officer, on his way home to England, was one of the crew of the ship Discovery that went out in 1901. About all of importance that this expedition succeeded in determining is that impassable ice bars the progress of ships, his own vessel being frozen in when he started for New Zealand. By the use of a balloon the expedition discovered a body of land hitherto unknown, but so far from the ship that it was impossible to reach it.

The suffering entailed in Arctic or Antarctic exploration can be curtailed, but not entirely overcome. After a certain stage—as various expeditions have proved—further progress must be made over uneven ice surface, necessarily very slowly, with dogs and sledges. The hope of the future explorer must lie in balloons, but not until our system of air navigation is perfected. Andree's experiment was sheer hardihood and resulted in his death.

SNAKE IS FALLING AGAIN.

Indications Not Very Good for Water on Front Street.

The Willamette stands at the 22-foot mark, and is rising now at the rate of six inches a day. It will come up slowly during the remainder of the week, reaching 23½ feet by Sunday and 24 feet by Monday afternoon or Tuesday morning. This is according to the estimate of Forecast Official Beals. Enough snow, he says, has already melted to approximate closely the stages he predicts. The weather is becoming cooler over the upper Columbia and Snake basins, and as cloudiness will increase, this will greatly check the melting of snow.

The Snake River has already began to fall at Riparia and Lewiston, but is still rising slightly at Weiser. The upper Columbia is still coming up with its usual force, both Northport and Wenatchee reporting a rise of 1.2 feet. At Umatilla a half-foot rise was recorded yesterday. While it would not be wise to hazard a guess yet as to the ultimate outcome of the flood here, still there is nothing in sight to indicate that we will have water on Front street this Summer.

SPEEDING BOATS ON WATER FRONT

O. R. & N. Officials Say Their Captains Are Not to Blame.

While wharf-owners and warehousemen along the river front are complaining of the reckless speed at which steamboats pass in front of the city during the high stage of water, the officials of the O. R. & N. Co. want it understood that their boatmasters are not guilty of violating the city ordinance in that respect. Every captain in the employ of the company has been served with a written notice from the port captain warning him not to pass through the harbor at such speed that the swells of his boat will cause any damage to property along shore. The Hassalo has the reputation of kicking up a great swell, but her captain is particularly careful to go at slow speed within the city limits. O. R. & N. men object to the comparison made between the Hassalo and the Bailey Gatzert in this matter, saying that the Gatzert goes at such speed as to seriously endanger property along the bank. Complaint is also made of the way the Undine, Ione and other boats go past the city front.

Shipbuilding in May.

The Bureau of Navigation reports 128 vessels of 53,530 gross tons were built in the United States and officially numbered during May. Of the number, 48 of 11,381 tons were sail, and 78 of 42,149 tons were steam. The largest steel steam vessels included in these figures are: D. G. Kerr, 5531 tons, built at West Superior, Wis.; City of Macon, 5311 tons, built at Chester, Pa.; Simoloa, 4539 tons, built at West Bay City, Mich.; Anna S. Minch, 4285 tons, built at Chester, Pa.; Sinoloa, 4539 tons, built at Lorain, O.; Charles M. Warner, 3812 tons, built at Chicago, and Ligonier, 3737 tons, built at Camden.

Heather Receives Her Crew.

The lighthouse tender Manzanita arrived up at noon yesterday and tied up alongside the new tender Heather, at the foot of East Oak street, where her crew will be transferred to the new boat. The personnel of the officers of the Heather will be: W. E. Gregory, master of the Manzanita, captain; E. Hammerstrom, of the Manzanita, first officer; Gus Nikander, assistant keeper of Tillamook Rock lighthouse, second officer; Harry C. Lord, superintendent of construction of the Heather, chief engineer; Henry E. Wilson, assistant chief engineer of the Manzanita, assistant chief.

Repairing the Transport Fleet.

SAN FRANCISCO, June 11.—Plans and estimates are now being drawn up for the improvement in the boilers of the Army transport Buford, now lying in the bay with the other discarded vessels of the Army fleet. The Warren, Crook and Meade are in a state of repair, and are ready to be put into commission at any time. The Sheridan will sail for Manila on July 20. The next transport to reach this port will be the Thomas, which leaves Manila on the 16th of the month, arriving here about the middle of July.

Queen Is Busy Towing.

The Harvest Queen is making a good towing record. She left down the river at 5 o'clock Wednesday morning with the schooner John A., started up at 2 o'clock in the afternoon with the schooner Virginia, arrived here at 4 o'clock yesterday morning, and went back at noon yesterday with the wheat ship Donna Francisca. In her spare time in this harbor she moved the Duquesne from Irving dock to Montgomery No. 2.

Launch Nola Nears Completion.

ASTORIA, Or., June 11.—(Special.)—The gasoline launch Nola, which is being built by R. M. Leathers for the Washington State Fish Commissioner, will be launched on Wednesday, June 24. She will be ready to go into commission immediately, and Deputy Commissioner Burton has appointed Al Humes, of Chinook, as her engineer.

New Captain of the Sheridan.

SAN FRANCISCO, June 11.—Captain Thomas Peabody has been appointed to the command of the transport Sheridan to succeed Captain Pierce, who will become master of one of the new steamers of the Northern Pacific Railway Company's fleet.

Gleaner Clears at Astoria.

ASTORIA, Or., June 11.—(Special.)—The barkentine Gleaner cleared at the Custom-House today for San Francisco with a cargo of 640,000 feet of lumber, loaded at the Knappton mills.

Marine Notes.

The schooner Oakland and steamer Acme are loading lumber at Inman, Poulsen & Co.'s for San Francisco.

The steamer Homer is taking on Government supplies at Coloma dock and will sail today for Alaska. She is under charter to the lighthouse engineers.

Domestic and Foreign Ports.

ASTORIA, June 11.—Left up at 10:50 A. M.—British steamer Oakley. Sailed at 11 A. M.—Schooner John A., for San Francisco. Sailed at 2 P. M.—Barkentine Gleaner, for San Francisco. Condition of the bar at 4 P. M., moderate; wind, southwest; weather, cloudy.

San Francisco, June 11.—Sailed at 2 P. M.—Steamer Prentiss, for Portland. Arrived—Steamer Queen, from Victoria; schooner E. K. Wood, from Fair Haven. Sailed—Steamer Montara, for Seattle; Schooner Blakeley, for Port Blakeley; schooner Luzon, for Tacoma; schooner Ida Schnauer, for Port Gamble.

London, June 11.—Arrived—Sicilian, from Boston.

Liverpool, June 11.—Arrived—Saxonia, from Boston.

Glasgow, June 11.—Sailed—Carthagenian, for St. Johns.

Queenstown, June 11.—Sailed—Westernland, from Liverpool, for Philadelphia; Majestic, from Liverpool, for New York.

Havre, June 11.—Arrived—La Savoie, from New York.

Cherbourg, June 11.—Sailed—Kaiser Wilhelm II, from Boston and Southampton, for New York.

New York, June 11.—Sailed—Fuerst Bismarck, for Hamburg, via Plymouth; Labretagne, for Havre; Numidian, for Glasgow; Bremen, for Bremen, via Plymouth and Cherbourg. Arrived—Germanic, from Liverpool and Queenstown.

Scilly, June 11.—Passed—Deutschland, from New York, for Plymouth, Cherbourg and Hamburg.

Gibraltar, June 11.—Sailed—Lahn, from Genoa and Naples, for New York.

Seattle, June 10.—Arrived—Tug Fortune, from Boston. Sailed—Steamer Eureka, for Nome. Arrived June 11—Steamer Humboldt, from Skagway. Sailed—Tug Fortune, for Bremerton; steamer Tampico, for Nome. Arrived—Steamer Dirigo, from Skagway; British steamship Celtic Race, from Tacoma.

THE WEST AMAZES HILL.

Railroad President Finds Business Conditions the Best in Years.

NEW YORK, June 11.—James J. Hill, president of the Great Northern Railroad and Northern Securities Company, who has just returned from an inspection tour of the Far West, says, according to the Herald, that he never found fundamental business conditions more promising.

"I cannot say that I ever saw the crops of the Northwest in more flourishing condition at the season—not for 20 years at any rate," he said. "All the railroads have come to satisfactory understandings with their employes, and I look for no more trouble for a considerable time."

JURY INDICTS MAYOR.

Pittsburg Executive Must Answer for Discharging an Old Soldier.

PITTSBURG, Pa., June 11.—The grand jury has returned a true bill against William B. Hays, Mayor of Pittsburg, charging him with misdemeanor in discharging Samuel Moore from the city's employ. Moore was an official of the ordinance bureau of the city, and an old soldier. On March 31, 1901, he, with a number of others, was discharged from the city employ by Hays. The matter was taken up by the old soldiers of the city and a test case made in Moore's behalf.

Persons suffering from sick headache, dizziness, nausea, constipation, pain in the side, are asked to try one vial of Carter's Little Liver Pills.

CHURCH ADOPTS RULES

NEW TESTAMENT THE ORGANIC LAW OF CENTRAL BAPTISTS.

Resolution Is Adopted in Favor of Social Work, but Against Questionable Methods.

The Central Baptist Church, composed of members from the Second Church and some others, in all there being 102 charter members, has just adopted the constitution prepared by the general committee appointed for that purpose, and at a meeting held in the United Brethren Church elected officers. Rev. William E. Randall is pastor of the new church. The constitution adopted contains some points somewhat different from other Baptist churches, the main features being summed up in the following extracts from that document:

Deeming the New Testament a sufficient and binding rule of faith, the same is adopted as the organic law of the church.

A part of Article III, membership: "Not rank, station in life, possession of wealth, but Christian character and a purpose to do the Master's will shall be deemed the qualification for membership."

Article VI., departments of work: "For the more systematic prosecution of the stewardship intrusted to the church the following departments will be organized: Public worship, instruction, including bible schools, kindergarten, industrial school, and a forum for the study and discussion of practical questions; social, public gatherings, systematic visitation, welcome to strangers; fellowship and watchcare; missionary, philanthropy, literature."

Standing resolutions: "We believe social work should be undertaken by the church for the welfare of the congregation and community, and deem it improper to limit the opportunities in this department of Christian service by the introduction of money-making as a motive. This church will refrain from every questionable method of raising money. This church will not prescribe rules for the regulation of personal conduct, deeming the principles of God's word and the individual conscience of supreme authority, but recognizing the influence of example and the obligation to 'walk worthy of the Lord unto all pleasing,' we will seek in our relation to recreation, amusements and the Lord's day to discountenance all things whereby a brother or sister may be made weak or that may prove a stumbling block to the unsaved."

The officers are as follows:

Deacons, Henry Shogren, James Wall, U. S. Blakney, J. C. Werschkul, A. L. Johnston; trustees, A. T. Webb, H. M. Beckwith, J. E. Magers, Jos. C. Gibson, W. L. Morgan; C. A. Merriam, A. R. Fraser; principal committee, Henry Shogren, U. S. Blakney, A. L. Johnston, A. T. Webb, Jos. C. Gibson, J. E. Magers, A. R. Fraser, W. L. Morgan, William E. Randall, Miss Clara L. Webb, G. W. Wisdom, president C. E. Society; department of instruction, J. E. Magers, superintendent; Bible school, G. W. Wisdom, superintendent; financial secretary, A. R. Fraser; treasurer, W. L. Morgan; organist, Miss Ruth Shogren; clerk, Miss Clara L. Webb.

The recognition council has been called to meet in the United Church, East Fifteenth and East Morrison streets, June 22, and the Central Church yesterday sent out the following invitations: "To the Baptist Church of Christ: In behalf of above 102 brethren and sisters organized into the Central Baptist Church of Portland, Or., you are invited to send your pastor and two delegates to sit in council with us on June 22, 1903, at 3 o'clock P. M. and evening, if it shall be judged agreeable to the will of God to recognize us as a regular Baptist church in fellowship with you. Invitation is extended to 16 churches and 12 additional individuals that the council may be representative. Done by order and direction of the Central Baptist Church, Portland, Or."

The above is acording to the usages of the Baptist denomination. Whether there will be any opposition to recognizing the Central Baptist Church by the council remains to be seen. Mr. Randall, pastor of the Central Church, has no doubt but the new society will be recognized and admitted to fellowship with other Baptist churches.

TO BUILD A HALL.

Mount Tabor Camp, W. O. W., Has Taken Up the Project.

Mount Tabor Camp No. 316, Woodmen of the World, has taken up the proposition of erecting a two-story building 40x70 at Mount Tabor for fraternal and business purposes. At the last meeting the matter was thoroughly discussed, and all present favored undertaking the work. A committee composed of J. Repka, C. B. Nelson and E. J. Rathburn was appointed to prepare details. A joint stock company will be formed with a capital stock of about $2,500. An architect will be consulted. It is estimated that such a building as is wanted, with the hall for fraternal purposes on the second floor furnished, will cost $2200. It was also estimated that at least $1200 of the stock can beplaced among the 50 members of the camp.

The committee will also investigate two sites suggested. One is on West avenue, where the Oriental hall stood, which can be had for $350, and the other is on the corner of West avenue and the track of the Mount Tabor electric railway, where the station stands, which will cost $500. The latter lot is 50x90, and is considered very desirable, as it is on the railway.

The hall would be used by the Artisans, Masons, Woodmen of the World and Mount Tabor Circle, Women of Woodcraft. Unless the hall is built another lodge of Masons will be organized in Montavilla, as the Mount Tabor lodge now meets in Portland. The need for a public hall is very great, and has been severely felt ever since the Oriental building was destroyed by fire over a year ago. Members of the fraternal organizations at Mount Tabor are pleased that the Woodmen have taken hold of the hall project, for it is felt they will carry it through to a successful conclusion with their usual vigor.

MISS BIRDIE M'CARTY, WHO WAS AWARDED $22,500 FOR BREACH OF PROMISE.

Yesterday morning at 10 o'clock the jury in the McCarty-Heryford breach-of-promise case was discharged and the attorneys for the defense were given 30 days in which to file a motion for a new trial. Judge Bellinger had evidently reconsidered his intention to set aside the jury's verdict of $22,500 adjudged as damages to Miss McCarty and no reference to such an order was made. While the attorneys for Heryford decline to discuss the matter it is generally believed that the defense will not accept the verdict and that a new trial will be asked for. The judgment is the largest ever awarded in a similar case in this court, and Miss McCarty and her legal representatives were the recipients of congratulation from many people who have followed the trial. The plaintiff is still in the city, and has not yet decided when she will return to her home in Michigan.

G. A. R. Delegates Will Trolley Ride.

Representatives to the G. A. R. encampment, which meets in Portland June 24, will probably be given a trolley ride through the city. Sumner Post, No. 12, of the East Side, has gone on record as opposed to a parade through the streets and favors giving an excursion on open electric cars. Four open cars would carry the entire delegation. J. S. Foss, member of the committee, spoke of this excursion yesterday to G. C. Caulkins, chairman, who approved of the suggestion. Mr. Foss will bring the matter before the general committee of arrangements this evening at the committee meeting. "We're tired of parades," said Mr. Foss, "but an excursion for the representatives would be just the thing, and I think that it would be pleasing to them. It will give them opportunity of seeing Portland, as the electric cars can carry them all over the city."

Laying an Eight-Inch Main.

The Water Committee is having on 8-inch main laid on East Twenty-eighth street, from the Sandy road north across Sullivan's gulch into Irvington. This main will be attached to the 20-inch pipe as soon as it has been laid to the road, and it will also be connected with the main in Irvington, thus forming a complete circuit in that portion of the city. It will supply the new Holladay addition tract. This main is being laid down into Sullivan's gulch and through the lumber yard of the Doernbecher Furniture Factory Company, and will furnish that plant with water and fire protection. It will probably be a month before the big main will be laid to Oregon street, and a temporary connection will be made with the 6-inch main already on East Twenty-eighth street.

Four New Houses for Brooklyn.

Work was started yesterday on the foundations of four dwellings for Dr. Dav Raffety in Raffety's addition. Two will be built on East Eighth and Taggart streets and two on East Ninth and Ellsworth streets. The buildings will cost about $1600 each. Two more houses will probably be erected on East Eighth and Ellsworth streets by Mallory Raffety. These plans mean improvements costing $10,000 for Brooklyn, more than has been spent in that district for several years.

East Side Notes.

Professor J. E. Hawes and wife have arrived from Athenia, where the former was principal of the Athenia school for the past year.

Mrs. R. I. Sihler, who lives at 31 Grand avenue north, has returned from Eugene, where she was called by the sickness of her mother, who has recovered.

Rev. William E. Randall, pastor of the Central Baptist Church, will leave this morning for Burton, Wash., where he will deliver the baccalaureate sermon at Vashon College Sunday, June 14.

Dwight Knapp, formerly foreman of the machine shops of the Southern Pacific on the East Side, who was promoted to the San Francisco shops, has returned to Portland to remain. His health was not good in California, and he resigned. He is now rapidly recovering.

A Farmer Cured of Rheumatism.

"A man living on a farm near here came in a short time ago completely doubled up with rheumatism. I handed him a bottle of Chamberlain's Pain Balm and told him to use it freely and if not satisfied after using it he need not pay a cent for it," says C. P. Rayder, of Pattens Mills, N. Y. "A few days later he walked into the store as straight as a string and handed me a dollar, saying, 'Give me another bottle of Chamberlain's Pain Balm. I want it in the house all the time, for it cured me.'" For sale by all druggists.

TO EXHIBIT AT ST. LOUIS

STATE '05 FAIR COMMISSION WILL DISCUSS PROJECT.

President Myers Urges Importance of Adequate Display at 1904 Exposition.

The State Lewis and Clark Commission will meet Saturday. The meeting will probably be devoted to a discussion of the exhibit planned for the St. Louis Fair and a general outline of the work to be done by the Commission in this regard will probably be made.

Members of the State Commission are extremely anxious that the co-operation of the people of the entire State may be secured to inure the success of the St. Louis exhibit. It is declared that without the hearty co-operation of the people themselves the exhibit will not be the best that Oregon can make.

"Aside from the patriotic features of the St. Louis exhibit there is the purely business aspect of the undertaking that people are apt to lose sight of," explained President Jeff Myers of the State Commission yesterday. "The opportunity of making a thorough exhibit of the State's resources at a time when attention is directed to the Northwest should not be overlooked. Thousands of Easterners are discussing this section of the country and are anxious either to emigrate here or to make investments in Oregon.

"Of course whatever we do for Oregon will incidentally aid the entire Northwest. For that matter the exhibits of other Northwestern States will aid us and the welfare of Washington, Idaho and Oregon depends largely upon a thorough exhibit of the resources of the Northwest, something that will show to the people of the East the great empire we have in this section of the country.

"The State Commission will do its full share of the work of collecting and arranging the exhibit from Oregon. The Commission is composed of men who are giving their time to the work without compensation, and it is only natural that they should ask the people of the State to aid them. We are not asking that the people expend great sums of their own money in the work but that they advice with us and help us collect the exhibits from their own section.

"The people of each section of the State realize better than any one else that part of their resources which should be exhibited. If the various boards of trade would take up the work of interesting farmers, miners, manufactures and others in the same way that they have been aiding the immigration movement, they would aid materially in perfecting a satisfactory exhibit for the St. Louis Fair.

"The success of our exhibit at St. Louis will go a long way toward securing the co-operation of other States in making the Lewis and Clark Centennial all that has been planned for it. There is no question but that exhibitors would be glad to come to a section where marvelous resources are shown and display the goods that are required to develop such resources. Foreign exhibitors, too, would be interested more quickly by a first-class exhibit from the Northwest than in any other manner. For these reasons we believe it is of the utmost importance that Oregon make a good showing at St. Louis."

Steps have already been taken to collect a wool exhibit. Commissioner Scott is now traveling in Western Oregon interesting the wool-growers of that section in the work, and Henry Blackman is in Eastern Oregon carrying on the same work. It was believed this work should be taken up immediately in order to take advantage of the wool-clipping season.

The State Commission at tomorrow's meeting will probably determine upon a systematic method of collecting a display of the State's resources, and will take steps to begin the work at once.

Probably not a great deal will be done until the report of Commissioners Flanders and Albert, who have been authorized to visit St. Louis, is received. These two commissioners will return to Portland after having placed themselves in touch with the entire exposition work at St. Louis and will know exactly what can be done to display Oregon's resources to the best advantage.

FAIR MUST PAY $100 TAX.

Lewis and Clark Corporation Subject to Eddy Law.

The Lewis and Clark Centennial corporation must pay the state corporation tax. This is the effect of a decision just rendered by A. M. Crawford, a copy of which was received by Secretary Henry Reed yesterday.

The Attorney-General holds that the Lewis and Clark Centennial does not come under the head of any of the exemptions noted by the state law. He points out the fact that the Exposition will charge an admittance fee, and that when the Fair closes whatever money may be left will revert to the corporation. This fact makes it impossible to designate the Fair as a charitable institution and the Attorney-General does not believe its educational features entitle it to come under that head of exemptions.

The effect of this decision will be to compel the Fair directors to pay a $100 corporation tax immediately and before the Fair is ended it is estimated $1000 will have been paid into the state coffers from the Fair funds as a state tax.

While this sum is not large it is a burden the directors had believed they would be able to escape. The money might have been expended in other directions, but since it must go to the state it is believed there will not be a great deal of difficulty in finding places where a curtailment may be made.

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Horsford's Acid Phosphate.
It makes a refreshing, cooling beverage and strengthening Tonic—superior to lemonade.

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the soap which began its sale in the 18th century, sold all through the 19th and is selling in the 20th.
Sells all over the world.

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Every Woman
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MARVEL Whirling Spray
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Best, Safest, Most Convenient.
Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions invaluable to ladies. MARVEL CO., Room 200 Times Bldg., New York.
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Pure, Pale and Sparkling.
Bottled Only at the
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THE HEAD THAT HELPS THE HEEL

And When to Go to the Court of Final Appeal.

Where the head helps the heel by covering it with O'Sullivan Cushions the heel will help the head by saving it many a jar.

O'Sullivan heels are the ones that are made of new rubber—fresh, resilient, lasting, safe.

Use your head right to get your heels right—and the right heels.

Refuse left-handed assistance.

The dealer who offers a substitute for O'Sullivan's is assisting, with his right hand, to bring more profit into his left.

Those who encounter this may send the 25c to the O'Sullivan Rubber Company, Lowell, Mass., but people who can should buy O'Sullivan's of the dealers.

DYSENTERY,
DIARRHOEA,
CHOLERA MORBUS
Internally—A half to a teaspoonful of Radway's Ready Relief in a half-tumbler of water, repeated as often as the discharge continues, and a flannel saturated with Ready Relief placed over the stomach and bowels, will afford immediate relief, and soon effect a cure.
A half to a teaspoonful in half a tumbler of water will, in a few moments, cure Cramps, Spasms, Sour Stomach, Nausea, Vomiting, Heartburn, Nervousness, Sleeplessness, Sick Headache, Flatulency and all internal pains.
R R R — RADWAY'S READY RELIEF
There is not a remedial agent in the world that will cure fever and ague and all other malarious, bilious and other fevers, aided by RADWAY'S PILLS, so quickly as RADWAY'S READY RELIEF. Sold by druggists.
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Life
Long Sick and Nervous Headaches.
Dr. Miles' Anti-Pain Pills Cured Me.
They Gave Me Instant Relief.
The common affliction of all mankind is headache. From it few are entirely free. Dr. Miles' Anti-Pain Pills will cure and in most instances prevent headache of any kind or degree. If you cannot enjoy theatre going, car-riding, dancing, if you are subject to nausea from nervous excitement, the fatigues of travel or sight-seeing, take an Anti-Pain Pill before an attack comes on and you will find that you can successfully ward off all disagreeable symptoms. Anti-Pain Pills are the best of remedies for backache, neuralgia, sciatica and rheumatic pains; contain no opiates, non-laxative; never sold in bulk.
"With the greatest pleasure I recommend Dr. Miles' Anti-Pain Pills to everyone who suffers from nervous or sick headache. All my life long I was troubled with headaches of a very severe nature, and have tried many powders and other remedies without success. By chance I tried Dr. Miles' Anti-Pain Pills and they gave immediate relief. Never since the first dose have I been troubled with headache. Whenever I feel it coming on I take one or two Pain Pills and it all disappears."—WILLIAM BROWN, Genesee, Idaho.
This is to certify that I have used Dr. Miles' Anti-Pain Pills for neuralgia and neuralgic headache and have found them to give relief."—E. D. WEED, Ex-Mayor and Ex-U. S. Dist. Atty., Helena, Mont.
All druggists sell and guarantee Dr. Miles' Anti-Pain Pills. They are non-laxative; contain no opiates, never sold in bulk. 25 doses, 25 cents. Dr. Miles' Medical Co., Elkhart, Ind.

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Permanently Cured by DR. KLINE'S GREAT NERVE RESTORER
No Fits after first day's use.
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Permanent Cure, not only temporary relief, for all Nervous Diseases, Epilepsy, Spasms, St. Vitus' Dance, Debility, Exhaustion. Founded 1871.
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WILCOX TANSY PILLS
For 20 years the only safe and reliable Female Regulator for all troubles. Relieves within 3 days. At druggists, or by mail. Price $2. Free trial of "Tansy" and "Woman's Safe Guard" for 10c. Address
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