NORTH BEND, OREGON

WHAT HAS BEEN ACCOMPLISHED IN A FEW MONTHS TOWARD MAKING A CITY

NORTH BEND, Or., July 25 .- (Special | is covered with from three to six-story correspondence.)-The "City of North came into existence last month when a charter was granted it by the County Court of Coos County. The corporate limits of the new town embrace what were formely called "North Bend," "Yarrow" and "Porter," lying adjacent to each other for a distance of about one mile along the shore of Coos Bay and two miles north of Marshfield. Adjoining the townsite to the west is the townsite of Bangor, which attained celebrity last year as the future terminus of a transyear as the future terminus of a trans-continental railroad from Salt Lake, Utah, through Central Oregon via Rose-burg, and to Coos Bay. Last Fall the original town of North Bend consisted of the Simpson Lumber Company's saw-mill and the homes of the employes, numbering about 400; of Yarrow, consisting of half a dozen dwellings, near the bay, the lands surrounding them being a forest of fir and underbrush, and of Porter, consisting of the Porter sawmill, then lying idle, the surrounding lands being also

ered with a forest. It is an interesting story to note what has already been accomplished here towards making a city, and of improveare now in progress and plans for the future; also how it has been accomplished, upon what the future per-manence of the city is based and some-thing personal regarding the moving spirit here, Mr. L. J. Simpson, son of the millionaire of San Francisco, Captain A. M. Simpson

Puture City of Smokestacks. The present incorporated town of North iend includes the former three towns heretofore mentioned, and during the past six months the population has more than doubled, and the number of new roofs in the town shows that upwards of 60 new houses have been built, including residences, stores and factories. L. J. Simpson, the manager of the Simpson Lumber Company's large interests here, when the Porter sawmill was purchased by the Simpson Lumber Company last Fall, and also the land where Yarrow was located, had already decided upon a course of procedure, and he has faithfully carried out that policy to the present time. Lay-ing aside the possibility and probability of there being a terminus of a railroad here, Mr. Simpson had made up his mind that the basis of prosperity in any town is a permanent payroll, and the basis of a prosperous manufacturing enterprise is a contented and happy class of em-ployes. To accomplish the first manufac-tories are being located here, and to reach the latter the surroundings of the employes are made as pleasant and home-fike as possible, and harmless amuse-ments are provided. In this latter work Mr. Simpson is assisted very materially by his charming wife, who enters fully into the spirit of securing happiness for herself by making others contented in their surroudings. This is shown in the neat cottages supplied to employes, which are nicely painted, have electric lights and city water, and all at a nominal cost. The North Bend Park is also slong the same line, being 40 acres of delightfully shaded ground on the point north of

A \$40,000 Pay Roll.

town, with a pavilion for large gather-

At the edge of the bay is the Simpson Lumber Company's sawmill, employing in mill and camp about 200 men. Further to the south, in front of the former town of Yarrow, stands the new woolen mill, 80x200 feet, in which the machinery is now being installed. The number to be tricity. Taking into consideration the given employment is estimated at 150, and the mill will start up just as soon as completed, which will be in about two months from now. Further to the south is the new sash and door factory, now in course of construction, where in a building 80x176 the number of employes is to reach about 60, the daily capacity of here at North Bend, but he has able and lumber, and which is soon to be doubled. The number of employes in mill and camp will be about 250. Add to this some 75 to 110 men kept constantly employed here in various other capacities it is seen that the total number of employes will reach over 700, and at an average of only \$50 a month each the total payroll will be

Mr. Simpson intends that there shall be more manufactures at North Bend, and makes a standing offer of a free site on its taking a vacation with his family and some friends in a bouseboat up Coos River, facturing plant which will employ 50 to be gone several weeks, but is in touch facturing plant which will employ or more hands, and negotiations are now in progress for other manufactures. A condensed milk factory, a furniture manufacture ma condensed milk factory, a furniture man-ifactory (to consume the myrtle, maple and aider timber here), a glove factory, a cannery, a paper mill, etc., are among the future possibilities. It is this liberal policy and spirit of enterprise manifested by Mr. Simpson and his associates which gives every one here such confidence in the future of the town. Building has been so brisk, and is right now, that the sawmills here have been taxed to supply the demand. More than a dozen orders for lumber for dwellings cannot be filled

until their turn comes. It was in November of last year that men were put to work on the townsite here to cut away the timber and underbrush. Choice business lots were then offered for as low as \$50 to \$75 each. The price was raised to \$100, then to \$150 each, and now they are \$200 and with every raise in price the demand has be-come greater. The lots first sold are now marketable at from \$800 to \$1000 each. although \$3000 has been offered for two business lots on a corner, but the owner Thus the investment of \$100 eight months ago will now bring in \$3000, being a profit of \$200, or over \$300 a month. A gentleman informed me he purchased two residence lots for \$100 and sold them for \$500 each, and paid \$200 for two more and sold them for \$500 each. Thus on an investment of \$300 he cleared in less than six months \$1700. There are about 300 lots remaining unsold in the original townsite of North Bend and very soon an addition will be put on the market. I was shown two lots near the water-front which can be purchased for 500 each, and I would consider them excellent investments. They sold in December for \$100 each. Last Fall persons who came to look at North Bend saw a narrow strip of cleared land next to the bay and where the lots were then being offered for sale the brush was so thick you could scarcely get through it. Now all the brush is cut away and you are surprised to see what nice, level, sightly lots there were in among that brush, dvance in price here reminds me of an instance similar in Tacoma, only that the advance has not been so rapid here as it was in Tacoma. A young man working in the machine shops of the Northern Pacific Railroad in Tacoma purchased a lot on Pa-cific avenue for \$300, paying \$100 down, and having two years in which to pay the balance, and to put up a building. For a few months real estate was quite dull, and he had had no offer, then some one asked his price, and he thought he was away beyond reason when he said "\$700." A month later the one who had asked the price, by the way a Portland man, de-cided to take the lot, but the owner had Tacoma real estate man for \$3600, and to-day that same lot is worth probably \$30,-000, and perhaps more, as the whole block came here only nine months ago

Some Local Improvements Nearly all the houses in North Bend are new. There were very few houses here six months ago, and since that time, or nearly so, the following have been erected

or are now building:

F. V. Lillenthal, 20x20, store; R. Maraden, 60x86, botel; L. Noble, 30x50, meat market; L. Noble, 20x60, ilvery stable; J. R. Robertson, 20x50, store; P. Peterson, 20x50, restaurant; Woolen Factory, 60x200, three stories. Sank and Local Executive. 20x three stories; Sash and Door Factory, 80x 176, two stories; L. L. Simpson, 20x50, store; J. A. Barnes, 25x50, saloon; E. S. Gordon, 20x30, store; E. S. Gordon, residence; J. Vineyard, residence; L. Savage, residence; L. Padrick, residence; E. Guilard, residence; B. F. Griffin, residence; R. Sandstoll, residence; F. Brendal, 20x50, drug store; R. Marsden, 30x70, saloon; Jones Bros. 30x70, bandware, store; T. Lecture, and store; R. Marsden, store; Bros., 20x60, hardware store; T. Ingles, 20x40, newspaper office; C. Painter, resi-dence; E. Condart, residence; F. Shamer, residence; G. Pish, residence; E. Edmonde, residence; J. Lengren, residence; J. Johnson, residence; E. Wittick, saloon, J. J. Burns, residence; basehall grounds, 360x 420; J. E. Lyons, residence; L. Flitteroft, residence; A. Barnse, residence; John Bernsth, residence; J. T. Johnson, store; F. Starbuck, residence; Lyle Savage, residence; J. R. Robertson, residence, E. S. Gordon, store, 80x 70, three stories; J. B. Robinson, store, 30x 80, two stories; L. Noble, store, 20x 80, two stories; E. S. Gordon, residence. residence; G. Fish, residence; E. Elimonde

Gordon, residence. Contemplated Improvements.

Mr. Carl Albrecht has completed the slashing contract, but Mr. J. J. Burns has still considerable work remaining to be done on grading contracts, and at least 40 men and teams will be kept busy for six months longer. The excavation has been made and part of the material is on the ground, for the new bank building 90x60 feet, of two stories; also the postoffice and retail store building 60x100; a family hotel, 20x70, two-story; the large department and wholesale store of the Simpson Lumber Company, 100 feet front, 200 feet deep and three stories high. Mr. J. B. Robertson will erect nine eight-room cottages, which will be for rent or sale. Mr. Simpson had intended erecting a large tourist hotel, 100x150, three stories high, of wood, but on account of the high rates of insurance he has decided to, if possible, build it of brick. Experi-ments are being now made in the manuments are being now made in the manufacture of brick here, and if successful, which seems likely, not only will the bank and several other buildings probably be built of brick, but so will be the hotel. Mr. Simpson has selected a sightly location adjoining the park for his own residence and just as soon as Mr. Burns' grading crew can get away from the rush on the streets work will commence on grading the grounds for his residence, which latter will be built of stone guar-ried on Coos River. The need of rapid and more convenient communic tween Marshfield and North Bend has been apparent for some time, and now appli-cation has been made for a franchise for an electric railroad between the two towns. which will pass along the water front and be of great convenience to workmen com-ing and going; and there are manufacings, its capacity being 1000 persons; also along the same line the lately constructed ing and going; and there are manufac-tories locating all along this water front. When the franchise is secured there is no doubt but that the road will be built. The principal difficulty will be in secur-ing a right of way through Marshield. If no better way presents the road will be built around back of the town, so as to make connection with the present religend baseball grounds, one of the finest in Oregon, the grandstand seating over 1000 people. North Bend maintains a paid baseball team and also has a good brass make connection with the present railroad to Coquille and Myrtle Point.

the factory to be 500 doors a day. At the southern end of North Bend, at what was formely called Porter, is the sawwas formely called Porter, is the sawwho is easy to approach. You may have Lumber Company, and being operated to wait half an hour, or perhaps longer, with a 34-hour capacity of 150,000 feet of lumber, and which is soon to be doubled.

The number of employes in mill and "job" or a banker from New York, Mr. Simpson accords each a courteous and kindly treatment. The men working under him, numbering hundreds, are very loyal, and there is nothing they think too good for him in the way of honors. personal appearance Mr. Simpson reminds me very much of W. I. Vawter, of Med-235,000 a month, which is no small amount to be distributed in a community each month.

Wanted.

Wanted.

Wanted. Simpson intends that there shall of knowing how to say "no" to a man and one manufactures at North Bend, and and yet not offend. Just at present he

The New Woolen Mill.

The main building, 60 feet wide and 200 feet long, will contain the machinery of a seven-set mill, being more than twice the capacity of the Bandon three-set mill. It is owned by a corporation with \$100,000 capital stock, one of the principal owners being T. W. Clark, owner of the Bandon woolen mills. The mill here will be first completed as a four-set mill, and will start up about September 15, when work on "orders" will be continued here and on "orders" will be continued here and the three-set mill machinery at Fandon will be moved here and added, making seven set in all. This plan is rendered necessary on account of the number of orders the mill has on hand, which cannot be delayed.

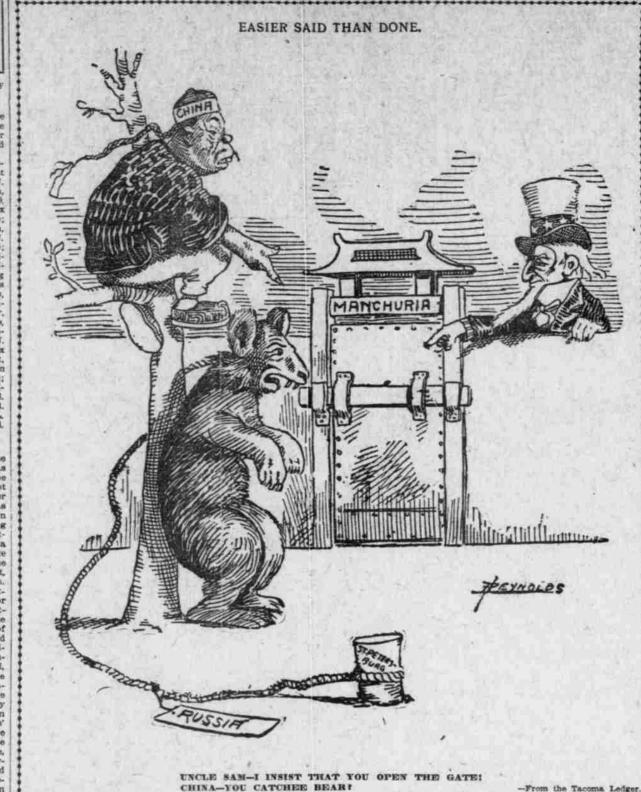
The Sash and Door Factory. This enterprise is backed by local capital entirely, the capital stock being \$25,000. but this could have been increased to \$100,000 and found takers here. The main building is 80x176, and there will be in addition large dryklins, warehouses, etc.
The machinery is now being put in place,
and in a short time the product of this
factory will be finding a market. In the
articles of incorporation provision is made for having a building association, so that the workmen and others here can secure homes. Conservative estimates on the demand for houses here places the number which will have to be built within the next six months at from 75 to 100. Should other factories be located here, the re-quirements will be for even more dwell-

New Shipyards,

Adjoining the Forter sawmill is a new shipyard with one schooner now in course of construction, there being about 40 men employed, and just beyond it the ways are laid for another vessel, this to be a steamer to ply between Portland, Coos Bay and San Francisco. The total length over all of the latter will be 210 feet, the tonnage 1210, and to maintain a speed of about 12 miles an hour. The stock in this vessel is owned here, at Marshfield and in Portland. There are orders ahead for the hull of a tugboat to be built here. In a short time Mr. Henkendorff, the superintendent, will have at least 75 men at work. At the shipyard near the stave mill a mud scow is being built for a dredging company in San Francisco, whose di-mensions are exactly the same as the woolen factory-namely, 80 feet wide and 200 feet long. When completed it will be towed to San Francisco.

There Are Vacant Lands,

I inquired of Carl Albrecht, who has cided to take the lot, but the owner had raised to \$1200. When a month later he was approached again he held for \$1800, and two months later sold the lot to a Tacoma real estate man for \$3600, and today that same lot is worth probably \$30,-000, and perhaps more as the whole block.



located a very good piece of land only a few miles from the shores of Coos Bay, and I know of lands with indications of coal beds that can be located. We need a railroad in here, and then there will be railroad in here, and then there will be ten persons to where there is one now." "Do you expect a railroad to be built to Coos Bay very soon?"
"Yes, I feel just as certain of it as I an

that we are going to have a woolen facand other enterprises at North "Which way will it come?

"I incline to think it will start up the coast first to connect with San Francisco, and while a road to Roseburg or Drain. on the Southern Pacific, may be finished first, the other will also be built". North Bend is moving right ahead and its future looks very promising. A per-manent payroll of \$40,000 a month means a permanent resident population of at least souble the present, and that is what North Bend will have in another year

North Bend is soon to have a weekly newspaper, to be called the North Bend Citizen. A site has been selected and a hospital costing \$25,000 is to be built under the aus-

but, | pices of the Catholic Church. Is This Oregon?

> The trade relations and the trend of thought here is all towards California and not Oregon. Half a dozen vessels a week arrive from San Francisco and one in two weeks arrives from Portland. This one vessel is doing, I understand, an excellent business. Then why not place more on the route? There is a movement here to build a steamer to carry 1200 tons. of freight, 100 passengers and make the trip between Portland and Coos Bay in less than 24 hours. Residents of the Bay are ready to invest \$100,000 out of the neces-sary \$125,000 the vessel will cost. It seems to me Portland's interests should lead her Alliance was put on, and yet there is room for a greater increase. This part of Oregon has a bright future commercially.

between the two points. Coos Bny Hns Good Bar.

A gentleman who wrote last year to the United States Engineer's office at Portland received the following reply: "Replying be substituted by steel structures or to your inquiry regarding depth of water, that will facilitate business and tr etc., at Coos Bay, Oregon, I beg to state that I have verified the reports made by the master of the lighthouse tender, as to the depth of water at the present time, at the United States Engineer's office, and find that there is about 22 feet at low tide (six feet of tide). Other reports claim as much as 24 feet, but I am inclined to think the former figure is about right. "Coos Bay has the only decent harbor hetween San Francisco and the Columbia River. In addition to this, the Coos Bay bar is a very short one, that is, the distance from deep water outside to deep water inside is very short."

Three Railroads Approaching.

The need of railroads here is very apparent. It may be said that having water transportation is all-sufficient, but it must be taken into consideration that when people travel by water they become seasick, and a water voyage is not as pleasant as by rail, in addition to which is the delay incident to loading and unloading freight. The prospects, however, for a railroad, or more than one road, seem quite bright just now. Surveyors are running lines from Drain, on the Southern Paciec; also from Crescent City, north, and a route from Roseburg to Myrtle Point has been already determined as practicable. Coos Bay will surely have a railroad, and that at no distant day E. C. PENTLAND.

Gilt-Edge Property.

In the coming city of smokestacks and commercial center of the west, North Bend, Coos Bay. For further information about coal, timber and dairy lands apply Carl L. Albrecht, North Bend, Or.

New Buildings at Milwaukie. Dr. Houser is erecting a dwelling in Milwaukie that will cost between \$5000 and \$9000. F. H. Lechler, Recorder of the city, has plans for a new cottage. A woman who recently purchased an eight-acre tract in Milwaukie, will also put up a dwelling. Several pieces of property at Milwaukie have been sold to outside parties through the agency of the Milwaukle rovement Ass

of the district assessment for such im-provements is not one upon which dis-cussion is germane or which should be

urged as a means of obstruction. The law provides for the district plan, there is no

alternative this time. A change from the

old plan of assessment upon the property directly abutting for such improvements

was necessary, and when the present law was drafted, it was received with approval as a solution of a difficult problem. It is

not a new law, for it has prevalled in

other places for many years. Indeed there seems to be no objection to it now except a belated protest from some property-owners who will be required to contribute to the cost of an improvement which is a direct and substantial benefit and which forcests.

the owner of two lots, protested against either the construction of the bridge or

the assessment of the property within the

pense in this matter, but, if people in

paying for this improvement, now is the proper time for them to do so, before the

contract is let and the city becomes liable to a greater extent."

Commission Will Settle Senis' Fate.

mission which will sit in London in Sep-

VISITORS TO PORTLAND.

Should Not Miss the Trips Up and Down the Columbia River.

tend to take any legal steps to

"The city has been at considerable ex-

district.

SOUTH PORTLAND OBJECTS TO WAITING FOR BRIDGES.

Threatened Lawsuit About Marquan Gulch Improvement Would Keep Them Isolated From City.

Residents of South Portland, as that section of the city on the west side of the river south of Marquam Gulch is commonly called, who have long been anxmonly called, who have long been anxiously waiting for better connections with the business part of the city, are uneasy at the prospect of their hopes being blasted. The prospects of the building of a bridge across Marquam Gulch appeared very favorable, but now it is rumored that an attempt is to be made to obstruct and delay this improvement. This is not because the improvement is unnecessary. because the improvement is unnecessary, as all admit it is much needed, but some profess to believe that the authority onferred on the city by the new charter to assess a large district for the cost of the improvement is not legal. therefore desire to have this question decided in the courts before the work is commenced. This would of course cause delay, for how long no one can tell, and it is the desire of the people of South Portland to avoid this delay.

In their opinion and the opinions of many others who have been interviewed in regard to the proposed improvement of First street, by the constrution of a steel bridge across Marquam Gulch, is one of the most important pieces of street work ever undertaken by this city. It is important to the city as a corporation, beent charter to make a substantial, and, in a way, an extraordinary street improve ment and to assess the cost of it upon a large district which is benefited. No provision was made in any previous charter for such a work and the result was that the numerous guiches in the city were Its resources are practically undeveloped. It has a capacity to support many times the numerous gulches in the city were spanned with wooden bridges, unsightly lits present population. The joint ownership of a line of steamers at Portland and Coos Bay should insure a permanent trade a heavy drain upon the resources of the a heavy drain upon the resources of the city. The proposition of the South Portland people, as stated by one of them, is as follows:

"If the provisions of the present charter are valid, these old wooden bridges may that will facilitate byeiness and travel and largely improve the appearance of the city. Great care has been taken with this part of our present charter, and the larger demands of our rapidly growing city require that it shall be s There is no way by which public thoroughfares can be constructed and maintained across these gulches without costing money, and to assess the whole thereof to the property abutting, and which was usually least benefited, was both impracticable and united. impracticable and unjust.

"It is very important to the people who live and do business in the city, and especially those in the southern part, west of the river, that this bridge should be built and paid for without litigation or delay. It will be practically the only thoroughfare connecting a very large and delay. densely populatea portion of the city with the business center. The bridge at Front street is in a bad condition and at Front street is in a bad condition and will not stand the present traffic longer than the time required to build at First street. If the people who should be the most interested shall continue to hamper and obstruct proceedings for the new bridge, the municipality cannot be expected to exert itself very etrenuously and at unusual expense to maintain a and at unusual expense to maintain a structure that has long since served its full period of service. Unless this bridge is built, all interurban travel southward on the West Side will end at Marquam Guich in the near future.

"There seems to be a sentiment in the district affected, for a fill instead of a bridge, but the opinion of the engineers on this subject should be conclusive. The accurate estimate of the cost of a bridge made by Mr. Elliott, City Engineer, as proven by the bids therefor, now before the Executive Board, entitles his judg-ment concerning a fill to careful consideration. He estimates that the expense of a fill makes it an unnecessary burden upon all those who are interested only in a thoroughfare, and that the time required before a permanent roadway could be placed on so deep a fill makes it imbe pinced on so deep a fill makes it im-possible for the present emergency. It would require from two to four years for the fill to settle and before the same could be available for all roadway pur-poses. A steel bridge such as is pro-posed will be opered for travel within seven months; it will be sightly, substanCHAUTAUQUA AT AN END

TENTH ASSEMBLY MOST SUCCESS-FUL IN ITS HISTORY.

All Debts Are Paid Off and Association Will Have \$1250 in Its

OREGON CITY, Or., July M .- (Special.) -Successful beyond all expectations was the tenth annual assembly of the William-ette Valley Chautanqua Association which concluded a 13 days' session at Gladstone Park tonight. The meeting this year was marked by an increased attendance over previous years and in interest exceeded possibly any other assembly in the history of the society. Of great educational and entertaining value was the programme, which was, without exception, the best and most instructive ever offered by the association. The receipts for the 13 days have been beyond what the officers had hoped for, and will enable the cancella-tion of a small debt, the paying of all obligations of the society and still leave a balance in the treasury for needed improvements on the grounds and to go toward preparing a programme of equal merit and attractiveness for next year. Financially, the Chautauqua was a flat-tering success. Secretary Cross tonight stated that, in addition to defraying all of the expenses for this year's exercises and attractions and paying a debt of \$200 that remained from last year, there will remain in the treasury \$120. The aggregate receipts for the 13 days were \$5000. Exercises for today were exclusively of

a religious order. Sunday school was held during the morning hours under the direc-tion of Rev. Howard N. Smith. Two sermons of great power, one at 2 o'clock in the afternoon and the other in the even-ing, were preached by Rev. J. Whitcomb Brougher, of Chattanooga, Tenn. Both services included solos by Mrs. Walter Reed, of Portland. This afternoon the popular Chemawa Indian band gave one of its appropriate sucred concerts. The attendance today was above the average for Sunday,

Thorough precautions were taken by the Southern Pacific Company last night and again tonight to frustrate any attempt that might be made to stop the late Chauaugua train to Portland and rob passer gers. Such an attempt has been expected and a large force of special officers, well armed, was on the grounds last night and patrolled the railroad truck for some dis-tance in the neighborhood of the Chau-

tanqua grounds.

Campers, of whom there are nearly 300 on the grounds, tonight began the re-moval of their tented homes and in another 24 hours the park will be about de-

READY FOR A HOLD-UP.

Sheriff Storey Puts Heavy Guards on Trains From Gladstone Park.

The straight tip received by Sheriff Storey that the Chautauqua special trains leaving Gladstone Park at 10 and 10:30 o'clock would be held up last Friday night did not materialize. The Sheriff received word indirectly from a local thief that an attempt would be made to do the job, and took precautionary measures accordingly.

Armed men guarded the trains at the request of the Southern Pacific, both nights. When the hold-up did not occur Friday

night, the Sheriff anticipated that it might be attempted Saturday night, and, swearing in 15 special deputies, he guarded both trains to Oregon City and Portland. Sheriff Storey, himself, heavily armed, rode
in the engine of the first train, and Deputies Matthew and Johnson, and Snider
and Scott were in the locomotives of the other trains. The remainder of the men, in citizens' clothes and also heavily armed, were scattered through the cars. hold-up had been attempted the robbers would have met with a hot reception. It is thought the highwaymen received word of the steps taken to protect the trains and passengers, and weakened

SAYS HE TRIED TO ROB HER.

Woman Causes Arrest of Tacom Man by Quarrel on Street. A man giving the name of J. B. Merrill

was arrested on Washington street, be tween Second and Third streets, by Patrolman Cole, about noon yesterday, engaged in an altercation with a woman She was also escorted to the police staion, where she gave the name of Mrs Robinson. The woman at first said that

WASHINGTON, July 25.—The determination of the question whether seal shall be protected in the Behring Sea, or whether all the seals on the rookerles shall be destroyed at once, as proposed last season, will be referred to the Joint Commission which will six in London in Secondary which will six in London in Secondary the soap for fair, white hands, bright clear complexion, soft, healthful skin.



Sold all over the world.

Merrill was attempting to force her to run away with him and leave her husband. Later she told Chief Hunt that Merrill had entered her room in the Royal lodging-house and taken her valise and some money. She also said that Merrill was drunk and attempted to embrace her on the street while she was walking with him. Merrill was locked up and the woman released. She said she would decide today whether she would prosecute him or not. Merrill halls from Tacoma. Portland friends have interested themselves in his behalf and are endeavoring to persuade Mrs. Robinson not to prosecute his

HIGHWAYMEN GOING TO COURT.

Two Lamberts Have Hearing Today -Allen Goes to Grand Jury.

Herbert and Louis Lambert, who were arrested on the charge of holding up and robbing Harry McRae of \$3, and severely beating him, will be given a hearing to-day before Municipal Judge Hogue. They have been identified by young McRae as his assailants. The parents of the Lambert boys reside near McMinnville.

Martin Allen, who held up and robbed J. W. Putney in Northern Hill, has already been held to the grand jury by the Municipal Judge.

While the philanthropists of the world are grappling with the great social problems, Abbey's Salt of Fruits is quietly lifting the burden of constipation, stomach and bowel disorders from millions of sufferers all over the world.

A most pleasant tasting tonic laxative is Abbey's Salt. It clears the bowels regularly and without the slightest discomfort, keeps the stomach clean and sweet, quickens the action of the liver, clears the head and tones up the whole nervous system. Abbey's Salt is at once the simplest, most natural and most effective remedy for all the ills and alls which afflict the human stomach, bowels and liver. If you do not agree with us after using one bottle we will give your money back.

Druggists all over the world sell Abbey's Effervescent Salt-25c., 50c. and \$1.00 per bottle. If you are not using it, let us send you a free bottle to-day. Address The Abbey Effervescent Salt Co., Ltd. 9 to 15 Murray St., New York City; 144 Queen Victoria St., London, England, or 712 Craig St. Montreal, Canada.

Happy

To Say I Have Gained in Weight and

Am Well After Years of Heart Trouble.

Dr. Miles' Heart Cure Cured Me.

"For three years I suffered much from heart trouble and at times I thought I would drop dead. There was a feeling of oppression about my heart; smothering and choking spells, and I could not sleep on my left side. At times I was so depressed that I could hardly walk. I began taking Dr. Miles' Nervine and Heart Cure and am happy to say that I no longer have that worn-out look. I have gained in weight and feel perfectly well. I will never be without your Nervine and Heart Cure. My son, now eighteen, suffered exceedingly from nervousness. I gave him Nervine with the best of results. His health has been good ever since. I gladly recommend your remedies."—MRS. ANNA BROWN. Red Lodge, Montana. A person who is suffering from heart disease is in just as much danger as the foolhardy lad who ventures on thin ice at the first appearance of freezing weather. Heart disease is the most common cause of sudden "For three years I suffered much from

first appearance of freezing weather. Heart disease is the most common cause of sudden death. Statistics show that one person in every four have a weak heart, that weak hearts are as common as a weakness of any other organ. When the heart is weak the pulse is irregular, the blood is thin and poor, the circulation sluggish, causing cold extremities. Dr. Miles' Heart Cure is a great heart and blood tonic, it regulates the heart's action, improves the circulation and sends a stream of pure, red blood through every vein and artery, renewing health and strength.

All druggists sell and guarantee first bot-e Dr. Miles' Remedies. Send for free book in Nervous and Heart Diseases. Address on Nervous and Heart Diseases. Dr. Miles Medical Co., Elkhart, Ind.

