FLOAT TOWED OVER

First Pontoon Delivered at Drydock Site.

TWO MORE WILL COME TODAY

Berth Will Be Completed Within Two Months--Power Plant Is Located and Work on It Will Begin at Once.

The first pontoon of the Port of Port-land's big drydock was towed over from Vancouver to the dock site at St. Johns yesterday afternoon. Today two more pentoons will be brought over. The site is not yet ready for the pontoons, and until everything is in shape they will be moored alongside the wharf, just com-

The job of towing the ponderous structures was given to the steamer Gamecock. The Port of Portland probably would prefer not to have them delivered for a while yet, but Contractor Wakefield is anxious to get them off his hands. The fourth pontoon will be ready to tow over

in a few days, and the fifth and last, which is still on the ways, will be launched some time this month.

Work at the St. Johns site is going ahead rapidly, and from present indications it is safe to say the dock will be least liked in its beath by Pohymary 1. The dinstalled in its berth by February I. The dredging of the basin will be completed in another week, when the contractor will sume plledriving around the berth. Two sides of the berth are already up, the long mooring wharf is nearly completed, and the readway leading to it from the bank is in shape. The berth piling could not be completed until the basin was excavated, as the dredging loosened the piles. When the basin is once clear it will only re-quire about six weeks' time to put all of the site in condition for the dock.

President Swigert, Captain Pease and Engineer Lockwood have located the power-house for the dock at a point where the roadway intersects the O. R. & N. right of way, and work on the building will begin in a day or two. The powerso will be 36 by 48 feet, and will b constructed of galvanized iron. Oil will be used for fuel, the oil tank, 13½ feet in diameter and 15 feet high, standing conveniently near. The tank will have a ca-pacity of three carloads. A 19,000-gallon water tank will also be placed near the

TALE OF THE CHINA SEA.

Experience of Crew and Passengers of Wrecked Benjamin Sewall.

SEATTLE, Dec. 2.—Captain Jacob Hoelstad, of the American ship Benjamin Sewell, wrecked in Formosan waters Oc-tober 6, eight of her sailors having been resumably murdered by the natives of bago Island, reached this port today, Totago island, reached this port today, a passenger of the Nippon Yusen Kalsha's Igo Maru. That the sailors were slain by the natives Captain Hoelstad feels most confident. Two of the 10 cast upon the island were rescued. Their names are Julian Salio, a Filipino and William Rein-

wald, a Russian.

The Sewell ran into a typhoon off the Formosan coast, and, after laboring in the storm for 48 hours, Captain Hoelstad discovered that his vessel was leaking. The crew had to desert her. The lifeboats were lowered, one of them later upsetting. All hands were thrown into the sea, though the occupants were rescued.

The entire crew, numbering about 20 men, were then huddled into the captain's and the mate's boats. In the master's were: Captain Hoelstad, Mrs. Hoelstad, Miss P. Stenke, S. Hanvey, steward; Bartholomew Pinas, a Filipino; Clovis Vignol, a negro, and three Japanese sea-The occupants of the second boat, soon separated from that of the in, were: Joseph Morris, second captain, were: nate; Thomas Pickle, third mate; Mrs. Pickle, a Japanese woman; Henry Ad-

ams, a negro; Peter Johnson and Sallo. inhumanity of the natives. They landed on the island practically naked and with their bodies badly blistered by the hot sun. Though the natives cared for them. sailors say they were forced into drudgery, such as carrying wood and the performance of other manual labor, Captain Hoelstad's boat landed at the

Garantbi lighthouse, where the occupants were kindly treated until the arrival of the Japanese steamship Suma Maru, which they boarded.

SPOKANE BOY SHANGHAIED.

Victim of Seattle Shipping Master Turned Up at Melbourne.

OLYMPIA, Wash., Dec. 3.-Frank Moxley, the 17-year-old son of William Mox-ley, who has been missing for over four months and who was given up for dead, has been heard from. William Moxley is a well-to-do merchant, living in Spokane, and just received a letter from his son from Australia. About a year ago young Moxley, accompanied by Ray Palmer, left home to see the world for himself. After a few months spent about the state they brought up at Seattle, where Moxley was shanghaied by a ship ing master and placed on board the British ship Invermark, bound for Port Pirie, N. S. W. In his letter he states that he was given no chance to write home and is now on his way from Mel-bourne to Antwerp. The parents are everjoyed, as the son had been given up

The American Consul at Antwerp has been communicated with and will force the owners of the ship to send the boy home when he arrives there. The boarding-house keeper will be prosecuted.

Ninety Miles an Hour.

Ninety miles an hour was the maximum velocity of the wind at the North Head Signal Station last month, according to the November report of Observer Kelther, at that station. This blow came on the 8th and was from the southeast. The total movement of the wind at the Cape in the month was 17,000 miles. I rained on 25 days in November, the pre cipitation recorded being 9.63 inches. There was not a clear day in the month.

Boarding-House Ring Broken.

SAN FRANCISCO, Dec. 2.—The Bulle tin says: The sallor boarding masters tombination has been broken up and men are now being shipped by the boarding masters for an advance of from \$10 to 115 from the first month's wages of the nan put aboard the ships. The boarding-nouse masters say this means ruin for hem. They formerly obtained from \$30 to \$35, besides an advance of \$25 from sach man.

Cargo From Vancouver.

VANCOUVER, Wash., Dec. 3.—(Special).—The schooner W. F. Jewett, of San Francisco, left the dock of the Columbia River Lumber Company today with 600,000 feet of choice fir lumber for Redondo, Cal. She passed over the bar below Vancouver without any inconventence, which shows that the work which has been done recently has brought about the intended results.

C. A. Klose Clears With Lumber. ASTORIA, Dec. 3.-(Special.)-The schooner C. A. Klose cleared at the custom house today for San Francisco with a cargo of 550,000 feet of lumber, loaded at the Tongue Point Lumber Company's

RUINS OF RESIDENCE OF M. LANG, TWENTIETH AND IRVING



THE INTERIOR WAS DESTROYED BY FIRE WEDNESDAY EVENING.

COOLIES RETURN HOME

SIXTEEN HUNDRED OF THEM ON THE LOTHIAN.

Vessel Will Be Closely Watched by Customs Officials While in Portland Harbor.

SAN FRANCISCO, Dec. 2.-Six hundred Chinese in round numbers sailed yester-day afternoon in the China Commercia Company's freight steamer Lothian for Hong Kong, and their departure was not only an event of absorbing interest in the Chinese quarter of the city, but among the officials of the competing Oriental transportation lines. The crowd of Mongollans was the largest that has left port in one vessel for the Flowery Kingdom in years. For hours before the Lothian left her slip at Steuart-street wharf and put to sea, the dock was thronged with about 2000 Chinese gathered to take perhaps a last farewell of their friends, and the go bys punctured the air in staccato-like fashion that echoed far outside the gates of the big wharf shed. In the crowd were the ubiquitous and oily-palmed money-changers, clacking their silver dollars, and agent and interpreters without number. Officials of the Chinese Bureau looking over the certificates of the departing horde had their busiest day of the year.

No such gathering of Chinese, for number and noise, has been seen for years even on the Mail dock, where the meeting

of the Tongs on the occasion of the sailing of a big liner has long been a far The last two, as stated, were rescued after and interesting sight. The departure ter hardships, they say, largely due to the of the 600 at this particular time was exof the 600 at this particular time was ex-plained by agents, and some of the Chinese themselves, as in consequence of the ap-proaching New Year, which every good Chinese likes to spend in his native land, and the offering of a low rate of fare by the China Commercial Company. The fact that the line is operated by prominent Chinese capitalists may also have had its

Chinese capitalists may also have had its influence in the matter.

Each of the Chinese passengers, it was stated on good authority, paid \$15 in gold for his ticket to Hong Kong. Agents of the line, alive to the danger of delay in matters of such importance, had lost no time in exchanging tickets for the \$15 per man, and their wisdom was apparent yes-terday morning, when it became known that the Pacific Mail and Toyo Kisen Kai-sha Companies had advertised a rate of only \$2 per passenger from this city to Hong Kong, this sum including board en route. Enticing as the rate would have been under ordinary circumstances, it came too late to catch the traffic, for the \$15 tickets had been sold and no Chinese desirous of making the voyage to the old

desirous of making the voyage to the old country at this time was left to buy.

It was the intention of the Pacific Mail and Toyo Kisen Kaisha, in the event they captured the crowd, to have sent them out on the Hong Kong Maru, sailing today, and the China, scheduled to leave port on December 12. At the rate quoted the passengers would have been carried at a great loss to these lines, for the at a great loss to these lines, for the actual cost of transporting a Chinese steerage passenger across the Pacific in one of the liners is, it is said, about \$5. But the capture of the Lothian's crowid even at a sacrifice, would have afforded comfort to the old lines, which seem determined to force the Chinese Steenage. termined to force the Chinese Steamship Company out of business. The Lothian will return a profit of about \$6000 to her charterers on her passengers. The Lothian does not go direct to Hong Kong, but first calls at Portland to take

a cargo of flour. In view of the danger of many of the Chinese going ashore there, or of passing their certificates to countrymen who might be anxious to take a trip to China and return, Acting Collector of the Port W. B. Hamilton yesterday wired to the collector of Portland regarding the matter, and suggested that vigi-lance be exercised to prevent frauds of this nature. The Lothian will be closely watched at the Northern port, too, for the reason that she is of foreign registry and cannot, therefore, carry passengers from one American port to another.

BREAKS STEERAGE RECORD.

Fifteen Hundred Carried Out by the Cedric.

NEW YORK, Dec. 3 .- Fifteen hundred steerage passengers sailed on the White Star liner Cedric, which left here yes-terday for Liverpool. This is the largest number of steerage passengers ever car-ried from a United States port on any

The French line steamer La Touraine, which sailed today, carried 1000 steerage passengers, and it was estimated that over 200 steerage passengers with tickets were left on the dock, owing to the over-selling of accommodations. The line has agents all over the country selling tickets, and as advices regarding the number of tickets sold for a vessel are not received until the day before sailing, it is impossible to control the number of tickets sold. Those who came first were sent on board after their tickets had been ex-

For several months the number of steer-

Italians, having been able to accumulate what is to them a competency, are returning to their native lands. On the steamer Neckar, which sailed today for Bremen, were 1013 steerage passengers. It is estimated that about 5000 steerage passengers have left this port in the last week for their old homes. They have come from nearly every state in the

Swedish Ship Ashore.

LEWES, Del., Dec. 3.-The Swedish ship Dharwar, with a cargo of matting from Hong Kong for New York, is ashore a few miles from Ocean City, Md. It is feared the vessel will be a total wreck, as a heavy sea is running and the wind is blowing 35 miles an hour. Five members of the crew of the Dharwar came ashore in one of the ship's boats. The II mem-bers of the crew of the Dharwar who remained on board and the wife and two children of the captain have been landed by the aid of the breeches buoy. Captain Larsen reports that the Dharwar has sprung a leak and that she had 15 inches of water in her hold when he was taken

California Buoy Changes.

The Lighthouse Inspector at San Fran-isco reports that the San Pedro Harbor souy, No. 2, red, has been dragged about fifty feet out of position towards Dead-man's Island. It will be replaced as soon as practicable.

Notice is also given that on November 27 a first-class nun buoy, painted red and marked "R. B." in black, was established in 22% fathoms of water, about one-quarter mile SW. ½ W. from Rodger's Break, off Point Gorda, California, Rodger's Break, NE. ½ E. Gorda Rock, NW. by W. ¼ W., westerly. Mouth of Cooskie Creek, N. by W. ½ W.

Finds No Survivors.

SEATTLE, Dec. 2.-Telegraphic advices rom Sitka state that the Alaska Commer. ial Company's steamer Bertha spoke the United States revenue cutter Rush December 1 at Yakutat, and that the cutter re ported that she had found no survivors of the wrecked Nome steamer Discovery. The messages, however, do not state whether the Rush had been farther north than Yakutat. The wreckage found by the Yakatagu miners was at the mouth of Seal River, over 100 miles beyond.

Heather on Inspection Trip.

ASTORIA, Dec. 3.—(Special.)—The lighthouse tender Heather, with Inspec-tor Calkins on board, left out this afternoon to visit lightships Nos. 50 and 67. the Destruction Island and Tatoosh lights. She will then proceed to Puget Sound, where the aids to navigation will be

Valencia Runs on a Reef.

SEATTLE, Dec. 3.—Steamer Valencia ran on a reef projecting from White Cliff Island, 50 miles this side of Dixon's En trance, on her voyage to Lynn Canal She pulled off without serious damage, now returning from the North. The Valencia left Juneau Wednesday, acording to a cablegram received today.

Marine Notes.

The Arthur Litger began loading lumber at Inman, Poulsen & Co.'s mill, yes terday. Local United States Inspectors Edwards

and Fuller inspected the steamer Lewiston at Riparia yesterday. Peck Brothers, of St. Helens, have just

completed a new 17-ton boat, which they have named Victor. The boat is lying at the levee, where she will be inspected in a few days. Bids will be opened at noon tomorrow

in the office of Captain Calkins, light-house inspector, for repairs to the light-house tender Manzanita. The tender is to receive new masts and considerable other work will be done on her.

Domestic and Foreign Ports.

ASTORIA, Dec. 3.—Sailed this morning—Schooner F. W. Howe, for Port Los Angeles; barkentine Echo, for San Francisco; schooner A. F. Coats, for San Francisco; British steamer Lytton, for Hong Kong; German bark Proer bytton, for hong rench bark Montealm, for Guernstown or Falmouth, and steamer Mel-ville Dollar, for San Francisco. Cape line

down; no bar report.
San Francisco, Dec. 3.—Arrived at 8 A. M.—
Steamer G. C. Lindauer, from Portland.
Salled at 5 last night—British steamer Lothian, for Portland. Arrived-Steamer Edith, from Seattle; steamer Umatilla, from Victo-ria; schooner Novelty, from Coos Bay; bark George C. Perkins, from Gray's Harbor. Salled -Steamer Arcata, for Coos Bay; steamer Mackinaw, for Tacoma; steamer Sequola, for Gray's Harbor. Hamburg, Dec. 3.—Arrived—Pennsylvania,

from New York. Dec. 3.-Salled-Menominee, for Brisbane, Dec. 3 .- Sailed-Miowera, for Van-

Scattle, Dec. 3.-Sailed-Steamer James Dollar, for San Francisco; steamer Excelsior, for Valdes; bark Ferris S. Thompson, for Engle Harbor. Arrived-Japanese steamer Iyo Maru, from Japan and China. New York, Dec. 3.—Arrived—Rhein, from

Tacoma, Dec. 3.-Arrived-U. S. schooner For several months the number of steer-age passengers of all outgoing steamship lines has been very heavy, and it is thought that many laborers, especially from San Francisco; steamer W. H. Kruger, from San Francisco.

MAY HAVE TO PAY MORE

STREET-CARS GET USE OF BURN-SIDE BRIDGE CHEAPLY.

Now Costs \$23,000 a Year to Operate Structure and Portland Railway Gives \$1800.

The rate paid by the Portland Railway Company for the use by its cars of the Burnside-street bridge will probably be largely increased soon. The present price paid by the company is \$150 per month, and County Judge Webster and County Commissioners Barnes and Showers do not think the compensation is sufficient. There are bonds outstanding against this bridge amounting to \$300,000, drawing 5 per cent interest, which is \$15,000 per annum, and it costs the county \$8000 a year to operate the bridge. This is an expense of \$23,000 per year, exclusive of repairs, which are sometimes very considerable and cost. ly. A rate of \$1800 per year for the cars under these circumstances is thought to

be very low. On October 1, 1834, the Portland Consolidated Railway Company, the predecessor of the Portland Railway Company, peti-tioned the Bridge Commission, consisting of J. L. Sperry, T. W. Pittenger and Will-lam M. Ladd, to fix the rate at 5 cents per car. The commission did not think this rate high enough, and adopted a resolution fixing the price at 7 cents a car some months as low as \$150, and several

months in the year 1839 over \$400. In May, 1839, the Portland Railway Company petitioned the County Court to have the rate fixed at \$150 per month, irrespective of the number of cars crossing. This is the rate which the City & Suburban Railway Company has paid for the use of the Morrison-street bridge ever since the city has owned it. The petition to make a rate of \$150 per month for the Burnside. street bridge was granted by W. B. Steele, Philo Holbrook and Herbert C. Smith, who at that time comprised the Board of County Commissioners, and has remained

Recently the members of the present County Board have talked the matter over, and have notified the rallway company of the purpose to make a new con-tract. The county officials have not stat-ed that the rate will be increased, but such a thing is likely to occur.

Just now it is said that 600 cars cross the

bridge dally, which at the old rate of ents per car would aggregate \$35 per day or \$1050 per month, or \$12,600, per year. The City & Suburban Railway Company is still only paying \$150 monthly for the use of the Morrison-street bridge, but after the new structure is completed the pany is to pay 3 cents per car and is to pay not less than \$12,000 per annum, whether the 3 cents per car amounts to that much or not. If it is more the company must pay the additional sum.

The County Court will also investigate the rate paid on the Madison-street bridge with a view of making an increase. For a long time the street-car traffic on this bridge was much less than on the others, and the price was fixed at a nominal sum, \$100 per month.

It costs a great deal of money to run the bridges, and an effort will be made to

get more out of them.

The Burnside-street bridge has been in operation about ten years, and the interest charges have already amounted to over \$150,000. A revenue of only \$1800 per year

Expense Is Less.

s consequently considered small.

A comparative statement prepared by County Clerk Fields for the month of No-vember during the past three years shows that the expense for the month just closed over and above receipts was \$55.26, while in November, 1901, the expense was \$3080.19. The figures for the month covering the three years are as follows:

Receipts—
Department, 1991. 1902. 1903.

Cunty \$485.30 \$592.75 \$951.10

Circuit \$800.10 \$92.90 \$30.60

Recording ... 777.80 958.50 1,157.55 Total\$2,123,20 \$2,243.85 \$3,939.35 Expenses-Supplies\$ 289.57 Salaries 3,913.92 \$ 168,70 2,637.00 \$ 334.01 2,670.50 Total\$4,203.49 \$2,805.70 \$3,004.51 Expenses to county, 1901. \$2,060.29
Expenses to county, 1902. 561.85
Expenses to county, 1902. 65.26

Establish a Precedent.

The jury in the Samuel Bauman murder ch established the precedent of asking the trial Judge if the trial could not be brought to a conclusion because they thought enough evidence had been submitted on which to form a conclusion also did another very unusual thing, emphasize their verdict that they did believe Bauman killed Adolph Burkhardt, the following additional clause was at tached to it:

"The jury arrived at the above verdict (not guilty) owing to having a doubt as to whether or not Burkhardt was killed Horizon and testimonials, write

Many persons who heard the evidence submitted at the trial express the opinion that Harry Fuller and H. B. Hayward did

Court Notes. Suit to foreclose a chattel mortgage for

real estate, to negotiate loans, etc.

ing received \$107.

sence of ten days.

Johnstone R. Blaney yesterday com-menced suit in the State Circuit Court against Lawrence J. O. Saldern to recover

\$203 for rafting and booming 784,283 feet of

logs on Gray's River. Blaney admits hav-

PERSONAL MENTION. Dr. F. W. Vincent, of Pendleton, is at

Dr. C. S. White, of Gervais, is registered at the Imperial.

C. E. Redfield, a prominent Heppner lawyer, is at the Imperial. G. E. Williams, a merchant of Hood River, is a guest at the Imperial.

yesterday from Wisconsin after an ab-

Captain Alexander, who was only re-cently appointed to his present position,

is a prominent politician in his state and has a brilliant war record as an officer in an Iowa regiment. He enjoys

the distinction of being the man who secured the evidence upon which the no-torious Mayor Ames of Minneapolis was

convicted of wholesale boodling. Captain Alexander is one of the best-known se-cret service men in the West and has

figured in many other celebrated cases.

SAN FRANCISCO, Dec. 3.-W. Morgan Shuster, Collector of Customs at Manila,

has just arrived here from the Philip-pines. He is visiting this country on leave of absence, and says there is nothing of

an official nature in connection with his

SAN FRANCISCO, Dec. 2 .- P. W. Clem-

ent, of Vermout, former president of the Rutland and Vermont Railroad, from

which he retired about a year ago, when

which he retired about a year ago, which he road was sold to Dr. Seward Webb, has arrived in this city with a party of friends in a private car. They have been touring the Northwest and will visit the Yosemite before they return East.

NEW YORK, Dec. 3 .- (Special.)-North-

western people registered at New York hotels today as follows: Portland—Imperial, T. S. Brooks.

Spokane-Fifth Avenue, C. M. Youle,

New Orleans Wants Convention.

CHICAGO, Dec. 3.—A dispatch to the Tribune from New Orleans says:

Tribune from New Orleans says:
Frank B. Williams, an old sugar planter
and Chairman of Republican State Central
Committee of Louisiana, announced last
night that the Louisiana Republicans offer \$300,000 for the National Republican
Convention and want it held here. He

offers \$25,000 himself, promising to rais the remainder from 11 Louisianians, eac

President Will Make Address.

WASHINGTON, Dec. 3.—A committee representing Post 2, G. A. R., of the de-partment of Pennsylvania, today invited the President to deliver the principal ad-

dress on the Gettysburg battlefield next

Memorial day, May 30, 1904. President Roosevelt informed the committee that

he would accept. It is announced that

is not only the best soap

for toilet and bath but also

for shaving. Pears was

the inventor of shaving-

Established over 100 years.

Dadway's

late the Liver and Digestive Organs. Ti safest and best medicine in the world for the

DYSPEPSIA

CUTLERY

EVERY BLADE WARRANTED

6. 7. Brown box. 2

RHEUMATISM PHEE

giving a similar amount.

same occasion.

stick soap.

by the bullet from the gun of the defend- THEY ACTUALLY DO THE WORK Food Eaten Is Worthless Unless Digested-Some Stomachs Must not tell all they knew concerning the events that occurred on the fatal night. Have Help.

Food taken into the stomach which, from the nature of the food or the con-dition of the stomach, is not digested, is worse than no food at all. This is Suit to foreclose a chattel mortgage for is worse than no rood at all. This is a true statement as far as it goes and Tree saloon at 23 Alder street was filed in the State Circuit Court yesterday by A. S. Ellis against S. J. Stillwell.

Incorporation articles of the Hancock stomachs do not do the work given them. they must be given less work; in other words, they must be starved. It would be just as sensible for a business man who is unable to do all his own work to cut-Street Improvement Company were filed in the County Clerk's office yesterday by Charles J. Schnabel, B. M. Lombard and L. A. Lewis, capital stock \$56,000. The objects announced are to acquire and hold down his business to his own capacity, as it is for a man to starve himself to relieve his stomach. The sensible bustness man employs help and goes for-ward with his business. Likewise the sensible dyspeptic will employ help for his stomach and give his body proper nour-

> Stuart's Dyspepsia Tablets ectually do the work assigned to them. They relieve weak and overburdened stomachs of a great portion of digestive action. Their component parts are identical with those of the digestive fluids and secretions of the stomach and they simply take up the grind and carry on the work just the same as a good, strong, healthy stomach would do it. On this account Stuart's Dyspepsia Tab-

lets are perfectly natural in their action and effects. They do not cause any un-natural or violent disturbance in the Judge Charles E. Wolverton, of the Supreme Court, is in the city from stomach or bowels. They themselves di-gest the food and supply the system with all the nourishment contained in S. A. D. Puter, one of the defendants in the famous land fraud cases, returned what is eaten and carry out Nature's plans for the sustenance and mainten-ance of the body.

E. D. Geiser, of Baker City, came down yesterday to attend "Ben Hur." How much more sensible is this method than that employed by many sufferers Mr. Gelser is one of the former owners of the famous Bonanza mine. from weak stomachs. By this means body and brain get all the good, nutri-tious food they need and the man is properly nourished and equipped to carry on his work and perform his duties. He could not possibly be in proper working Mrs. James A. Reed, of Nome, is in the city on her way to San Francisco. Mrs. Reed is the wife of Judge Reed, United States Commissioner at Nome, and has a wide acquaintance in Portland. condition by starving himself or employ-ing some new-fangled, insufficient food that does not contain enough nutriment Captain J. H. Alexander, a special agent of the General Land Office, was for a year-old baby. A strong man doing strong work must be properly fed, and this applies to the brain as well as the at the Perkins yesterday. His visit here was for the purpose of consulting with Inspector Greene, whom he has been detailed to assist in the land fraud cases,

Stuart's Dyspepsia Tablets, by relieving the stomach of its work, enable it to recuperate and regain its normal health and strength. Nature repairs the worn and wasted tissues just as she heals and knits the bone of a broken limb, which is, of course, not used during the process of repair.
Stuart's Dyspepsia Tablets are for sale

by all druggists at 50 cents a box and they are the one article that the druggist does not try to sell something in the place that's "just as good." Their unjualified merit and success and the universal demand for them has placed them within the reach of everyone

Constipation 15 caused by Indigestion; kill two birds with one stone; Abbey's Effervescent Salt the fruit remedy, will remove the Constipation and cure the Indigestion.

All druggists, or by mail, 25c., 50c. and

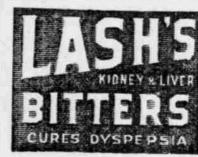
THE ABBEY EFFERVESCENT SALT CO. 8-15 Murray Street, New York.

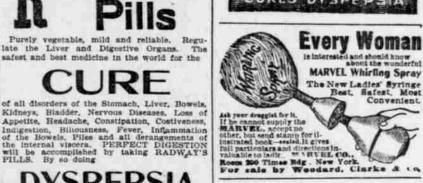
"CLEANLINESS"

Eugene F. Ware, Commissioner of Pen-sions, also will deliver an address on the is the watchword for health and vigor, comfort and beauty. Mankind is learning not only the necessity but the luxury of Persons suffering from sick headache, dizziness, nausea, constipation, pain in the side, are asked to try one vial of Carter's Little Liver Pills. cleanliness. SAPOLIO, which wrought such changes in the home, an-

HAND SAPOLIO FOR TOILET AND BATH

A special soap which energizes the whole body, starts the circulativa and leaves an exhibitrating glow. All gracers and draggists.





Your Nerves

Sick Headache, Foul Stomach, Billousness will be avoided, as the food that is eaten contributes its nourishing properties for the support of the natural waste of the body. Price 25 cents per box. Sold by all druggists, Furnish the motive power of the entire body. Dr. Miles' Nervine will the nerves strong and healthy or sent by mail on receipt of price.

RADWAY & CO., 55 Elm street, New York. or restore their strength if weakened. sold on guarantee. Write for free book on DR. MILES MEDICAL CO., Eikhart, Ind.

> STOPPED FREE
> Permanently Cured by
> DR. KLINE'S GREAT
> NERVE RESTORER
> No Fine after that days was. 92 TRIAL BOTTLE FREE rmanent Cure, set only temporary relief, for all sets histories, Epilopsy, Spanns, St. Vitus' nos, Debtlity, Exhaustion, Francis 1871. 10 2 1 1 WF. 14 831 Arch St., Philadelphia



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HAMMAM BATHS, Turkish and Russian... 300-301-302 HARDEN, MRS. L. K., Stenographer....201 HAVILAND, DR. W. K., Phy. & Sur. . 512-513 HAWKE, DR. C. E., Phys. and Surg. . 608-609 HOLLISTER, DR. O. C., Physician and HOSMER, DR. CHARLES, SAMUEL;

MACKAY, DR. A. E., Phys. and surg. 711-712 MANHATTAN LIFE INSURANCE CO. OF NEW YORK; W. Goldman, Manager 209-210 MARSH, DR. R. J., Phys. and Surg... 309-310 METT, HENRY 218
MOSSMAN, DR. E. P., Dentist 513-514
MUTUAL RESERVE LIFE INS. CO.,
Mark T. Kady, Supervisor of Agents. 604-605
NICHOLAS, HORACE B., Attorney-at-Law.718

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