

A Broom FOR THE BLOOD

is as necessary as a broom for the house. For in the blood accumulate the germs of disease which, if not swept away, become manifest in boils, blotches, sores, ulcers, eruptions, eczema, tetter, and like diseases, that flay the flesh and scar the skin.

AYER'S Sarsaparilla

MAKES A CLEAN SWEEP

of all diseases that begin in the blood. What other medicines drive in, Ayer's Sarsaparilla drives out. Where other medicines make a surface show of health by cleansing the skin, Ayer's Sarsaparilla lays the foundation of health by cleansing the blood. It is conceded that

OF ALL DISEASES

the larger portion have their origin in impure blood. Cleanse the blood and you cleanse the skin. Foul blood cannot make a fair body. The shortest way to a sound body, a clear complexion, and a vigorous life, is to purify the blood with Ayer's Sarsaparilla.

"I can truly say that Ayer's Sarsaparilla saved my life after doctoring for years for blood poisoning. Not one bit of help in any way, shape, or manner did I receive before, by advice of a friend, I took Ayer's Sarsaparilla. It made me a new man, and completely cured me."
HARRY L. BROWN, 21 Hanover St., Manchester, N. H.

"Last year I was badly troubled with boils which I could not get rid of, until I procured Ayer's Sarsaparilla. Two bottles relieved me of my tormentors, and they have never made their appearance since."
H. B. BRADLEY, Danburgh, Ga.

"Five years ago my little boy became blind from the effects of scrofula. Our doctor failed to help him. We began the use of Ayer's Sarsaparilla and two bottles cured him."
C. C. GOPETT, Canes, Ky.

"After six years' suffering from blood poisoning, I began taking Ayer's Sarsaparilla, and although I have used only three bottles of this great medicine, the sores have nearly all disappeared."
A. A. MANNING, Houston, Tex.

"I was afflicted with catarrh for a number of years, none of the doctors being able to help me. When almost hopeless of cure, a friend advised me to try Ayer's Sarsaparilla, and after using only three bottles, the cure was effected, and to-day I am perfectly healthy."
JOSEPH MURPHY, 173 Mulberry St., Newark, N. J.

SHIPS SAVED AT SEA.

WHAT IS MEANT BY "SALVAGE" AND HOW IT IS PAID.

There is no law that signals of distress at sea must be heeded—Public Opinion Alone Enforces Responses to Calls For Help.

Salvage on ships saved at sea by others in the majority of cases is paid by the underwriters, although the big steamship companies insure themselves. The insurance companies think that a board of arbitration can more satisfactorily adjust salvage claims than can the courts. The word salvage, as defined by that celebrated admiralty authority, Roscoe, is "the reward which is earned by those who have voluntarily saved or assisted in saving a ship or boat or their apparel or any sort thereof or the lives of persons at sea or a ship, cargo or any part thereof, from peril or a wreck from total loss." The last part of the definition is a trifle puzzling.

In discussing the merits of salvage cases it must be remembered that there is no obligation, written or implied, upon the master or crew of any vessel to heed signals of distress. Public opinion alone enforces the idea that "a call for help at sea must be obeyed." The laws of salvage are merely framed to encourage the saving of life and property on the deep. There is avarice in the mariner as in laudmen, and the laws are made to overcome and curb these mercenary ambitions. For that reason a master and his crew cannot expect salvage for saving their own vessel. It is the natural assumption in law, as well as in fact, that they must do everything they can to preserve their charge and under an agreement with the owners keep it from danger whenever possible.

In salvage one of the first laws is that the peril must be actual. The bargain made in time of danger by the master or agent of the imperiled craft with another volunteering aid need not of necessity hold in court, and generally does not. As a rule the bargain is exorbitant and made at a time when the victim would be willing to guarantee the payment of millions for proffered assistance. This point has been decided hundreds of times, the courts taking the stand that the peril made an exorbitant bargain necessary.

As a general thing, the salvage award is equal to about one-third the value in the case of sailing craft and from one-third to one-half in the case of steamers. The owners of the saving craft, whose money was wasted by delay, wear and tear, are of course entitled to the bigger piece of the plum. The master of the salvor gets about twice the sum that his mate receives, and the mate is paid something like double the amount of each sailor.

Should the latter have been a member of a lifeboat crew used in running hawsers or in going aboard as a prize crew he and his mates are entitled to an extra compensation. Naval officers cannot claim salvage when the work accomplished is in the direct line of their duty.

In the case of a abandoned vessel there is a peculiar law as applied to ownership. No matter where the derelict be found and towed or assisted in by a prize crew or otherwise the court holds that she is still the property of her original owners, although abandoned by her crew, their agents, and that no effort has been made by them to recover her. It sounds peculiar to the average mariner, but it's the law.

To make a successful salvage claim it is necessary that the property must be actually saved and saved by those claiming to be salvors. In other words, the salvage services must be rendered by persons not bound by contract to render them. If the mariner or other encounters the danger or misfortune or damage which might possibly expose the ship to destruction unless assistance is rendered and does all he can to save the vessel, and his services tend in some degree to save or preserve her, compensation will be awarded him, although the vessel is mainly preserved by other means.

The longest time that any one steamer has been at sea with disabled machinery before reaching port was 77 days. This was the United States corvette Iroquois in 1890. She was bound to Samoa from Honolulu, and had only seven days' rations left when port was reached. In 1897 the steamer Indralema was towed into St. Thomas after having been at sea for 47 days. The Glasgow steamer Strathnevis, after drifting 33 days out of the range of steamers, was towed into St. Michael's in January, 1897, by the British steamer Hannab M. Bell. Another Strath, the Strathnevis, drifted helplessly on the Pacific for two months and over in 1895, and was finally towed into Puget sound. The Dispatch in 1864 was out 61 days with crippled machinery, and four years ago the British cruiser Calypso broke down 2,090 miles from port and sailed in unaided, much to the delight of the dwindling band of naval experts who maintain that every warship ought to be provided with ample sail power.

The owners of those ships that were obliged to drift for weeks, and in several cases for months, would not have found fault with the question of salvage had a helping hand come along—at least there would have been no complaint just then.—New York Mail and Express.

Work of Helpmates.

I was driving through one of the best farming districts in western Ontario a few years ago. I expressed my admiration.

"Yes," said my companion, who knew the country thoroughly, "nearly all the farmers around here have second wives."

"Why?" was my surprised inquiry. "Oh," he answered, "they killed their first wives making the farm!"—Perth Expositor.

The Homeliest Man in Oregon City.

As well as the handsomest, and others are invited to call on any druggist and get free a trial bottle of Kemp's Balsam for the Throat and Lungs, a remedy that is guaranteed to cure and relieve all Chronic and Acute Coughs, Asthma, Bronchitis and Consumption. Price 25c and 50c.

As the season of the year when pneumonia, la grippe, sore throat, coughs, colds, catarrh, bronchitis and lung troubles are to be guarded against, nothing "is a fine substitute," will "answer the purpose," or is "just as good" as One Minute Cough Cure. That is the one infallible remedy for all lung, throat or bronchial troubles. Insist vigorously upon having it if "something else" is offered you.

Geo. A. HARDING.

ACTIVE SOLICITORS WANTED Everywhere for "The Story of the Philippines" by Marat Halstead, commissioned by the Government as Official Historian to the War Department. The book was written in army camps at San Francisco, on the Pacific with General Merritt, in the Hospitals at Honolulu, in Hong Kong, in the American trenches at Manila, in the insurgent camps with Aguinaldo, on the deck of the Olympia with Dewey, and in the rear of battle at the fall of Manila. Bonanzas for agents. Briskful of original pictures taken by government photographers on the spot. Large book. Low prices. Big profits. Freight paid. Credit given. Drop all trashy unofficial war books. Outfit free. Address, F. T. Barber, Sec'y., Star Insurance Bldg., Chicago.

For a quick remedy and one that is perfectly safe for children let us recommend One Minute Cough Cure. It is excellent for croup, hoarseness, tickling in the throat and coughs.

Geo. A. HARDING.

Mott's Nerverine Pills

The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex, such as Nervous Prostration, Falling or lost Manhood, Impotency, Nightly Emissions, Youthful Errors, Mental Worry, excessive use of Tobacco or Opium, which lead to Consumption and Insanity. \$1.00 per box by mail; 6 boxes for \$5.00. MOTT'S CHEMICAL CO., Prop's, Cleveland, Ohio.

For sale by C. G. Huntley.

Daniel Williams, at the corner of Center and Seventh streets, choice and well selected stock groceries which he is selling at reasonable rates. His motto is "and let live, with honest measures". Goods delivered part of the city.

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A Personal Matter

A well painted house is like a neatly dressed person—always attractive and pleasant to look upon.

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J. H. THATCHER, MANAGER,

Portland, - - - Oregon.

The Leopard and the Pan.

One day a worthy Kulu housewife came out from her cooking and, standing on the ledge of rock at her door, emptied a pan of boiling water into the rank herbage growing below. It fell, splash, on the back of a sleeping leopard, who jumped perpendicularly into the air as high as the roof of the hut. What might have happened next? Who can say? But the astonished woman dropped the pan with a clang upon the rock, and the leopard took one leap down hill. The pan followed, and the leopard's downward leaps became longer and swifter as the pan bounded after it from rock to rock.

When last seen the leopard had just achieved a leap of about 350 feet to the very bottom of the ravine, thousands of feet below, and the pan had whirled about 500 feet over it on to the opposite side. The leopard would have eaten the old woman with pleasure, but a pan which first scalded half the hide off him and then bounded clanging in his wake from the top of the Himalayas to the plains below was something which he could not face.—Good Words.

Is Your Name Here?

A contributor has been amusing himself by trying to answer the question or series of questions, What man in the history of the world whose name began with A—and after that every other letter of the alphabet in order—exerted the greatest influence upon the thought and conduct of mankind?

Of course there are some letters which are not very prolific in the names of great men, but we think most of our readers will be surprised to see how many of the most illustrious names in history are included and how few are excluded.

In some cases the compiler seems to have selected names quite as much with a view to comprehending in the list men of many countries, as because the name given was that of the greatest man of his time. The list follows:

Aristotle, Baco, Confucius, Darwin, Ezra, Franklin, Goethe, Homer, Isaiah, Justinian, Kant, Luther, Mohammed, Newton, Oasian, Plato, Quintillian, Rousseau, Shakespeare, Tasso, Uhlund, Virgil, Washington, Xavier, Young, Zoroaster.—London Globe.