BRITISH AGRICULTURE

GREAT DEPRESSION OF PRICES AND LOSS OF PROFITS.

Report of Special Committee of Liverpool District Farmers' Club.

The report of the special committee of the Liverpool District Farmers' Club on the condition of agriculture in the district, drawn up in response to the invitation of the Central and Associated Chambers of Agriculture, was forwarded to London February 4. It reads as follows:

The district of the club embraces the agricultural portion of the three large unions of West Derby, Prescot, and Ormskirk. The farming is chiefly arable, produce of all kinds being grown for the Liverpool market—viz. hay, wheat, oats, barley, straw, potatoes, cabbages, etc. Over 90 per cent of the land is arable.

The causes of the depression are—First, the great and continued fall in the prices of produce of all kinds, whilst there has been no corresponding reduction either in the price of labor, rents, rates and other outgoings. Secondly, the very serious competition which prevails in foreign produce of every description, Liverpool being literally overrun with same. For example, in the year 1880, when, in consequence of the great drouth, farmers had little over one-third of a crop of hay, they expected in some degree to recoup themselves by an enhanced value; but in a few weeks Liverpool became abundantly supplied with foreign hay from almost all parts of the world, with the result that our farmers had to accept, on an average, little more than £5 per ton for the bulk of that crop, a price that would not more than pay the rent and rates. Importations of hay have continued up to the present time at ruinous prices.

The effects of depression on landowners are: The rents in the district vary, according to the quality of land and situation, from 25s to 80s per statute acre. Very few reductions in rent have been made. One large landowner, whose land is heavily rented, about four years ago offered his tenants a temporary remission of 10 per cent or a permanent reduction of 5 per cent, with the result that the tenants accepted the latter. Other landowners have made no permanent reductions, but have on several occasions granted a remission of 10 per cent, the last being for the year 1892. Rent is taken as the basis of assessment to poor-rate, and the only decrease in the assessment of land is on the permanent reduction of 5 per cent on long landowner's property. Those tenants receiving temporary remission are unable to obtain any reduction in assessment. The reduction in the selling value of the land is from 30 to 40 per cent at least. The farms being small to medium in size, there is always a demand for them when vacant. They vary from 20 to 200 acres, and a large number being about 100 acres. Farmers' sons have to compete for them with Liverpool tradesmen (retired and otherwise). A great many farmers' sons, being brought up to farming, and, owing to the general commercial depression, unable to take to any other business, create a constant demand for these small farms, which places a fictitious value upon them. There are, in consequence, very few farms in landlords' hands. A great many young farmers would be better off were they working as agricultural laborers. There is a great lack of suitable accommodation as regards cottages, etc., for farm laborers, and immediate action on the part of the landowners is needed to supply this deficiency. The effects of the depression on tenants are: The farming profits of today are nil. The value of produce as compared with about 20 years ago being as follows, according to crop:

	Today.	About 20 Years Ago.
Hay	£3 per ton	£5 per ton
Wheat	3s per bus	7s 6d per bus
Oats	2s 1d per bus	2s 6d per bus
Barley	2s 4d per bus	5s 6d per bus
Straw	30s per ton	50s per ton
Potatoes	70s per ton	120s per ton
Cabbages	6d per doz	1s 6d per doz
Cattle	5d per lb	8d per pound

In consequence of our district being in the vicinity of such towns as Liverpool, Bootle, St. Helens and Widnes, and also largely intersected by railways, farmers have had to compete with manufacturers, teamowners and railway companies for labor, the result being that during the past 20 years they have had to pay an increase of at least 2s per man per week. A great deal of the manure used in the district is carted from the towns, and farmers have had to combine, and have thus succeeded in obtaining a reduction of from 25 to 30 per cent in the cost of manures. In machinery there is not much change in value. The effect of the depression on the capital of the tenant is this, the older farmers, who managed to save some little money 20 to 30 years ago, are now living and keeping their farms mainly on the interest, with the apparently vain hope that time will improve matters. The younger farmers—i. e., those who have taken farms in recent years and invested the whole of their capital therein, are, by dint of hard work and frugality, just enabled to live and maintain their families, without being able to provide for their future wants. Meantime, their capital in their farms is daily decreasing. Others who do not personally labor on the farms and live frugally, are seriously indebted to hosts of creditors. Most of the farms in the district are taken now, as heretofore, on a yearly tenancy. Farmers who occupy the larger farm with the greater capital, and who have worked hardest themselves, have stood the depression best. The effects of the depression on laborers are that every farmer in the district is employing as few laborers as he possibly can, with the result that the land is becoming dirtier and poorer every year. The average earnings of the tradesmen are £1 per week and house to live in, or 22s and no house, while all the other laborers employed, are Irish, who come over from Ireland in the spring of the year, and receive 15s per week until summer, and 20s per week during harvest.

The subjects of complaint are these: (1) That values are continually decreasing for everything that farmers have to sell, in consequence of the enormous foreign competition which prevails at the port of landing; also, that although the gross values of farmers' crops are only 60 per cent of what they were 20 years ago, they have to face quite as heavy an expenditure as at that time. (2) The landlords and laborers have suffered practically nothing, whereas the farmers' stock and capital are being gradually swallowed up by the decreasing values. (3) The legislation of the present, in throwing more burdens in rates on the owners of land, as a matter of fact causes them to fall upon the tenant who is in possession.

As to suggestions for remedies or alleviative measures, we consider it less for us than for our members of parliament to suggest and apply, but we submit a few points for their serious consideration. If the land in this country is not to go out of cultivation altogether, something must be done to checkmate the appreciation of gold by the Argentine, Russia and India, for it is due to the premium on gold in the Argentine and India being 260 per cent and in Russia and India 80 per cent, that our markets here have been overrun with hay, wheat, oats, barley and other produce from those countries, the result of which has been to drive the prices of grain, etc., down to the ruinously low figures now obtaining. As regards the foreign competition, manufacturers in this district are practically doing nothing, having been driven not only out of the foreign markets, and also out of our own by the foreigners, and we would suggest that some steps be taken to protect our national industries in the shape of a tariff on manufactured articles, so that at least some of the vast number of our unemployed might be able to procure work. The burdens on land ought to be immediately considered, with a view of relieving the tenant of the ever-increasing charges that are actually borne by him, although intended for the landowner. It has been said that this portion of Lancashire is not suffering so much as other counties in England, but if careful inquiry is made, it will be found that no portion of England is suffering to the same extent as far as the tenant farmer is concerned, and nowhere so little as far as the landlord and laborer are concerned. The prices obtainable in Liverpool are lower than elsewhere, inasmuch as farmers have to compete with the foreigner immediately on landing. Rates are higher, owing to the rural population having to assist in maintaining the paupers of the towns, and wages and rents are also higher. It will, therefore, be seen, as a matter of course, that the depression in this district must of necessity be more severe.

THE CORN CROP.

The Low Price Brought in Free-Trade Times.

American Economist.

Having already shown the American farmers that they received only 51 cents on the dollar for their dollar wheat during the two years that the free-traders have allowed them to sell their crops in "the countries of the world that stand ready to take our entire surplus of products," as the democratic platform of 1892 told them, let us now see what they got for their corn crops during the three years of McKinley protection, and also during the two subsequent years under the free-traders.

Here are the figures:

Period.	Crop Value	Average Value Bushel.	Average Value Per Acre
1890-92	$741,228,770	$0.435	$16.18
1893-94	573,172,415	.411	8.64

We find that the average value of the corn crop was $171,167,255 more during each of the three years of McKinley protection than under the present administration of the free-traders. The average price was over two cents a bushel more on the farm and the harvest from each acre was worth $7.54 more to the farmer under protection.

The farmers, no doubt, would be glad to have that extra $171,000,000 a year, or $542,000,000 that they have lost during the two years that the free-traders enabled them to sell their corn in "the countries of the world that stand ready to take our entire surplus of products." Let us see if we can ascertain why they lost it.

During the three years of protection the corn crop averaged 1,726,196,000 bushels a year. This was 310,000,000 bushels more each year than the average crop in our free-trade times. The average yield per acre was more, being 23.6 bushels under protection and only 20.9 bushels to the acre when "the countries of the world" stood "ready to take our entire surplus of products."

Evidently the price should have been higher these two latest years, our crops being short and "the countries of the world" waiting for it. We are very much afraid that when the free-trade platform of 1892 told our farmers that they would be able to sell their corn in "the countries of the world that stand ready to take our entire surplus of products," the free-traders forgot to add that "the countries of the world" would take it at their price, not at our price.

WARSHIPS AT SAN DOMINGO

The State Department Is Taking Notice of the Fact.

WASHINGTON, Feb. 26.—It is stated that the presence of three French warships in the harbor of San Domingo has been made the subject of diplomatic representations on the part of the United States, at the request of the Dominican government. France has long had claims against San Domingo, which seemed incapable of settlement by ordinary diplomatic methods, and three naval vessels have been assembled in the vicinity as an incentive to speedy action. Secretary Gresham, it is asserted, in response to requests from the government of San Domingo, pointed out to France that the United States also has long-standing claims against San Domingo, ante-dating those of France. The French reply, it is claimed, conceded this point, but represented that immediate reparation was demanded only in the case of a French citizen who had been recently assaulted with the ascertained connivance of Dominican officials. The United States thereupon replied, as it is understood, that this was a matter which could not be held to warrant a hostile naval demonstration on the part of France, and suggested that the difficulty was easily susceptible of amicable settlement, and that justice could be obtained more certainly in the absence of a threatening armed force. As far as can be learned, the incident rests at this point. Should any further difficulty arise, it is possible that one of the vessels of Admiral Meade's fleet, now at Barbadoes, 800 miles from San Domingo, may be ordered to cruise on the coast of Hayti and San Domingo for the protection of American interests, which are very considerable there. Samana bay, on the north side of the island, has long been treated by the United States navy as practically an American possession, just as Pearl harbor is in Hawaii. It was recently visited by Admiral Meade's squadron, which spent several days there.

HAPPENED BY ACCIDENT

The Elbe Disaster.

LONDON, Feb. 26.—The inquest on the Elbe's victims, which were brought ashore, was resumed at Lowestoft this morning. It has been decided to limit the inquiry to events occurring subsequent to the collision.

Pilot Greenham testified that after the crash he saw attempts made to close the water-tight doors of the Elbe. The captain of the Elbe remained on the bridge until the last. The captain ordered the boats got out, but the ropes were frozen and had to be chopped away. The orders given by the captain were obeyed. There was no confusion.

Both the captain and the chief engineer of the Crathie deposed that the vessel's bellropes to the engine-room were frozen at the time of the collision. Orders were given to the lookout man, who shouted them to the engine-room. The engineer admitted that he had not looked to see whether the bellropes were all right when the vessel sailed from Rotterdam. On the conclusion of the engineer's testimony the coroner intimated that the inquest would be adjourned until March 28. The solicitor for the captain of the Crathie objected to this proposal, and asked that the jury render a verdict. It would be cruel, he said, to let the matter hang fire over the captain's head for a month. The coroner opposed the rendering of the verdict at the present time, and the inquest was adjourned.

Killed by a Collision.

OAKLAND, Cal., Feb. 26.—Mrs. Delehanty, wife of P. J. Delehanty, a prominent undertaker of this city, was instantly killed by a local train last night while crossing the track in a buggy near the mole. Her husband, who was driving the vehicle, was also seriously injured.

Rejoiced Over Salted Heads.

TANGIER, Feb. 26.—Advices received here from Fez state that the two cartloads of salted heads of the leading Raham rebels, which were taken to the sultan by a detachment of Moorish cavalry, have been suspended from the main gate of that city, amid great rejoicing upon the part of the populace.

Missing Mexican Man-of-War.

NEW ORLEANS, Feb. 26.—The Mexican man-of-war La Libertad sailed from Vera Cruz February 9 for New Orleans to be repaired. She is now more than 10 days overdue, and may have foundered in the Gulf, during the heavy norther which prevailed from the 10th to the 13th. Her crew consisted of 50 officers and men.

For twenty-five cents, you can get Carter's Little Liver Pills—the best liver regulator in the world. Don't forget this. One pill a dose.

STREET PAVEMENTS

A REPORT ON THE SUBJECT FROM CHICAGO.

Important Statements That Might Well Receive Consideration at Portland.

Several months ago Mayor Hopkins, of Chicago, appointed a special committee on street paving, with Alderman Madden as chairman, and its report, which has recently been prepared, is an unusually interesting document. The report, which is based on statistics furnished by American consuls in foreign cities and by special commissions on street pavements in American cities, provides a great deal of valuable information for all aldermen and city officials and taxpayers interested in the subject treated.

The various kinds of pavement are discussed and the better methods of preserving streets in Europe, where the width of wagon tires and the manner of shoeing horses are regulated by law, are all exhaustively treated, and the report will undoubtedly prove of great value to officials and taxpayers. The report proceeds:

"The chief requisite for a substantial, permanent pavement is suitable material. There are in use in this country many kinds of paving material, among them being granite blocks of various sizes, sheet asphalt, asphalt blocks, bricks of different kinds and sizes, wooden blocks (round and square, treated and untreated), slag bricks, patent iron pavement, and Telford and macadam pavement.

"The result of the experience of all the cities of this country, as will be shown by the data and statistics given elsewhere in this report, indicates that only three kinds of paving material have answered all conditions and requirements for street pavements. They are bricks, granite blocks and asphalt. Other materials are to a great extent still in the experimental stage. Other kinds of materials are to a great extent still in the sometimes resulting satisfactorily, sometimes resulting in complete failure. Brick has been tried extensively, and may be said to be satisfactory for streets on which there is but slight traffic. Brick has served well in Galesburg and Bloomington and other cities of this class, but has not been extensively tried in larger cities. Telford pavement has been used to some extent, but the experience of Chicago with Michigan boulevard and Washington boulevard, both highest types of the Telford method, proves that this system is too expensive, especially with regard to maintenance, for general use. Macadam and wood have been declared failures."

Discussing in greater detail some of the comparative advantages of different kinds of pavement, the report suggests improvements in the methods of laying granite blocks which, at a slightly increased cost, will give a pavement practically indestructible. Asphalt pavements are said to be growing in favor, but the construction should be most carefully done. Its advantages are smoothness, ease in cleaning, slight resistance to traffic and facility of repair, while with constant care it will last 15 or 20 years without resurfacing. Wooden-block pavement is considered as utterly valueless, although when chemically prepared, as is done in London, it makes a good but expensive pavement. Continuing, the report says:

"The first cost of a pavement is of great importance, but must be considered in connection with the life of the pavement and the cost of maintenance. The method in Europe, in figuring the value of a pavement, is to take the first cost, add to it the cost of maintenance for a period of say 20 years, or the estimated life of the pavement, and deducting value of the pavement at the end of the period; dividing this sum by the number of years, the annual cost of the pavement will be obtained. This is a very accurate method of gauging the value of the pavement, because it gives ultimate results. If a pavement should cost $3 a yard and cost 5 cents per square yard for maintenance for a period of 15 years, at the end of which time it would be still almost as good as new, it would be a far cheaper pavement than one the first cost of which was $1.50 a square yard, but which had to be entirely renewed every four or five years.

"The cost of the different kinds of pavement varies with the places, owing to the advantages of transportation, proximity to the supply of paving material, rates of wages and other conditions. Chicago has paid $3.50 a square yard for granite pavement, while at a recent letting of contracts in Minneapolis, bids were received at as low figures as $1.50 per square yard. Buffalo pays about $3 for sheet asphalt, while Chicago received a tender to pave La Salle avenue with Trinidad asphalt at $1.61 per square yard. Milwaukee has adopted a maximum price of $3 per square yard for permanent paving, while Washington will pay no more than $2.25.

"The mere fact of first cost can give no intelligent idea of the value of pavement, unless considered in connection with the life of the pavement and cost of maintenance. In the French school of engineering is taught the axiom that 'Economical maintenance and not prime cost is the essential factor to be considered in estimating the value of a pavement.'

"The cost of maintenance differs almost as much as first cost. Omaha pays 8 cents per square yard for maintaining its asphalt pavements, while Washington does the same work for less than 3 cents per square yard, and in Buffalo it costs only about 2 cents per square yard, figuring the total annual cost of repairs with the total area of paved streets.

"In Europe it is figured the cost of maintaining asphalt and wooden-block streets is less than 6 pence per square yard and the cost of maintaining granite block in some parts of London is about 1½ pence. The statistics as to the cost of maintenance of pavements in this country are very few, and those that do exist cannot always be considered reliable.

"Reports of officials show that granite costs least for repair, when the original construction has been good. The streets in the business portion of Chicago have been but recently relaid, and still they would be considered frightfully out of repair in London, Paris or Brussels. Brick is comparatively easy to repair, because when a defective brick is found it can be removed and a sound one substituted. One trouble with brick and stone pavements is that for extensive repairing they must practically be entirely torn up and closed to the public. Facility of repair is one of the advantages of asphalt. By means of a light repair outfit a couple of men can repair a large area of asphalt pavement in a short time at a trifling expense.

"A most important factor in permanent street pavements is the method of construction. No good qualities of materials will protect a roadway against faulty construction. Everything must be well done by experienced men. There should be no temporizing with any contractor who attempts to evade any portion of the specifications according to which he has agreed to do the work. The greatest care should be observed in constructing the foundation, because, after all, it is the essential part of the pavement. When the soil of the graded street has been thoroughly rolled and hardened, and upon it has been built a six-inch bed of concrete made with good cement and properly prepared, the really durable portion of the street has been completed. Indeed, in some cities streets are made of concrete alone, with a gravel top dressing. When the concrete foundation has been made, and well made, the wearing surface which is placed on top of it may be either wood, granite, asphalt, brick, or any other material. These constitute only the wearing surface, which may be taken up and repaired, or renewed, or disposed of in any way. The solid impermeable foundation is the base on which the street rests, and without which no paving material is of any value. In Europe it is always calculated that the concrete base will last an indefinite time; and in the calculation as to the life of a pavement the durability of the wearing surface only is considered. The concrete foundation is always estimated as an unincumbered asset, to be taken over to the new construction account as a credit to the original cost of the pavement.

"In estimating the durability of different kinds of pavement, these qualities should be taken into consideration: First cost, durability, cost of maintenance, sanitation, noiselessness, facility of repair, resistance of traction, ease on horses, ease on vehicles, and appearance. The general experience of city engineers would seem to classify the pavements according to these qualities in this way:

"First cost—Granite will be the most expensive; then in order, asphalt, brick, wood blocks, macadam.

"Durability—Longest lived, granite; next, asphalt, brick, wood, macadam.

"Cost of maintenance—Cheapest to maintain, granite; next in order, asphalt, brick, wood, macadam.

Sanitation—First, asphalt, brick and granite about equal, and wood last.

"Noiselessness—First, wood; then macadam, asphalt, brick, granite noisiest of all."

An Alleged Conspiracy Against the Pennsylvania Railroad.

CANTON, O., Feb. 26.—In the prosecution of J. H. Lautz, of Louisville, arrested on the charge of conspiracy, the Pennsylvania Railroad Company expects to disclose a plot to defraud it of enormous sums of money. Lautz is supposed to be one of several conspirators. J. H. Lautz began suit in the United States court recently against the Pennsylvania railway, claiming $25,000 damages for injuries said to have been received in the disaster at Shrieve, O. He alleged that he had become insane in consequence of the accident.

The Attack on Muscat.

LONDON, Feb. 26.—A dispatch from Bombay to the Central News says that the city of Muscat was greatly damaged by the fire of the sultan's troops in endeavoring to repel the insurgent Bedouins. It is believed, the dispatch says, that the sultan's forces are getting the better of the fight.

No Atrocities Committed.

LONDON, Feb. 26.—A dispatch to the Times from Che-Foo says that after the capture of Wei-Hai-Wei the Japanese did little looting. No atrocities were committed.

IT isn't much trouble for a really healthy man to be good humored. Jollity and exhuberant health are a proverbial combination. The hearty man who is always laughing doesn't have any trouble with his digestion. It has been said that laughing makes people healthy. The truth is that health makes people laugh.

There isn't any other thing so essential to health as regularity in the action of the bowels. Most all sickness starts with some derangement of the digestive functions. Good digestion means good, pure blood, and that means strength. Once let the bowels become clogged with refuse matter, and the whole system is deranged. Impure, poisonous matter gets into the blood and plants the seeds for all sorts of sickness.

Whenever there is a stoppage of the intestinal action, help should be given immediately. Usually a mild, gentle laxative is all that is necessary. A violent, wrenching, griping cathartic is never needed. Dr. Pierce's Pleasant Pellets are the most pleasant and successful remedy for occasional or chronic constipation, or costiveness. They are tiny, sugar-coated anti-bilious granules that even the smallest child can easily take. They act in perfect accord with nature and produce no griping or other disagreeable feeling. They should be taken at the first indication of digestive trouble. They stop sour stomach, belching, "heart-burn," flatulence and sick headache. They *cure* constipation permanently. You can stop taking them after the bowels are thoroughly regulated. Their help *lasts*. You do not become a slave to their use as with other pills.

Dr. Pierce's Pleasant Pellets—it's an easy name to remember. Don't let a designing druggist talk you into "something just as good." He makes more money on the "just as good" kind. That's why he would rather sell them. That's why you had better not take them.

For a free sample package of 4 to 7 doses, address: WORLD'S DISPENSARY MEDICAL ASSOCIATION, No. 663 Main Street, Buffalo, N. Y.

Papa's Pants Would do For Willie

If they were made over and dyed with Diamond dyes, the great home money-saver. The children's clothes—the faded cloak, wrapper or dress—can be made to look like new, at a cost of only **10 cts**, and no experience is needed,

DIAMOND DYES

come in more than 40 shades, and the Fast Blacks **are** fast.

Direction Book and 40 samples of colored cloth, free. Wells, Richardson & Co., Burlington, Vt.

WASTING DISEASES WEAKEN WONDERfully because they weaken you slowly, gradually. Do not allow this waste of body to make you a poor, flabby, immature man. Health, strength and vigor is for you whether you be rich or poor. The Great Hudyan is to be had only from the Hudson Medical Institute. This wonderful discovery was made by the specialists of the old famous Hudson Medical Institute. It is the strongest and most powerful vitalizer made. It is so powerful that it is simply wonderful how harmless it is. You can get it from nowhere but from the Hudson Medical Institute. Write for circulars and testimonials.

This extraordinary Rejuvenator is the most wonderful discovery of the age. It has been endorsed by the leading scientific men of Europe and America.

HUDYAN is purely vegetable.

HUDYAN stops prematureness of the discharge in twenty days. Cures **LOST MANHOOD**, constipation, dizziness, falling sensations, nervous twitching of the eyes and other parts.

Strengthens, invigorates and tones the entire system. It is as cheap as any other remedy.

HUDYAN cures debility, nervousness, emissions, and develops and restores weak organs. Pains in the back, losses by day or night stopped quickly. Over 2,000 private indorsements.

Prematureness means impotency in the first stage. It is a symptom of seminal weakness and barrenness. It can be stopped in twenty days by the use of Hudyan. Hudyan costs no more than any other remedy.

Send for circulars and testimonials.

TAINTED BLOOD—Impure blood due to serious private disorders carries myriads of sore-producing germs. Then comes sore throat, pimples, copper colored spots, ulcers in mouth, old sores and falling hair. You can save a trip to Hot Springs by writing for 'Blood Book' to the old physicians of the

HUDSON MEDICAL INSTITUTE,
Stockton, Market and Ellis Sts.,
SAN FRANCISCO, CAL.

Sore Lips Sore Lungs Sore Throat 25

And any soreness anywhere, promptly relieved, soothed, healed and cured by this wonderful Anodyne. It is the best remedy on earth for asthma, bronchitis, colds, coughs, catarrh, colic, croup, cramps, chills, dyspeptic pains, gout, hacking, hoarseness, whooping cough, influenza, all irritations and inflammations, neuralgia, nervousness, pneumonia, rheumatism, sciatica, teething, toothache, tonsilitis, vertigo, vomiting, and every pain everywhere. It is the great cure for bites, burns, bruises, cuts, chaps, cracks, corns, chilblains, contusions and deafness, freckles, pimples, ringworm, stings, scalds, strains, sprains, stiffness, swellings. No medicine today possesses the confidence of the people to so great an extent. It is now the reliable Family Remedy in every household.

Johnson's ORIGINATED 1810. ANODYNE LINIMENT

It is astonishing how many different ailments and diseases it will cure. It was invented by an old fashioned, noble hearted Family Physician, for the good of his fellow men. For over 80 years the demand for it has steadily increased. It has stood on its own intrinsic merit, and entirely satisfied generation after generation. It is used and recommended by physicians everywhere. It is the best, the oldest, the original. It is unlike any other. It is superior to any other. It is not merely a Liniment, it is natures remedy from infancy to old age. For Internal as much as External use. Be not afraid to trust what time has endorsed. It is used and endorsed by all athletes. Every Mother should have it in the house, dropped on sugar suffering children love it.

A young married lady in this city was lying at the point of death with diphtheria. The mother gave a teaspoonful Johnson's Anodyne Liniment clear to her child; in an instant the passage to the lungs was enlarged, she could breathe easier, in a few days she was well. The husband said this Liniment had saved his wife's life.—*Zion's Herald*, Boston.

The Doctor's signature and directions on every bottle. Ill'st'd Pamphlet free. Sold everywhere. Price, 25 cts. Six bottles, $2.00. I. S. JOHNSON & CO., Boston, Mass.

CARTER'S LITTLE LIVER PILLS. TRADE MARK

CURE

Sick headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the side, etc. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing the annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But, after all, sick head

ACHE

Is the bane of so many lives that here is where we make our greatest boast. Our pills cure it, while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but their gentle action pleases all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere or sent by mail.

CARTER MEDICINE CO., New York.

Smal Pil. Small Dose. Smal Price.

TRAVELER'S GUIDE.

Railroads.

EAST AND SOUTH VIA SOUTHERN PACIFIC COMPANY. SUNSET ORGEN & GRAND ROUTES

Trains leave and are due to arrive at Portland:

LEAVE	FROM JAN. 1, 1895.	ARRIVE
*8:15 PM	OVERLAND Express Salem, Roseburg, Ashland, Sacramento, Ogd'n, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and East.	*8:20 AM
*8:30 AM	Roseburg and way stations Via Woodburn for Mt. Angel, Silverton, West Scio, Brownsville, Springfield and Natron	*4:30 PM
Daily except Sunday. 17:30 AM	Corvallis and way stations	Daily except Sunday. 8:35 P M
14:40 PM	McMinnville, way stations	8:25 A M

*Daily. |Daily except Sunday.

DINING CARS ON OGDEN ROUTE.

PULLMAN BUFFET SLEEPERS AND SECOND-CLASS SLEEPING CARS ATTACHED TO ALL THROUGH TRAINS.

Through Ticket Office, 134 First street, where through tickets to all points in the Eastern States, Canada and Europe can be obtained at lowest rates from J. S. KIRKLAND, TICKET AGENT.

All the above trains arrive and depart from Grand Central Station, Fifth and I streets.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for OSWEGO (week days) at 6:00, 7:20, 10:15 A. M., 12:15, 1:55, 3:15, 5:15, 6:20, 8 P. M., and at 11:30 P. M. (on Saturday only).

Arrive at Portland 7:10, 8:30, 11:25 A. M., 1:30, 4:15, 6:20, 7:40, 9:05 P. M.

Leave for SHERIDAN (week days) at 4:30 P. M. Arrive at Portland 9:30 A. M.

Leave for AIRLIE Monday, Wednesday and Friday at 9:40 A. M. Arrive at Portland Tuesday, Thursday and Saturday at 3:05 P. M.

Sunday trains for OSWEGO leave at 7:30, 9:00, 11:00 A. M., 12:40, 2:00, 3:30, 5:00, 6:50 P. M. Arrive at Portland at 8:40, 10:30 A. M., 12:15, 1:50, 3:15, 4:45, 6:30, 7:55 P. M.

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Steamers Elmore and Modoc for Oregon City, Salem, Corvallis and way points, Sundays, Tuesdays, Thursdays and Saturdays at 6 A. M. Returning from Corvallis following day at 8:30 A. M., lying in Salem all night, leaving for Portland at 6 A. M., Mondays, Tuesdays, Thursdays and Saturdays.

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