ALL FAVOR PANAMA

Isthmian Canal Commission's Supplemental Report.

PLACED IN HANDS OF CONGRESS

President's Commission Accompanying Document Was Simply One of Transmittal—Comparisons With Nicaragua—Value of Work.

WASHINGTON, Jan. 20.—The President today sent to Congress, with a message simply of transmittal, the supplemental report of the Isthmian Canal Commission in which it is unanimously recommended that the offer of the new Panama Canal Company to sell all of its rights, property and unfinished work to the United States for $40,000,000 be accepted. The Senate ordered the report printed in the Congressional Record, and also as a document. After quoting the correspondence which passed between the commission and the officers of the Panama Canal Company in Paris, the report says:

"The totality, without exception, of its property and rights on the isthmus," mentioned in the cablegram of January 9, includes the following classes of property:

First—Lands Not Built On—There are 56 parcels of land to which the title rests in the canal company, amounting to about 30,000 acres, which, with the lands belonging to the railroad company, cover nearl yall of the ground required for the actual construction of the canal.

Second—Buildings—There are scheduled 2431 buildings, divided among 47 sub-classifications, used for offices, quarters, store houses, hospitals, shops, stables and miscellaneous purposes. Among them, are two large permanent buildings in Panama, one used as the headquarters residence, and the other as the general office; large general hospitals at Colon and Panama, and several important buildings at Colon. These buildings are furnished.

Third—Plant—There is an immense amount of machinery, consisting of floating plant (tugs), launches, dredges, etc.

Value of the Work Done.

Fourth—Work Done—The excavation already accomplished upon the main canal, which will be of value in the plan recommended by the commission, was carefully computed and was found to be 25,389,965 cubic yards. A temporary diversion of the Panama Railroad has been made at the Culebra cut, which must also be considered. Using the same classification for materials and the same unit prices as in the other estimates with the 20 per cent added for contingencies, the value of the work done is found to be:

Value of excavation	$21,020,698
Chagres diversion	178,186
Gatum diversion	1,346,456
Railroad diversion (four miles)	300,000
Total	$22,895,028
Contingencies, 20 per cent	$ 4,579,005
Aggregate	$27,474,053

Fifth—Panama Railroad—Of the existing 70,000 shares, the Panama Railroad Company will transfer to the United States all but about 1100 shares. These latter are held by a few individuals residing in various parts of the United States and in Europe. At par, the value of the 68,863 shares to be transferred to the United States by the canal company is $6,886,300. Against this property are mortgage bonds to the amount of $3,439,000. Of this amount the company owns $87,000, which it has pledged as collateral for its debts to the Panama Canal Company, named below, and it also holds in its treasury $1,064,000 subject to sale or cancellation, leaving outstanding in the hands of the public $1,504,000. The bonds bear 4½ per cent interest. There are also outstanding 2996,000 6 per cent sinking fund subsidy bonds, but this liability is an amoritization of the annual payment of $225,000 due to the Colombian Government and its concession for the period ending November 1, 1901. The railroad company owes $886,918 to the Panama Canal Company, mainly on account of the construtcion of the pier at Loback.

Its Total Liabilities.

Its total liabilities therefore are $2,490,918, not counting the sinking fund subsidy bonds, for which the Colombian Government has received the benefit, and for which it should make allowance to the United States in the negotiations for treaty rights. Its cash assets January 15, 1902, were $438,568. It owns three passenger and freight steamers of American registry of approximately 2000 tons each. For the past year, it has operated a line of chartered steamers of American registry between San Francisco and Panama. These steamers on the Atlantic and Pacific constitute the Panama Railroad & Steamship Company. The railroad company owns an undivided half interest in the islands of Naos, Culebra, Perico and Flamenco, in the Bay of Panama, the Pacific Mail Steamship Company being the joint owners. Besides its right of way, terminals, wharves and considerable areas of land, it owns nearly the whole of the town of Colon, the houses there being constructed under lease. The railroad company has no operation contracts which cannot be terminated in 90 days. The work of constructing the canal will largely increase the business of the railroad, and enable it to pay off its liabilities in a very few years. After the completion of the canal, its commercial profits will probably cease, but it will have a vaue incidental to operating local.

Sixth—Maps, drawings and records.—The value of the maps, drawings and records in Paris, on the isthmus or elsewhere, all of which are to be transferred to the United States, is placed at $2,000,000. Summing up the foregoing items, the total value of the property is found to be:

Excavation done	$27,474,053
Panama Railroad stock at par	6,886,300
Maps, drawing and records	2,000,000
Total	$36,360,333
To which add 10 per cent to cover commissions	$ 3,639,[illegible]
Total	$40,000,000

The last item is intended to cover any buildings, machinery, railroad stations, additional excavation to date of purchase and other assets which may be of value to the United States and have not been included in the other items.

Compared With Nicaragua.

The estimate of construction of the Nicaragua Canal is $45,630,704 more than the cost of completing the Panama Canal. The estimated cost of maintaining and operation is $1,389,000 greater at Nicaragua than at Panama. The Panama route would be 134.6 miles shorter than the Nicaragua route from sea to sea, with fewer locks and less curvature, both in degrees and miles. The estimated time for a deep-draft vessel to pass through the Nicaragua Canal was placed at 33 hours, as against 12 hours for Panama, these estimates being the time of actual navigation and not including delays for winds, currents or darkness. If the passage were made without interruption, about a day could be saved by the Nicaraguan over the Panama route by ordinary steamers handling commerce between our Pacific ports and Atlantic ports, and about two days by steamers of the same class, trading between our Gulf ports and North Pacific ports. The time advantage of the Nicaragua route would be less in the case of the fast, high-powered steamers, the use of which is increasing. Between Atlantic ports and the west coast of South America, the Panama route has the advantage of about two days, and between Gulf ports and the west coast of South America, the Panama route has the advantage of about one day. The trade of the western coast of South America is a very important one, which has hitherto been in European hands.

The Panama route is an old highway of commerce, along which no considerable industrial development is likely to occur. During the construction of a canal on the Nicaragua route, business relations will be established with Costa Rica and Nicaragua which would likely continue. Coasting conditions indicate hygienic advantages at Nicaragua, although equally effective sanitary measures must be taken in both cases. The offer received from the Nicaragua Canal Company to convey all its property, including all its interest in the Panama Railroad, to the United States, will make the estimated cost of the two canals as follows:

Nicaragua	$189,864,062
Panama	184,383,358

Transfer would give title to all the land now held by both the Panama Canal Company and the Panama Railroad Company, which includes nearly all the land needed for the construction of the canal. The land held by private parties at Nicaragua must be acquired, and its acquisition may prove expensive.

As to Title to Panama.

The question whether the new Panama Canal Company can make to a purchaser a valid title to the properly formerly belonging to the old company, its predecessor, has been considered and answered in former reports of the commission, but, in view of its importance in connection with the present, the results of the investigations made will be again presented. The new company, in addition to its canal property acquired under a concession from the Colombian Government, owns nearly all of the shares of the Panama Railroad Company. By purchasing these, it obtained control of the concessions under which the road had been built. The latter concession will continue in force until 1966. The canal concession is to run 99 years from the day on which the canal shall be opened to public service, and the date for this in the concession, according to its latest extension, is October 31, 1910. When these periods expire the different properties are to belong absolutely to Colombia, without compensation, and the government is under no obligation to extend either concession. The canal company is absolutely prohibited to cede or mortgage its rights under any consideration whatever to any nation or foreign government, under penalty of forfeiture. The contract with the railroad company contains a like prohibition, and declares further that the pain of forfeiture will be incurred by the mere act of attempting to cede or transfer its privilege to a foreign government, and such an act is declared absolutely null and of no value or effect.

Waived by Colombia.

But for the purpose of permitting the new Panama Canal Company to enter upon the negotiations which have resulted in the present offer, Colombia has waived these prohibitions, and has authorized the company to treat directly with the United States with a view to the use and occupation of the territory of the former for canal purposes if our Government should select the Panama route for an isthmian canal.

After the old company failed, a liquidator was appointed by the French court to take charge of its property and affairs. When the new company was formed he was authorized to contribute to it the rights, privileges, plans, documents, plant and unfinished work in his hands and under his control, and in consideration of this grant he was to receive 60 per cent of the net profits of the enterprise after deducting all expenses, charges, stipulated dividends to be distributed by him among parties in interest. The interest of the old company is still under the protection of the liquidator, and he must be a party to any arrangement that may be entered into for a sale and conveyance of the property, and as he derives his authority from the tribunal that appointed him, his action requires the approval and confirmation of the court. The papers before the commission show that the liquidator has agreed to the proposition, and that he is acting under judicial authority.

A deed to the property executed by the canal company and the liquidator requires the approval of the Government of Colombia, because of the prohibition already referred to in the concessions, and for the further reason that the republic owns 50,000 shares of 100 francs each of the stock of the company fully paid, of which it cannot be deprived without its consent. Such a transaction of title thus approved would give to the United States the same right, title and interest in the premises that the new Panama Canal Company now has, but it would not be sufficient. The existing concessions thus purchased would be valuable only because their ownership by the United States would remove the obstacles in the way of negotiations between the two governments for the occupation of Colombian territory by the United States for canal purposes; but these concessions are unsatisfactory and insufficient, and a new arrangement must be made if an isthmian canal is to be constructed by our Government across the Isthmus of Panama.

United States Must Have More.

The grant must be not for a term of years, but in perpetuity, and a strip of territory from ocean to ocean of sufficient width must be placed under the control of the United States. Upon this strip the United States must have the right to enforce police regulations, preserve order, protect property rights and exercise such other powers as are necessary. The business relations between the United States and the canal company and the Colombian Government must also be settled, and the consideration to be paid by the United States for the privileges and rights to be exercised in the future must be agreed upon, free from all embarrassment with reference to past transactions. The commission has no power to enter upon negotiations for the arrangement of these matters; they belong to the treaty-making power, but the acceptance of the terms offered by the new Panama Canal Company should be conditioned upon their satisfactory adjustment.

The advantages of the two canal routes have been restated according to the findings of the former report. There has been no change in the views of the commission with reference to any of these conclusions then reached, but the new proposition submitted by the new Panama Canal Company makes a reduction of nearly $70,000,000 in the cost of a canal across the Isthmus of Panama, according to the estimates contained in the former report. There is, however, one important matter which cannot enter into its determination, but which may in the end control the action of the United States. The reference is made to the disposition of the government whose territory is necessary for the construction and operation of an isthmian canal. It must be assumed by the commission that Colombia would exercise the same fairness and liberality if the Panama route is determined on that have been expected of Nicaragua and Costa Rica, should the Nicaragua route be preferred. The report concludes as follows:

"After considering the changed conditions that now exist, and all facts and circumstances upon which its present judgment must be based, the commission is of the opinion that 'the most practical and feasible route' for an isthmian canal to be 'under the control, management and ownership of the United States,' is that known as the Panama route."

The report is signed by the entire commission, as follows:

J. G. Walker, Rear-Admiral U. S. N., president of the commission.
Samuel Pasco.
Alfred Noble.
George S. Morrison.
Peter S. Hains, Colonel United States Corps of Engineers.
William H. Burr.
O. H. Ernest, Lieutenant-Colonel United States Corps of Engineers.
Lewis M. Haupt.
Emory R. Johnson.

The State Department will now proceed to arrange a protocol with Mr. Silva, engaging Colombia to approve the transfer of the franchise of the Panama Company, and to make any desirable extensions of time allowance for the completion of the canal and in the life of the lease.

Metcalfe Saw the President.

WASHINGTON, Jan. 20.—Colonel W. S. Metcalfe, of Kansas, saw the President today with Mr. Mulvane, the National Committeeman of Kansas. Colonel Metcalfe says the charges against him of ordering a Filipino killed are based on the affidavit of a man who afterward withdrew it. He branded the stories as untrue, and said there would be no difficulty in showing this fact to the Senate, where his nomination as pension agent of Kansas is now pending.

Presidential Nominations.

WASHINGTON, Jan. 20.—The President today sent these nominations to the Senate:

Register of land office—Charles Kingston, Evanston, Wyo.

War—Second Lieutenants, infantry, Edward H. Andrew, William W. Bessel, Joseph B. Caughey, Dewitt W. Chamberlain, and Charles E. Reese. Second Lieutenant, cavalry, Christian Briand.

Postmaster—Hugh Cramer, at Halley, Idaho.

International Sugar Conference.

BRUSSELS, Jan. 20.—The International Sugar Conference reassembled today. The correspondent of the Associated Press had good authority for saying the British delegates definitely announced Great Britain's intention to impose a countervailing duty on sugar unless the bounties were withdrawn. The conference adjourned until Wednesday in order to allow the delegates time to communicate with their respective governments on this and on other new developments which occurred during the recess.

PILES CURED WITHOUT THE KNIFE.

Itching, Blind, Bleeding or Protruding Piles. No Cure, No Pay. Druggists are authorized by manufacturers of Pazo Ointment to refund money where it fails to cure any case of piles, no matter of how long standing. Cures ordinary cases in six days; the worst cases in fourteen days. One application gives ease and rest. Relieves itching instantly. This is a new discovery and is the only pile remedy sold on a positive guarantee, no cure no pay. Price, 50c. If your druggist don't keep it in stock send us 50c in stamps and we will forward same by mail. Manufactured by Paris Med. Co., St. Louis, Mo., who also manufacture the celebrated cold cure, Laxative Bromo-Quinine Tablets.

DEBATE ON TARIFF TODAY

SENATE WILL TAKE UP THE PHILIPPINE QUESTION.

Measure Reported by Majority, and Substitute of Minority—Department of Commerce Bill.

WASHINGTON, Jan. 20.—Debate on the Philippine tariff bill will begin in the Senate tomorrow. On behalf of the majority of the committee on Philippines, Chairman Lodge today reported the measure, and gave notice that he would call it up at 2 o'clock tomorrow. Rawlins, of Utah, acting for the minority of the committee, offered a substitute for the bill of the majority, and announced that he would submit some remarks on it at the conclusion of Lodge's statement in support of the majority report.

During the greater part of the day's session the measure for the establishment of a department of commerce was under consideration. An effort was made by Nelson of Minnesota to secure a vote, but the opposition to many of its provisions became so strong that the effort had to be abandoned.

Proceedings in Detail.

Lodge, in reporting the House bill to the transfer of the bureaus from other departments to the proposed department. The departments principally affected by the measure were those of the Treasury and the Interior. The former, he said, had on its rolls 4614 employes in Washington, and the latter 4881, each having a greater number of employes than all the other departments combined. Many of the bureaus of the Treasury and Interior Departments, he said, really had no relevancy to the general purpose of those departments.

Department of Commerce Bill Up.

In conclusion, Nelson said the United States needed the department to put itself on a parity with other nations of the world, and the bill was needed to put our commercial and industrial development under Government control. Platt of Connecticut supported the pending measure as a whole, but offered an amendment striking from the bill the proposition to transfer the Patent Office. It was accepted by Nelson and agreed to by the Senate. During consideration of the bill, the President's message transmitting the supplemental report of the Isthmian Canal Commission was received and referred to the committee on inter-oceanic canals.

An amendment to the Department of Commerce bill relating to the office in the State Department to take the place of the chief of statistical bureau, transferred in the bill, was agreed to. After a protracted discussion, Nelson requested that a vote on the measure be taken at 2 o'clock tomorrow. Pettus objected. Cockrell offered an amendment, which was adopted, eliminating from the bill the proposition to transfer to the new department the Census Office. Quarles made an argument in support of placing the Census Office under the proposed department, and gave notice that he would move a reconsideration of the vote by which Cockrell's amendment was adopted. Allison made an extended speech, dealing principally with the formation under the Department of Commerce of a great bureau of statistics, as had been suggested by Quarles. The bill then was laid aside and the Senate, on motion of Teller, went into executive session.

The House bill conferring upon Mrs. McKinley the mail franking privilege was called up by Mason and passed. Cullom introduced a bill "to prevent the transportation of deleterious food and drinks, and to provide for the appointment of a dairy and food commissioner."

Adjournment was at 5:35.

Postmasters Confirmed.

WASHINGTON, Jan. 20.—The Senate in executive session today confirmed the following postmasters:

Montana—Alonzo H. Foster, Boulder; Charles A. Burg, Livingston; Thomas W. Jones, Deer Lodge; James E. Stephens, Hamilton; James R. Powell, Virginia City; John C. English, Anaconda.

Pension for Mrs. McKinley.

WASHINGTON, Jan. 20.—The Senate committee on pensions today ordered a favorable report on Senator Hanna's bill to grant a pension of $5000 a year to Mrs. Ida Saxton McKinley.

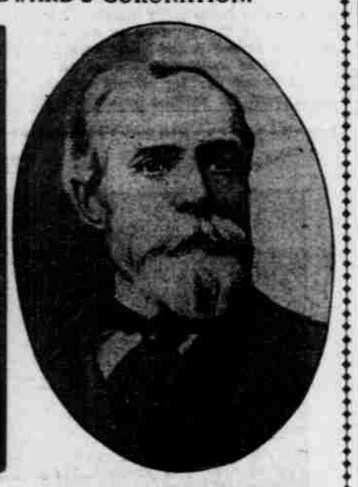
REPRESENTATIVES OF UNITED STATES AT KING EDWARD'S CORONATION.

Captain Charles Edward Clark, U. S. N.

Captain Charles E. Clark, commander of the United States battle-ship Oregon during the Spanish-American War, who will represent the Navy at the coronation, came prominently before the public when he took the Oregon around the Horn at the outbreak of hostilities on a thrilling 13,000-mile trip, and reached Santiago in time to take active part in the demolishment of Cervera's fleet. He was born in Vermont in 1845; was appointed to Annapolis in 1860, and was assigned to duty on the steam sloop Ossipee at the beginning of the Civil War. He was in the battle of Mobile Bay with Farragut's fleet, and participated in other important engagements. Captain Clark served in various positions previous to 1890, when he was given command of the coast monitor Monterey. When the war with Spain broke out he was sent to San Francisco to take charge of the Oregon, and his subsequent career as commander of that vessel is well known. Captain Clark is one of the few commanders who were conspicuous in the Santiago and other Spanish-American War naval engagements, who have not already been signally honored by promotion.

Brigadier-General James H. Wilson, U. S. A., Retired.

Major-General James H. Wilson, who has been designated by the President to represent the Army at King Edward's coronation, is a native of Southern Illinois, and was born in 1837. He was graduated from West Point in 1860, and was assigned to the Engineer Corps. During the Rebellion he entered the volunteer service, and rose to the rank of Major-General before reaching the age of 27 years. He commanded a cavalry division in the Army of the Potomac in 1864; was with Sherman in his march from Atlanta to the sea, and capped a brilliant career by capturing Jefferson Davis. In 1866 he was commissioned Lieutenant-Colonel of the Thirty-fifth Infantry, which he resigned four years later to engage in railroad and engineering operations. In May, 1898, he was appointed Major-General of volunteers, served during the Spanish war, and was afterwards sent to China with the relief expedition. General Wilson has since been retired with the rank of Brigadier-General of the regular Army.



Whitelaw Reid, Journalist and Diplomat.

Whitelaw Reid, editor of the New York Tribune, who will be the special Ambassador of the United States, is prominent as a journalist and diplomat. He was born near Xenia, O., October 27, 1837; was graduated from Miami University in 1856, and almost immediately began a political and newspaper career. During the Civil War he was on the staff of General Rosecrans, and acted as war correspondent. From 1863 to 1868 he was in Washington, D. C., as Librarian to the House of Representatives, and newspaper correspondent. Mr. Reid acquired an interest in the Cincinnati Gazette, which he retained until 1868, when he went to New York, and became associated with Horace Greeley and the Tribune. After Greeley's death Mr. Reid secured control of the paper, which he still has. Mr. Reid was Ambassador to France under President Harrison, and candidate for Vice-President when Mr. Harrison ran the second time. In 1897 he was President McKinley's special ambassador to the Queen's diamond jubilee, and in 1898 was one of the commissioners of the United States to negotiate the treaty of Paris.

EXPLOSION AT MINE.

Three Men Killed and as Many More Badly Burned.

WALSENBURG, Colo., Jan. 20.—Three men killed and three others badly burned is the result of a serious explosion, which occurred today in one of the Colorado Fuel & Iron Company's properties at Pictou, three miles from here. The killed are:

PETER JOHNSON.
J. H. BREWER.
FRANK MARQUIS.

A brother of Superintendent Phipps, of the mine, was one of those badly burned. The fire in the mine has been extinguished, and the company's property was not extensively damaged.

Head-On Train Collision.

COOLIDGE, Kan., Jan. 20.—Passenger trains Nos. 6 and 7, of the Santa Fe Road, came together 15 miles east of here in a head-on collision this morning. One report says four cars are burned and no one injured, while another version is that the east-bound train is entirely destroyed and many dead.

CHICAGO, Jan. 20.—Official advices received at the general offices of the Santa Fe Road state that no one was injured in the collision between Nos. 6 and 7, which occurred just west of Coolidge, Kan. Three cars, the express, smoker and chair car, were burned and traffic was delayed for three hours. The collision was due to a blinding snow-storm.

HEAVY SNOW IN KANSAS.

It Will Be of Great Benefit to Wheat—No Damage to Stock.

TOPEKA, Kan., Jan. 20.—A damp, heavy snow began falling in this section at an early hour today. It is snowing harder in the northern portion of the state tonight than in any other part of the state, and extends as far north as Fairbury, Neb. Practically no wind accompanied the snow, and the temperature has been moderate all day. No drifts have resulted, but the snow is wet and packs down solidly.

The beneficial effect of the snow upon the wheat is incalculable. Wheat was beginning to show the effects of the dry weather. While at no time in any great danger, it needed moisture and now it has moisture in great abundance. The snow could not have come at a more opportune time for benefiting wheat. No damage to stock is reported.

At Omaha.

OMAHA, Jan. 20.—A heavy damp snow began falling at midnight. There is no wind, and the snow will furnish moisture for the wheat.

AGREE TO ACCEPT RANSOM

Brigands Will Release Miss Stone for Amount Raised.

CONSTANTINOPLE, Jan. 20.—United States Minister John G. Leishman says the brigands who abducted Miss Ellen M. Stone and Mme. Tsilka, September 3, have agreed to accept the amount of ransom raised by subscription. The place of payment is now the only question unsettled.

Will Protest to Powers.

BRUSSELS, Jan. 20.—Dr. Leyds, the European representative of the Transvaal, has addressed a protest to the powers against the execution of the Boer Commandant Scheepers, whose death sentence was confirmed by Lord Kitchener.

Mayor Still Defies Arrest.

SALT LAKE CITY, Jan. 20.—Mr. Beatty, secretary of the State Board of Health, stated this afternoon that Dr. Condon, City Health Officer of Ogden, had advised him that the City Attorney of Ogden had so far refused to issue a warrant for the arrest of Mayor Glassman, whom the City Physician tried to have arrested for violating the quarantine laws, because the Mayor held that many cases of pronounced smallpox were other diseases, and that a smallpox scare was being developed without foundation, and ordered the patient released. The members of the State Board of Health were summoned to Ogden, and decided that the case in question was smallpox in a mild form. The City Physician tried to have the Mayor arrested at once. The Mayor said he was not subject to arrest. The City Attorney is of the opinion that the laws are inadequate and do not cover a case of quarantine violation by the Mayor. The health authorities at Ogden have issued orders barring Mayor Glassman's children from the public schools for the present.

England's Iron and Steel Trade.

NEW YORK, Jan. 20.—One of the features of England's foreign trade that for some time past has been causing increased concern to the commercial classes is the great increase of imports of iron and steel relatively to exports, cables the Tribune's London correspondent. In the last three years, exports of manufactured iron have fallen by nearly £3,000,000, while imports have mounted from £5,000,000 in 1899 to £7,300,000 in 1901. This almost 50 per cent increase brings the imports up to nearly one-third of the value of exports, and induces a leading trade journal to anticipate that in a few years Great Britain will be buying more iron and steel than she sells.

THE DEATH ROLL.

Daniel Sickles.

NEW YORK, Jan. 20.—Daniel Sickles, cousin of General Daniel E. Sickles, is dead at his home in Brooklyn. He had had a premonition of his approaching end for several days. After dinner Saturday evening he told his sister that he thought he would die before morning, but as he showed no symptoms of illness she did not think there was any cause for anxiety. Mr. Sickles lay down on the lounge while his sister went to the upper part of the house. When she returned half an hour later she found her brother dead. His death was due to the exhaustion of extreme old age.

Daniel Sickles was born March 25, 1815. He had the distinction of being the oldest Mason in the state. While in the South in 1848 he became interested in Masonry, joining Lebanon Lodge in Savannah. Upon his return to this city in 1849 he became an active member of the Supreme Council of the Masonic order, occupying the office of grand master of the state from 1853 to 1860, in which year he was made grand secretary-general H. E. In 1856 he became dean of the Supreme Council. He devoted considerable time to writing and publishing Masonic works.

Oil as Fuel for Fire Engines.

NEW YORK, Jan. 20.—The authorities of the London fire brigade are carrying out extensive experiments with petroleum as fuel instead of coal, says a London dispatch to the Tribune. The demonstrations made up to the present are favorably regarded.

No Truth in Report of Uprising.

LONDON, Jan. 20.—The officials of the Indian Office here declare there is no truth in the report from Odessa that a native uprising has occurred at Nasribad, which report alleged that the British troops had been defeated in three engagements.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

In San Francisco 570 Chinamen are employed in factories, making underwear for women and children. Girls are totally unable to compete with them.

General Debility

Day in and out there is that feeling of weakness that makes a burden of itself.

Food does not strengthen.

Sleep does not refresh.

It is hard to do, hard to bear, what should be easy,—vitality is on the ebb, and the whole system suffers.

For this condition take

Hood's Sarsaparilla

It vitalizes the blood, gives vigor and tone to all the organs and functions, and is positively unequalled for all run-down or debilitated conditions.

HOOD'S PILLS cure constipation. 25 cents.

Distracting Head Noises

Due to Catarrh—Annoy by Day and Prevent Sleep at Night.

The projections of tissue on each side of the head are not the ears—that is, the real ears. What we usually call th ears are only contrivances to catch sound waves and conduct them to the real mechanism of hearing further inside the head. The internal ears, the real ears, are curtained off from the outside air by the ear drums, and yet it is necessary to have air in the middle ears to conduct sounds to the structures that impress their vibrations on the brain. This air for the middle ear comes warm from the throat through little passages called the "eustachian tubes." The blood-heated nose and throat warm this air and free it of all dust and irritants before it reaches such delicate structures as are most concerned in the sense of hearing.

The most common cause of deafness is a blocking up of the eustachian tubes by extension of catarrh into them. While the shutting off of air from the throat causes hardness of hearing so far as external sounds are concerned, it is apt to imprison certain other sounds made by the circulation in the head or conducted along such hard structures as communicate with the internal ear. These head noises or imprisoned sounds are very perplexing and sometimes almost distracting, vexing and annoying by day and preventing sleep at night. These sounds are varied as they are confusing. They are often likened to the purring of a cat, the roaring of a seashell, the rumbling of machinery, the buzzing of a bee or fly, the humming of a mosquito or of a humming bird, the tinkling of bells, the singing of a tea ket le, the crackling of a wood fire, the hissing of a snake or goose, the murmur of running water, the soughing of the wind, etc.

Nine-tenths of the cases of deafness are due to catarrh, and nearly all cases of progressive hardness of hearing, especially if one can hear better some times than at others and if troubled with head noises, are caused by catarrh of the eustachian tubes, or where only one ear is effected with too little sound from the outside and too much from the inside the catarrh has gotten into one tube only.

An attorney and public speaker, who had been a catarrh sufferer for years says:

"Every fall I would catch a cold which would settle in my head and throat and hang on all winter long and every winter it seemed to get a little worse. I was continually clearing my throat and my voice became effected to such an extent as to interfere with my public speaking.

"I tried troches and cheap cough cures and sometimes got relief, but only for a short time, until this winter when I learned of the new catarrh cure, Stuart's Catarrh Tablets, through a newspaper advertisement. Two fifty-cent boxes which I bought at my druggists, cleared my head and throat in fine shape and to guard against a return of my old trouble I keep a box of the tablets on hand and whenever I catch a little cold I take a tablet or two and ward off any serious developments."

Stuart's Catarrh Tablets, acting on catarrh only through the blood, will reach and cure catarrh in the eustachian tubes as well as elsewhere, and this is why so many who have taken it for nasal catarrh have been surprised at being cured of their deafness and head noises.

Stuart's Catarrh Tablets cure all kinds of catarrh of all parts of the body. Acting through the blood, they reach every part alike. They are sold at all drug stores for 50 cents a box.

Man's Mission on Earth

KNOW THYSELF!

As set forth in THE GOLD MEDAL PRIZE TREATISE, the best Medical Work of this or any age, for men only, entitled

The Science of Life, or Self-Preservation

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