

EVEN MEET DEATH

Fatal Fire in a Hotel at St. Louis.

TEN MEN AND A WOMAN BURNED

Several Persons Had Narrow Escapes and a Number Were Hurt by Jumping From Windows—Survivors Frost-Bitten.

ST. LOUIS, Feb. 9.—An early morning fire, which destroyed the Empire Hotel, a large three-story dwelling-house at 250 and 252½ Olive street, occupied by men exclusively, caused the death of ten men and one woman, and dangerously injured seven others. A dozen or more who had narrow escapes from death received less serious injuries or were frost-bitten. It is estimated that between 25 and 40 persons were in the building last night, and it is believed all have been accounted for. The financial loss is nominal. It is thought that \$10,000 will cover the damage to building and contents, which were mostly destroyed. The dead are: MORRIS YALLI, senior member of the firm of Yall, Clark & Cowen, manufacturer of the cut glass, formerly of Chicago, burned to a crisp. TOBE DAVIS, a man about town, suffocated. JOHN C. LEIBERIS, skull fractured in jumping from third-story window. GEORGE THOMPSON, switchman terminal yard, burned to death. SARAH HARRIS, colored chambermaid, burned. H. F. WOODLEY, employee Hamilton-Brown Shoe Company, burned. S. A. McMULLEN, carpenter, burned. J. T. CORRY, telegraph operator Merchants Terminal Association, burned. VANCE MARTIN, civil engineer, Indianapolis, burned. A. J. ALLEN, Sedalia, Mo., stone mason, burned. Unknown man, who died at City Hospital, from burns. The injured are: Harry Cline, medical student of Maron, Ill., hands burned badly; Walter Johnson, hands burned, both legs broken internally; Henry Robinson, colored, night porter, badly burned; George Lane, medical student, High Hill, Mo., ankle sprained in jumping from second-story window; Sturgeon, medical student, back sprained in jumping from second-story window; Harry Thompson, medical student, Nashville, Ill., ankle sprained in jumping from second-story window; J. H. Lally, manager Empire Hotel, back badly sprained; Tom Ryan, burned about face. About 19 or 20 others were less seriously injured, being bruised, burned or suffering from exposure. The fire started at 2:30 A. M., when few people were abroad, and spread headway before it was discovered and an alarm given. There was considerable delay in turning in an alarm, and when the engines finally reached the scene, the whole front of the building was in flames and the interior was a seething furnace. By that time all who escaped death had got out of the building by jumping from the windows or climbing down ropes made of bedclothes. A few escaped on the floor through the front door. Several escapes were very narrow. Most every one who got out suffered some injury or was frost-bitten. Many barely had time to get out when aroused, the flames had spread so rapidly. Some saved their clothing, which they carried in their hands, but others were not so fortunate, losing everything. After some delay near-by houses were opened to the unfortunate, and they were given shelter from the biting cold weather. It was one of the coldest nights of the winter, the ground being covered with snow, and every one suffered from exposure. The suffering ones were put under the care of physicians. Harry Cline, Walter Johnson, Henry Robinson and an unknown man, who were taken to the City Hospital, Robinson recovered enough to be taken home. The others will be laid up for some time. After a short delay, the firemen got the flames under control, and, with the aid of the police, made a search of the ruins. The first body found was that of John C. Leiberis, who was killed by jumping from the third story. His body was crushed in. The body of Leiberis and those of the others found later were taken to the morgue, where friends and relatives later identified them. Sarah Harris was found in the first room in the building where other victims were found in their rooms, where they were suffocated or burned. J. J. Lally, who managed the hotel for his brother-in-law, J. W. Gilman, had rooms on the ground floor, and stated there were four rooms on the first floor, nine on the second and seven on the third. If all the guests occupied their rooms, 36 persons, including the colored porter and chambermaid, were in the building when it burned. Lally said he had no means of knowing just how many persons were in the house at the time the fire broke out. Some of them were in the habit of staying out late, and it is possible all were not there then. He was awakened by hearing Tom Ryan, one of the roomers, crying fire. Lally said he grabbed his clothing and money and hurried into the hall, which was already in flames, stopping to dress, stepped out through the front door. Both stairways were on fire and he barely had time to get out, being scorched and dazed by the flames. Lally, Ryan and a man named Newby escaped the same way. The only way for the others who got out alive was through the windows, the burning stairways cutting off their escape that way. Some jumped and sustained injuries, but never been burned while others, who took time to improvise ropes from their bedclothing, got down safely. Tonight most of the guests have been accounted for in the list of dead, injured and escaped. Among those unaccounted for is A. Goldberg, an unknown stranger, who came in late and went to bed without registering; two students whose names are not known, and F. P. Conrad. It is not believed there are any more bodies in the ruins, which have been carefully searched. For that reason it is thought they will turn up.

THE BROOKLYN FIRE

Fourteen Persons Injured in the Burning of the Shad Bolt Plant.

NEW YORK, Feb. 9.—An official estimate of the damage done by the fire which destroyed the plant of the Shad Bolt Manufacturing Company, in Brooklyn, early this morning, fixes the loss at \$300,000. Fourteen persons were injured, and taken to the hospitals, and a number of others were attended by ambulance physicians on the spot. The list of the more seriously injured follows: Patrick Nevins, superintendent of the repair shop of the Brooklyn branch of the fire department; Edward Treuer, William Morgan, George Conrad, fireman of engine No. 116; Captain Oswald, and Fire Chief Croker; J. E. Kelly, Louis Jorjock, Roundman Henry J. R. Taber, Peter F. Martin, 254 ward Hibel, William Moore, John Kelly, Joseph Kelly, Stephen Delapp. The loss to the Shad Bolt Company is given as \$200,000, fully covered by insurance. This loss includes the building and stock of wagons and carriage manufactured by the company. The total loss to the other buildings in the vicinity is placed at \$100,000, and includes the buildings, stone, stationary manufacturers, four-story brick structure, directly opposite the Shad Bolt premises, \$100,000, insured; Dickerson & Brown's hat factory, behind Shad Bolt factory, \$100,000; J. K. Parker & Co., shirt waist manufacturers, \$15,000; George McHedden's frame stable, \$20,000; 18 of McHedden's horses were destroyed; three-story brick tenement, owned by Joseph Cantone, of Jamaica, L. I., \$100,000; building owned by Dr. M. Camador, \$50,000. The blaze was first discovered on the ground floor of the Shad Bolt building, which was a mass of flames before the first relay of fire engines arrived. Two-thirds of the Brooklyn force was at work. The marine fire corps of the Brooklyn navy-yard was also employed.

JERSEY CITY DOCK FIRE

Pier of the Lehigh Valley Railroad Company Was Destroyed

Several Persons Had Narrow Escapes and a Number Were Hurt by Jumping From Windows—Survivors Frost-Bitten.

NEW YORK, Feb. 9.—The destroyed pier of the Lehigh Valley Railroad Company, Jersey City, this morning, and the loss, including damage to shipping, is \$250,000. Fire tugs fought valiantly from the river side, but the city fire department had to reach the pier, which was doomed before the department reached it. The steam canal-boat Dale, owned by Joseph Pinnaro, who lived with his wife in the cabin; the tug Mildred, the Lehigh Valley barges President and Pitston and the two-masted schooner Meteor, lying close to the pier, were scuttled and the vessel was cut loose and towed about 100 feet, where it sank. Pinnaro and his wife escaped over other craft to the wharf. The Meteor is nearly a total loss. The other boats were saved. The pier was 500 feet long and 120 feet wide, and had a second story. It was covered with corrugated iron. The floors were of yellow pine. It contained 211 barrels of flour, 100 barrels of sugar, 100 barrels of rice, 100 barrels of coffee, 100 barrels of tea, 100 barrels of flour, 100 barrels of sugar, 100 barrels of rice, 100 barrels of coffee, 100 barrels of tea. The pier was 500 feet long and 120 feet wide, and had a second story. It was covered with corrugated iron. The floors were of yellow pine. It contained 211 barrels of flour, 100 barrels of sugar, 100 barrels of rice, 100 barrels of coffee, 100 barrels of tea. The pier was 500 feet long and 120 feet wide, and had a second story. It was covered with corrugated iron. The floors were of yellow pine. It contained 211 barrels of flour, 100 barrels of sugar, 100 barrels of rice, 100 barrels of coffee, 100 barrels of tea.

WHAT CONGRESS WILL DO

Philippine, Census and Irrigation Bills on Senate Calendar for Week.

WASHINGTON, Feb. 9.—The Philippine question will continue to hold the foremost place on the Senate calendar during the present week, but there is little probability that the Philippine bill will be disposed of by the close of the week. Democratic Senators say they will require several weeks more time in which to consider the measure. Senator Lodge, as chairman of the committee having the bill in charge, has not failed to impress upon them his intention of pressing it through as soon as possible. The bill will be introduced by the Philippine bill for a few days. Senator Quarles hopes that the census bill may be passed without much delay. The irrigation bill also stands at a point of vantage on the Senate calendar, and, with the other bills mentioned out of the way, will be pressed to the front. A varied programme confronts the House for the coming week. Owing to the absence of a large number of Republicans who will go to different points of the country to participate in the celebration of the centennial of Washington's consideration of the bill to repeal the war taxes will be postponed until next week. Tomorrow is District of Columbia day. Tuesday, consideration of the circumnavigation bill and the settlement bill, which was made last week to devote another day to general debate, followed by a day of debate under the five-minute rule. The passage of the bill by a large majority is assured, although the substitute proposition probably will command a larger vote than it did in the last Congress. The committee on the bill, which was reported on the 10th of the bill, will be reported early in the week.

LONG-RANGE COMMUNICATION

Wireless Telegraphing Between the Steamer Philadelphia and Land.

NEW YORK, Feb. 9.—The steamship Philadelphia, of the American Line, which arrived today, broke the record for having the longest communication with the land by means of the Marconi wireless telegraph system. February 1, the steamship was, at 11:15 P. M., a few miles off the island. Messages were then exchanged and the telegraphing was kept up until midnight of the following day. The last message was sent when the Philadelphia was 100 miles distant from the island. This is the longest distance at which wireless communication has ever been had between a ship and the land. Because of the severe weather, the Philadelphia had to put into Cherbourg, where she was delayed for over 18 hours. The Marconi system was continually working while the vessel was lying in the connections at all times being perfect.

RAN INTO A LANDSLIDE

Fireman Killed in a Wreck on the Seattle-Sumas Branch.

SEATTLE, Feb. 9.—The north-bound freight train which left this city last night at 11 P. M. over the Seattle-Sumas branch of the Northern Pacific, ran into a huge landslide at Lake Station, 15 miles north of Seattle. Charles Flett, the fireman, was caught between the boiler of the engine and one of five box cars which had been derailed by it, and was burned to death. He begged the crew to cut off his arm, by which he was held, but before he could be released, he was dead. It is believed that the jarring of the train started the slide, which buried the track under thousands of tons of dirt and rock. The train ran into it and the engine was precipitated into Lake Washington. Flett was the only one of the crew injured.

Battle With Outlaws

EL PASO, Tex., Feb. 9.—Ben Williams, a detective for the Santa Fe Railroad, reports that in the vicinity of the Capitan Mountains, N. M., the people have been terrorized recently by the appearance of eight outlaws. The gang held up and robbed several stores and ranches, recently, stole numerous horses and committed one murder. Two Sheriff's possees pursued the outlaws into the mountains, where a battle is reported to have taken place, resulting in the death of four of the outlaws. Brief Stop at Boston. BOSTON, Feb. 9.—President Roosevelt, on his way to Groton, came to Boston today for the first time since assuming his office. His visit was a brief one, for he did not leave his car, and, in accordance with his own plan, was transferred from one railroad system to another by means of a connecting link over the tracks of a third railroad. This plan rendered unnecessary the arrangements of the police to look after his safety in crossing the city, and of the railroad officials who had prepared another special train for his use on the last stage of his journey. When the shifting engine was attached to the car the President came to the platform. Then every hat worn by the crowd on the station platform came off, and the President removed his in acknowledgment of the courtesy. As the car moved, President Roosevelt again raised his hat, saying: "Thank you." In anticipation of seeing President Roosevelt, many people had gathered outside the train-shed gates at both the South and North Stations, and at both places were squads of officers to maintain clear passage for him and for his carriage. It was a long time before the expectant people learned that the President had made his own plan for getting around Boston. Telegrams to the White House. WASHINGTON, Feb. 9.—The condition of Theodore Roosevelt, Jr., shows no change of importance, and it is probable, in the nature of the illness, that it will be several days or more before the outcome will be apparent. The President is not likely to return to Washington until at least the end of the week. This evening the White House made public the following message received from Groton: "The President says his son shortly after arrival here. The boy's condition is unchanged, but he is holding his own well." A telegram was received at the White House from Groton saying that at 11 o'clock young Roosevelt was sleeping well and that no change was discernible in his condition.

TEDDY HOLDING HIS OWN

NO CHANGE IN THE CONDITION OF THE PRESIDENT'S SON.

Mr. Roosevelt Will Remain at Groton for Several Days—His Trip From Washington.

GROTON, Mass., Feb. 9.—President Roosevelt, upon his arrival at the Groton School this afternoon, did not find his son, Theodore, Jr., alarmingly ill with pneumonia, but the boy's condition was not sufficiently reassuring to warrant the President's immediate return to the National capital. Young Roosevelt, with two schoolmates, Horace B. Potter and William G. Amnell, of Providence, both having pneumonia, lie in a large, airy room on the second floor of the college infirmary. He greeted his father cheerily this afternoon. Tonight he stated that the boy's condition is unchanged, and he is holding his own well. The school has been dismissed, and the 150 boys have scattered to their homes upon an extended vacation. All the same, they are having the best medical attention and nursing. The President's stay here is indefinite, although it is not believed it will be prolonged much after Wednesday, unless the boy's condition takes a change for the worse. Although the boy's condition is not alarming, the President has thought it well to stay here until he has had some assurance of the boy's recovery. The President arrived here at 5:30 this afternoon. He came on the private car Rambler, arriving in Jersey City shortly after 7 A. M. The train was immediately transferred by boat across the Harlem and left Mot Haven as a special train at 8:30 A. M. A stop was made at New Haven, where a dispatch was received that the President's condition was encouraging. No other stops were made until Providence was reached, where there was a slight delay on account of an accident to the engine. The count of an accident to the engine, the train pulled into South Station, in Boston, at 12:15 P. M., but was immediately halted and around the city through Cambridge to the Grand Junction Station on the Groton branch of the railroad. The run from Boston to Ayer Junction was made in a little over 90 minutes, and there the car was transferred to the Worcester, Nashua & Boston division of the road, the train arriving at Groton at 2:30. There were no crowds at many of the stations except at Ayer, where there was a gathering of about 200. The President came out from his seclusion and bowed to the crowd from the back platform, his appearance being greeted with cheers. Rev. S. Endicott Fosberry, principal of the Groton school, and with him was Rev. Sheppard Billings, his assistant. The President, with Secretary Cortelyou, immediately jumped into a two-seater car, and Mr. Billings drove the party rapidly up the hill to the school building. Mr. Roosevelt was at the window as the President drove past in the yard and greeted him as he mounted the stairs. The two immediately went to the sick boy's room, and the President was delighted to find that his son's head was very clear and that he was sleeping well. The President did not remain long, however, although he spent several hours in the office on the ground floor. The President and Mrs. Roosevelt, together with Secretary Cortelyou, are being entertained at the house of William Avery Garrison, brother-in-law of Mrs. John L. Garrison, of Boston, a very wealthy man, but, nevertheless, one of the instructors in the school. It appears that quite a number of the boys contracted colds during the past season, and that, although they were strenuous exercise and lack of caution afterwards. It is said that it had been the habit of some of them to play handball in the closed court, and then, while perspiring freely, dash across the campus to the gymnasium, clad only in their lighter clothes. Only four, however, contracted pneumonia, and the President was slightly fatally that of Edward Hodges, who died here about 19 days ago. The other boys contracted severe colds, but were able to return to their homes when school dismissed last week. The physician in charge is Dr. William D. Warren, of the town, the regular attending physician of the school, but Dr. George B. Shattuck, of Boston, has made several daily trips here since the three serious cases developed. Nothing unusual happened during the evening. The President, with Mrs. Roosevelt and Secretary Cortelyou, went for a short walk after dinner around the school campus, returning before 9 o'clock. One by one, the lights in the infirmary went out, and at 11 o'clock only a dim light was showing at one end of the building. Shortly after that the announcement was made that the boy was resting quietly, and that his condition was unchanged.

HAS ANTAGONIZED WOOLGROWERS.



CENSUS STATISTICIAN NORTH ATTACKED BECAUSE OF HIS TARIFF VIEWS.

R. N. Dexter North, statistician of the department of manufactures under the census and secretary of the National Woolgrowers' Association, may lose the superintendency of the next census because of the attack made on him by the woolgrowers. Mr. North is opposed to the tariff on wool, and his activity in the fight on it in Washington has aroused the Pacific Northwest Woolgrowers' Association, who have called the attention of the President to the matter. Mr. North is a well-known New York newspaper man, and has edited several papers. He was at one time president of the New York Associated Press, and recently held an editorial position on the New York Press. In 1889 he authored statistics of newspapers and the census for the tenth census, and in 1893 was made superintendent of the New York census, but, as the bill providing for it was vetoed by the Governor, he never filled the office.

BARRANQUILLA THREATENED

Attempt to Capture City Causes Government to Pull It With Troops.

COLON, Colombia, Feb. 9.—News has just reached here that, January 28, the Liberals resident in the town of Barranquilla, profiting by the withdrawal of 60 government troops to reinforce Panama, made an effort to capture the town. After the exchange of several shots, the Liberals were driven to the mountains, where it was impossible to pursue. General Gonzalez Valencia is expected at Barranquilla with 200 troops from the Province of Santander. One thousand men, including the present detachment of Condumarcas, and 1200 more from Puerto Barrio, are also expected at Barranquilla. Of these latter a large number are expected to be sent to the town of Barranquilla, where they will be detached for service on the Isthmus and at Panama. As a consequence of this Liberal menace to Barranquilla, Dr. Joaquin Velez, the civil and military chief of the Department of Bolivar, has issued a decree which prohibits all Liberals from walking on the streets of Barranquilla at any hour of the day or night. The Chief of Police is to enforce this decree by means of an armed patrol. The guards of the town are ordered to make prisoners of those contravening article 4 of the Government decree, which says: "Friends of the Government of Colombia who interfere by word or letter for any Liberal infirming voluntarily or involuntarily the present decree will be considered hostile to the government, and as such shall suffer imprisonment for 30 days." Article 5 of this decree prohibits the operating of all cantines and public establishments of every sort in Barranquilla, belonging to Liberals, so long as the decree remains in force, under a penalty of a fine of \$100.

Housing of Colombian Troops.

COLON, Colombia, Feb. 9.—Following its decree concerning transit through the Department of Panama, the Colombian Government has issued a second decree with reference to barracks and the housing of troops in the department, including Panama and Colon. This decree orders military chiefs to report to the local authorities the houses necessary for the housing of the men. The houses belonging to the members of the government will be appropriated first. Secondly, those belonging to neutrals will be taken, and lastly houses belonging to friends of the government will be appropriated. The property of foreigners, and the assets of three witnesses that the foreigner has participated in the revolution, which shall be considered the truth, shall be treated like property belonging to the enemies of the government.

MINERS CRUSHED TO DEATH

Fatal Cave-In in the Diamond Mine, at Butte.

BUTTE, Mont., Feb. 9.—In a cave-in in the Diamond mine, one of the Anagnait properties, two men, Jerry J. Conroy and Richard Williams, were crushed to death early this morning. Without a sign of warning an immense mass of rock, weighing over 75 tons, fell upon the men, burying them completely. Many responded to the call of rescue, but the mass covered the bodies of the men. It took five hours to reach the two men. The bodies of both were badly mangled. It is believed that a previous blast had jarred the fissure of the overhanging walls, and that the weight of the rocks more than the timbers could stand. On the floor above two miners escaped injury.

ASHORE IN A BAD PLACE

ALLEN LINER RUNS ON ROCKS NEAR HALIFAX.

Only One Passenger Was Aboard and He Was Landed Safely—Vessel's Hold Full of Water.

HALIFAX, N. S., Feb. 9.—The Allan Line steamer Greelan, Captain Harrison, from St. John's, N. F., ran on the rocks on the western shore five miles from this city at 9 o'clock this morning, and a new water in fore and aft holds with the engine-room free. Her position, however, is a very bad one. She had on board one passenger, John Blair, of St. John's, who has been landed, and 20 tons of cargo, part of which has been taken out. The Greelan left Liverpool January 25, and, after a stormy passage, reached St. John's and discharged there a quantity of cargo. She left St. John's Thursday evening, and fine weather was experienced all the way. Off Chebucto Head at 2:30 o'clock this morning, Pilot William Fleming hoisted her, and the weather was then clear and the harbor lights were visible. The steamer proceeded at ordinary speed until a thick snow squall set in. A little later the engines were stopped and sounding taken. The water was very deep, and the steamer was started ahead again until the lookout shouted: "Land ahead." The engines were then reversed and the steamer set full speed astern. After going about 90 yards the Greelan crashed against a rock known as the "Holstone," a hole being torn in the stern. She pitched forward, and went on other rocks, which ripped up several bottom plates, where she held fast. There is no wind and the sea is calm. The steamer took water so fast that the boats were quickly swung from the davits. Signals of distress sent up were answered by the crews at Devil's Island and Herring Cove, the latter crew arriving first and taking off Mr. Blair.

Spotted Part of Her Cargo.

SAN DIEGO, Cal., Feb. 9.—The steamer Thyra, of the California-Oriental line, which has been in the harbor since Thursday, has called for San Francisco. Captain Halverson reported that he had had some severe weather on the trip across, and when the portion of the hold which was devoted to Chinese goods was opened it was found that the rough weather had had its effect, for large amounts of "sog" and Chinese wool had been broken by water, and the goods were quite a large amount of tapoca flour and other products of the Orient had been destroyed by the spoiled liquids. The steamer has about 100 tons of cargo for San Francisco, and some of it doubtless met the same fate as the Chinese cargo intended for here.

Towed Into Port.

SAN FRANCISCO, Feb. 9.—The Austrian steamer Maria, from San Diego, in ballast to Nantahlo, B. C., was towed into port tonight by the steamer Iaquia, February 4, when it was 12 miles west of Cape Mendocino. The Maria's tail shaft broke, and she lost her propeller, and 12 hours later she was picked up by the Iaquia, 50 miles west of Cape Mendocino. The Maria encountered a succession of southeast gales and high and confused seas.

Domestic and Foreign Ports.

ASTORIA, Feb. 9.—Arrived at 10 A. M. and left at 11:30 A. M.—Steamer Geo. W. Edgar, from San Francisco. Arrived at 10 A. M.—Barkentine Ennore, from San Francisco. Condition of the bar at 5 P. M., rough; wind southerly, sea choppy. Feb. 9.—Arrived—Steamer Columbia, from Portland; steamer Clarin, from Tacoma. Sailed—Steamer Texas, for Laysan; steamer Clifton, for Portland; schooner W. J. Patterson, for Gray's Harbor. New York, Feb. 9.—Arrived—Brazilia, from Bremen; Cynthia, from Liverpool and Queenstown; Philadelphia, from Southampton and Cherbourg. Sailed—Celtic, for Funchal, etc., on Mediterranean route. Havana—Arrived February 8—Schooner Henry Wilson, from San Francisco for Aberdeen. Annapolis, Feb. 9.—Arrived—Vaterland, from New York. Havre, Feb. 9.—Arrived—La Champagne, from New York. Queenstown, Feb. 9.—Arrived—Umbria, from New York for Liverpool, and proceeded. Liverpool, Feb. 9.—Sailed—Georgic, for New York. Gibraltar, Feb. 9.—Sailed—Kaiserin Maria Theresa, from Genoa and Naples, for New York. Mobile, Feb. 9.—Sailed—Astoria, from Glasgow for New York. Queenstown, Feb. 9.—Sailed—Etruria, from Liverpool, for New York. Cherbourg, Feb. 9.—Sailed—St. Paul, from Southampton for New York. Gibraltar, Feb. 9.—Passed—Amels, for Hamburg and Genoa, from San Francisco, via South American ports. Tacoma, Feb. 9.—Arrived—Steamship Olympia, from China and Japan.

Two Irish League Envoys.

NEW YORK, Feb. 9.—William H. Redmond, member of Parliament for East Clare, and Joseph Devlin, of Belfast, the Irish Nationalists, arrived tonight from Queenstown on the White Star liner Celtic. They were accompanied by a delegation of the United States in aid of the Irish League in America.

Constipation

Headache, biliousness, heartburn, indigestion, and all liver ills are cured by Hood's Pills

Hood's Pills

Sold by all druggists. 25 cents.

Tutt's Pills

Cure All Liver Ills.

To those living malarial districts Tutt's Pills are indispensable, they keep the system in perfect order and are an absolute cure for sick headache, indigestion, malaria, torpid liver, constipation and all bilious diseases.

Tutt's Liver Pills

Four telephones, free delivery, Canadian money taken at full value, help to make trading easy and pleasant at Portland's Popular-Price Drug Store.

GOOD WINE NEEDS NO BUSH

The absolute purity, the unvarying quality of the liquors we sell have won for us the confidence and patronage of Portland's best families. THIS WEEK WE PLACE SPECIAL PRICES upon every package in this department. Whether it be for the table or the sickroom, for the invalid or convalescent, you can depend upon the genuineness, age and quality of our brands.

Mumm's Ex. Dry Champagne

Special this week, \$1.55.

Muskingum Valley Whiskey

Eight years old, full quarts; special this week, \$1.10.

Jesse Moore

Special this week, \$1.05.

Walker's Canadian Club

Buying direct enables us to offer this at a special sale price. Regular, \$1.20; special, 95c.

Hermitage

Special this week, 95c.

Sir Thomas Lipton's Highland Scotch

Special this week, \$1.15.

McBrayer's Cedarbrook

Bottled in bond under the supervision of the United States Government; every bottle bears Uncle Sam's stamp of purity and age. Regular, \$1.65; our special sale price is (full quarts) \$1.45.

Canadian Rye

Six years old, a delicate blend for invalids; our special sale price, 90c.

Hunter Rye

Regular, \$1.25; our special sale price, \$1.07.

Old Crow

A pure Bourbon, mild and well aged; our special sale price, 87c.

Yellowstone

Regular, \$1.25; our special sale price, \$1.15.

Dewar's Special

The Scotchman's favorite. Regular, \$1.35; our special sale price, \$1.08.

Dewar's Special Liqueur

The choicest of all; our special sale price, \$1.85.

Lagavulin

Made famous by Sir Walter Scott; our special sale price, \$1.40.

Burke's Irish 3-Star

Direct from the old sod. Regular, \$1.25; our special sale price, \$1.15.

Fisher's White Rye

None better; our special sale price, \$1.10.

Duffy's Malt

Our special sale price, 85c.

Fisher's Pure Malt

Prescribed by the leading physicians; the purest of malt whisky. Our special sale price—pints, 65c; quarts, \$1.10.

Cabinet Blend

A PURE, rich Bourbon; our special sale price, 65c.

Crystallized White Rock and Rye

Especially recommended for all bronchial affections, an excellent tonic; our special sale price, 65c.

Martell 3-Star Brandy

Direct from Wm. Wolff & Co., sole agents for the United States. Regular, \$2.50; our special sale price, \$1.85.

Hennessy 3-Star

Regular, \$2.50; our special sale price, \$1.85.

Woodlark Official Brandy

Conforms to every requirement of the Pharmacopoeia; special this week, \$1.30.

Watson's Old Tom

Our special sale price, \$1.15.

Burke's Nonparel

Our special sale price, \$1.05.

De Kuypers Geneva

Our special sale price, \$1.95.

De Ruyter

Our special sale price, 90c.

Port Wine, Imported, Morgan Bros.

From the Port of Spain, 12 years old, rich and fruity; our special sale price, \$1.60.

Duroy Port

From the famous Duroy & Haines vineyard; our special sale price, 88c.

Seneca Port

None better; our special sale price, 88c.

Woodlark Port

Sonoma County's finest and richest wine; our special sale price, 68c.

California Port

Pints, 20c.

Official Sherry Wine

Fulfills every requirement of the Pharmacopoeia in purity, strength and age; our special sale price, 43c.

Irondequoit Sherry

Our special sale price, 88c.

Morgan Sherry

Imported, without a peer in age and quality; our special sale price, \$1.28.

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