SOUTH AFRICAN CARGOES

BRITISH BARK EARL CADOGAN TO LOAD FOR DARK CONTINENT.

Shipments and Engagements for Cape of Good Hope Already Exceed 1,000,000 Bushels.

The British bark Earl Cadogan has been chartered to load flour at this port for South Africa. She missed a high-priced charter by failure to reach port prior to February 1, and has since been considered on the free list, but the announcement was made yesterday that she had been taken for Cape business. The South African flour and wheat business promises to be much larger than usual this season, owing to the poor wheat crop in Australia. The French barks Bossuet, from Portland, and La Fontaine, from Puget Sound, were both cleared by Kerr, Gifford & Co., of this city, on the last day of February, for Cape Town direct, with full cargoes of wheat, and another cargo of wheat will be cleared from Portland for a South African port this month. The British barks Glenafton and Cumbrian have both taken flour cargoes from Puget Sound for Durban, South Africa, since January 1, and the Penrhyn Castle is now loading on Puget Sound for the same port. The Lady Isabella sailed from Portland with a mixed cargo of wheat and flour in November, and the Louis Pasteur with a full cargo of wheat in December.

The shipments of flour, included together with those under engagements for the season to date, have already amounted to 1,000,000 bushels, and as trade from that part of the world is always heaviest as the season draws to a close, the exports in the aggregate will be greater than those of any former season. In former years San Francisco has always handled the greater part of the trade, but since Oregon and Washington wheat and flour began to get a reputation at the Cape it has been in good demand whenever it was possible for Portland exporters to get into the market at a satisfactory price. Australian wheatgrowers have the advantage in the way of freights in most years, and it is only when there is a short crop in the Antipodes that the North Pacific ports stand much of a show.

WITH A MIXED CARGO.

Inchcape Rock Arrives With Whisky, Sheep Dip, Glass, Iron, Beer, Etc.

The British bark Inchcape Rock arrived up yesterday morning, and is docked at the foot of Pine street to discharge her miscellaneous cargo. She was knocked about considerably by the heavy storms which have been raging since she left Port Los Angeles in January, and some of her cargo had shifted. It is not known yet whether any damage resulted or not, but as a consignment of 875 boxes of glass was on board, some of this may have suffered. If the Inchcape Rock had been unfortunate enough to lose her supply of water, the crew would have been in a position to exist for quite an extended period on the liquid supplies on board, for included in the cargo was a shipment of 390 cases of beer, 85 cases wines, 61 cases miscellaneous liquors, and 35 barrels of American whisky. Shipment of American whisky by such a roundabout route is another illustration of the lack of necessity for a subsidy in order to secure cheap freights. This whisky was carried across the Atlantic at ballast rates last Summer in foreign ships, which were glad to get freight at any price, although they received no subsidy for carrying it. In Europe it was loaded on the Inchcape Rock and started on the long journey around the Horn, the total cost for freight being much less than it could be sent around the Horn in protected American ships or across the continent by rail. The time consumed on the voyage did not impair the quality of the stock.

Other freight on the Inchcape Rock is 2296 bars and 2055 bundles of iron, 200 barrels of cement, 200 tons of coke, 150 casks of tar oil, 15 cases mustard, 300 casks sheep-dip powder and 107 cases oilstones. The Inchcape Rock lost a 40s charter by failure to reach Portland prior to February 1. She left Port Los Angeles January 18, and her owners failed to provide her with a tow, and the time was too short for her to sail up. She saved about $1500, which the tow would have cost, and lost about $7500 on the charter.

TWO MARCH CARGOES.

Queen Elizabeth and Versailles Are Ready for Sea.

Two more March grain ships finished loading yesterday, and will clear today for Queenstown or Falmouth for orders. The French bark Versailles, which was loaded by the Northwest Warehouse Company, has aboard 110,433 bushels, valued at $73,000. The British ship Queen Elizabeth was loaded by the Portland Flouring Mills Company, and has aboard 98,143 bushels of wheat. These figures show the French vessel to be much the best carrier for her tonnage, as she is but 1728 tons net register, compared with the British vessel's 1700 tons. The fourth ship for the month will probably be the British bark Bankleigh, which commenced loading yesterday morning. The Queen Elizabeth has been in the river but 17 days, and the Versailles would have been out with equally quick dispatch, had her owners accepted a charter as soon as she arrived in the river.

FREIGHTS STILL DECLINING.

Grain Tonnage Offered at 24s 6d in San Francisco, With No Takers.

The German ship Wilkommen is the latest ship to be diverted from Portland after being listed for this port. She came up off San Francisco Heads for orders Wednesday, and as her owners had been advised of the small demand for tonnage in this port, she was towed into the Bay City. To an outsider this looks something like a leap from the frying-pan into the fire, for private advices from San Francisco yesterday report ships offering at 24s 6d, with no takers. In this port 25s is still bid, and a handy-sized vessel might at the moment secure a fraction more. The British ship Scottish Hills, which was ordered north from San Francisco Heads for Royal Roads for orders a few days ago, returned to the Bay City in distress with all of her sails blown away and her rigging and decks damaged. She will probably join the ranks of the disengaged ships in the California metropolis and assist in pressing down freights.

None of the idle ships in this port was offering yesterday, and unless some of them take very low rates or secure lumber charters they will probably remain idle for an indefinite period.

LIBERAL SALVAGE AWARD.

Steamer City of Seattle Had Easier Treatment in a Canadian Court.

American Admiralty Courts are much more liberal in their salvage awards than are the Canadian courts. This has been quite forcibly illustrated recently by the award made the Cottage City for saving the steamer City of Seattle. The court at Sitka gave salvage to the extent of $36,245 to the Cottage City. The award is to be divided among the company, officers and crew of the steamer. The Pacific Coast Steamship Company receives $24,200 50. The remaining $12,044 50 is divided among those who were on the steamer. Captain Jensen, master, receives $802; Captains Craig and Herman, pilots, get $601 each, and the chief engineer, W. Law, receives a like amount; W. R. Curtes, purser, receives $401; Edgar Bree, clerk, $300; the two mates receive $300 each, and the deck crew and firemen receive about $200 each, firemen $160, Chinese cooks amounts ranging from $120 to $60, stewardess $45, and the waiters will each get $50.

The steamer Amur found the steamer City of Seattle drifting ashore three years ago in Lynn Canal, with her propeller gone. Unlike when the steamer Cottage City found her, she could then find no anchorage to save her from Vanderbilt reef. A salvage claim was filed against the steamer by the Klondike Mining & Trading Company, then owners of the Amur, and as a result of a trial in the Admiralty Court at Victoria before Justice Martin the company was awarded $2900. Captain LeBlanc, master of the steamer, was awarded $100, and the two engineers received $50. The mate or others of the crew were awarded nothing, although they had worked hard at great risk in the salvage work, whereas the crew of the steamer Cottage City, including purser, firemen, and even waiters, who were asleep, received amounts the lowest of which was as much as that given the Amur's engineers, and the master of the Cottage City received eight times as much as the Amur's master. Mr. Peters, solicitor for the owners, gave Captain Cutler, now master of the tug Pilot, the sum of $50 for his services.

PANAMA STEAMSHIP WAR.

Rival Companies Are Working on a Traffic Agreement.

NEW YORK, March 7.—If plans now under consideration are consummated, says the Times, the Pacific Mail Steamship Company and the Panama Railroad Company may again enter into traffic relations with each other.

When the contract under which these companies arranged for traffic for many years died about two years ago, the Panama Railroad refused traffic on the old agreement, with the result that a bitter rate war between the two companies was waged, each of whom refused traffic for the other. It is now proposed to repair this damage by a traffic agreement on modified lines, which will resemble similar arrangements between railroad companies, but which will not be ironclad in its conditions.

Transport Dix Sails for Manila.

SEATTLE, March 7.—This afternoon the United States transport Dix, Captain W. W. Hopkins, departed for Manila with a cargo of 11,000 tons, consisting of 25,000 bales of hay, 55,000 sacks of oats and 1500 sacks of bran. Five head of horses were also carried. The Dix will proceed direct to Manila.

The United States steamer Seward arrived from Portland today, for repairs. The work will cost about $25,000 and bids will be advertised for in a few days. It is expected that by April 1 the Seward will be ready for sailing and then, as the ice breaks up, she will be sent to Nome and St. Michaels.

Steamer Callender Sold.

ASTORIA, March 7.—The Callender Transportation Company has sold its steamer Callender to the North American Fisheries Company, of Seattle, for $12,500, which is more than the vessel originally cost. She will be taken around to the Sound in about a week and will be used there by her new owner as a tender to its canneries. To replace this steamer, the Callender Transportation Company will have a new vessel built at Johnson's shipyard in Portland, the lumber for it having been already selected.

Wreckage From Walla Walla.

SOUTH BEND, Wash., March 7.—George L. Houk, the stage driver between North Cove and Westport, yesterday picked up a portion of a box, on which were painted the words, "S. S. Walla Walla." It was plainly a part of the steamer Walla Walla, which went down off Mendocino Point, Cal.

Ice Leaving the Mississippi.

LA CROSSE, Wis., March 7.—The ice in the Mississippi River began to move out today. It is thought navigation will open in a week or 10 days.

Domestic and Foreign Ports.

ASTORIA, March 7.—Sailed at 10 A. M.—Barkentine Encore, for San Francisco. Condition of the bar at 4 P. M., rough; wind east; weather cloudy.

San Francisco, March 7.—Arrived—Barkentine Omega, from Portland.

Shimoneski, March 7.—Sailed—British steamer Indrapura, for Portland.

Seattle, March 7.—Sailed—United States steamship Dix, for Manila; schooner William Nottingham, for London; schooner Ottilie Fjord, for Hilo; steamer Rainier, for Dixon's Entrance. Arrived—Steamer Oceania, from Japan and China; United States steamship Seward, from Portland for repairs.

San Francisco, March 7.—Sailed—Schooner Lily, for Umpqua; steamer William Bayliss, from whaling; steamer Umatilla, for Victoria. Arrived—Schooner Charles R. Wilson, from Gray's Harbor; barkentine Omega, from Knappston; steamer Aztec, from Tacoma; steamer Geo. W. Elder, from Portland.

Sydney, March 7.—Arrived previously—Moana, from Vancouver, via Honolulu and Brisbane; Sierra, from San Francisco, via Auckland.

London, March 7.—Arrived—Glenfarg, from Seattle, Hiogo, etc.; Totmes, from San Francisco, etc.

Liverpool, March 7.—Arrived—Pretorian, from St. John, N. B., and Halifax.

Boulogne, March 6.—Sailed—Maasdam, from Rotterdam for New York.

London, March 7.—Sailed—Minneapolis, for New York.

Lizard, March 7.—Passed—La Champagne, from New York for Havre.

Queenstown, March 7.—Arrived—Campania, from New York for Liverpool, and proceeded.

Yokohama, March 6.—Sailed—Steamer Duke of Fife, from Hong Kong, Shanghai and Kobe, for Victoria, B. C., and Tacoma.

Legion of Honor in America.

NEW YORK, March 7.—Wearing on their coats the scarlet silk riband of the French Legion of Honor, 52 American citizens and aliens now living in this country, who received this decoration at the hands of the republic, met at dinner in the residence of James Stokes, of this city. It was the first gathering in the United States of the men upon whom this distinction has been bestowed, and included such leaders in various paths of success as J. P. Morgan, Augustus St. Gaudens, Perry Belmont, Elihu Thomson and Maurice Grau.

The occasion of the gathering was to celebrate the centennial anniversary of the founding of the Legion of Honor by the first Napoleon, in 1802, and to effect an organization in America to encourage future reunions and promote the social possibilities of fellow membership.

WAESLAND CATASTROPHE

RED STAR LINER WAS STRUCK AT MIDNIGHT IN A FOG.

Only Two Lives Lost by the Disaster—Harmonides Reaches Port With Hole in Her Bow.

LIVERPOOL, March 7.—The British steamer Harmonides, from Brazilian ports, which was in collision with and sank the Red Star Line steamer Waesland, bound for Philadelphia, Wednesday night about 40 miles southwest of Holyhead, and which was towed to this port early this morning by tugs which went in search of her, has a great hole in her bows.

One of the rescued passengers of the Waesland, who was on board the Harmonides, said the Waesland was run into amidships in a fog at midnight, and sank half an hour afterwards, her boilers bursting as she went down. The report that only two of the passengers of the Waesland, a man and a child, lost their lives, is confirmed. In addition one woman was injured. Some of the Waesland's boats were in the water a couple of hours before, owing to the fog, they could get alongside the Harmonides.

When the Harmonides arrived here her decks were crowded with half-clad passengers of the Waesland, whose pale and haggard faces told the story of their trying experiences. So hurried was the departure of the passengers from the sinking ship that in some cases they only were covered with blankets, and handkerchiefs were their only headgear.

When the disaster occurred Wednesday night the two vessels were steaming slowly off the coast of the Island of Anglesy. The Harmonides crashed head on into the Waesland and backed away, but once again struck the then sinking ship, making a great gap in her side. The sea was perfectly smooth. The denseness of the fog added to the terrors of the passengers of the Waesland. The women rushed on deck screaming, but were soon reassured by the officers. The boats were quickly lowered, but the operation resulted in two fatalities. The end of one of the lifeboats slipped from its davit and precipitated the occupants of the boat into the sea. A steerage passenger, Edward Dangerfield, of Kansas, struck his head against the boat's fittings and was instantly killed, and Elsie Emmett, 12 years old, the daughter of the Rev. A. K. Emmett, was drowned. The other persons who were in the boat were picked up.

The bravery of the passengers, many of whom were Scandinavian emigrants, was exemplary. Precedence was given to the women and children.

Waesland's Last Plunge.

As the last boats were leaving the fast sinking ship, whose decks were already awash, an explosion announced that her boilers had burst, and 40 minutes after the first impact the Waesland gave a mighty lurch and disappeared beneath the waves, sinking about midway between Holyhead and Tuskar light. Nothing was saved except what the passengers and crew wore. The boats containing the passengers were for a time separated, owing to the fog, but eventually all reached the sides of the Harmonides, and the survivors were taken on board that vessel, where everything possible was done for their comfort.

A pilot-boat met the Harmonides off the Island of Anglesy and communicated the news of the disaster to persons ashore, with the result that tugs were dispatched to search for the Harmonides and accompany the steamer to this port. Here the passengers were landed and comfortably housed. They will proceed to Philadelphia Wednesday on board the Red Star Line steamer Nordland.

The surviving passengers, as a rule, escaped with only a few slight bruises. The Harmonides' stem and bow plates were so torn and twisted that it appeared marvelous that she escaped sinking. She also has a deep dent in her port side.

An officer of the Waesland in an interview gave a graphic description of the loss of the steamer. He said:

"I saw the whole affair. I was late in, as the night was foggy, and we naturally were apprehensive. Practically all the passengers had retired. I was taking a last look at the weather, and in doing so peered over the ship's side, when, without the slightest warning, there came a fearful crash, which made the Waesland stagger from stem to stern. 'My God, we are struck,' I shouted. Then there loomed right over our ship's bow the steamer which had run into us. It was terrifying, of course. We instantly recognized the peril. The darkness at that time was impenetrable but there was no mistaking the terrible consequences of such an impact. The nose of the Harmonides appeared to have eaten right into our side. We were going very slowly, with no more speed than was necessary to keep headway. We were struck at right angles, a tremendous hole was made, and for a moment the stem of the Harmonides was literally inside our ship.

"A rush of excited people from all parts of the ship immediately ensued. The passengers tumbled up just as they had retired for the night. The men, women and children were in their night-dresses. In a few moments the passengers had thrown a shawl or a blanket over their shoulders. Terror and bewilderment reigned for a few moments, but the passengers gradually ranged themselves in groups about the decks where they were best sheltered, and the crew worked like clockwork in getting out the boats. The only exception to the good behavior of the passengers was in the case of a saloon passenger, who rushed hither and thither, calling in turn on heaven and earth to rescue him. Fortunately, the other passengers were not affected by this man's pitiable mental agony, but were quietly and methodically marshaled into the boats.

"The experience in the small boats was trying on account of the darkness and cold. We did not know exactly where we were, and for a long time could not discover the whereabouts of the Harmonides, though she was near by. The boats stood well away from the sinking Waesland, for fear of being sucked down, and we could hear the rending and tearing of her timbers as she seemed to break in two. Then there was a terrible explosion as the boilers blew up, and all was over.

"We drifted and rowed for seemingly two or three hours, finally getting in touch with the Harmonides. We had no difficulty in getting on board. All our effects went to the bottom with the Waesland."

As the last boat was leaving the ship's side, cries for help were heard on board of her, and the boat returned and found that two of the Waesland's crew had been left behind. One of these men had slept throughout from the first impact to the last boat leaving the sinking steamer, and only discovered his perilous position when the sea water flooded his bunk through the portholes.

Dr. E. H. Shelmerdine, of Philadelphia, who, with his wife, was a passenger on board the Waesland, attributes the accident in the lifeboat to Dangerfield attempting to spring on board, thereby breaking his own neck and causing the death of Elsie Emmett. Dr. Shelmerdine lost his valuable instruments and jewelry. He says Captain Apfeld, of the Waesland, had on board his 35 years' savings, in specie, but he did not attempt to leave the boat bridge to fetch the money away. All the passengers were first gotten into the boats, and then it was too late to go back.

Mrs. Hanson, of Chicago, a widow, was a considerable loser by the sinking of the Waesland. The two sons of Dangerfield, who was killed in one of the lifeboats, returned to Kansas three weeks ago.

Dangerfield a Scranton Man.

SCRANTON, Kan., March 7.—Edwin Dangerfield, who was drowned by the sinking of the steamer Waesland off Holyhead, was a resident of this place for more than 20 years, and was a prominent business man and politician here. About a year ago Dangerfield and his family went to their native country, England, to live. A short time ago they decided to return here. Mr. Dangerfield sent orders to his sons here to have the family residence placed in order by May 1, when they would again occupy it. Dangerfield was 64 years of age.

ACCIDENT TO THE ETRURIA.

Lost Her Propeller on the Evening of February 28.

LONDON, March 7.—A dispatch to the Daily Mail from Horta, Azores, says the Cunard steamer Etruria is hourly expected at that port. About 7 o'clock in the evening of February 28, the correspondent of the Daily Mail says, a rumbling sound in the engine-rooms of the Etruria, followed by a crash, announced that the propeller had gone, and it was soon discovered it had carried away the rudder with it. The Etruria was in latitude 40.4 north, longitude 40.6 west. She was experiencing fine weather, but not long before the weather had been blustering. There was no excitement among the passengers when they heard of the accident.

An hour previous to losing her propeller the Etruria had exchanged good night signals with the Cunard steamer Umbria, at a distance of about 40 miles, and had dispatched various wireless telegraphic messages from her passengers for delivery in New York. Shortly after the accident the Etruria tried again, but unsuccessfully, to call up the Umbria. The same night the British steamer Cliff was signalled. The Cliff stood by the Etruria until daylight, when an arrangement was made to tow the Cunarder. The morning of February 27 the British steamer Ottawa was sighted. The Ottawa stood by the Etruria until March 3. Nearly two days were spent in rigging a jury rudder, during which time the Etruria was towed less than 50 miles.

No Cause for Alarm.

NEW YORK, March 7.—The New York agents of the Cunard Line said today they had received no further information of the Etruria, but the steamer Elbe will take off the Etruria's passengers and transfer them to Liverpool. The officials declare there is no cause for alarm.

Typographical Union Nominations.

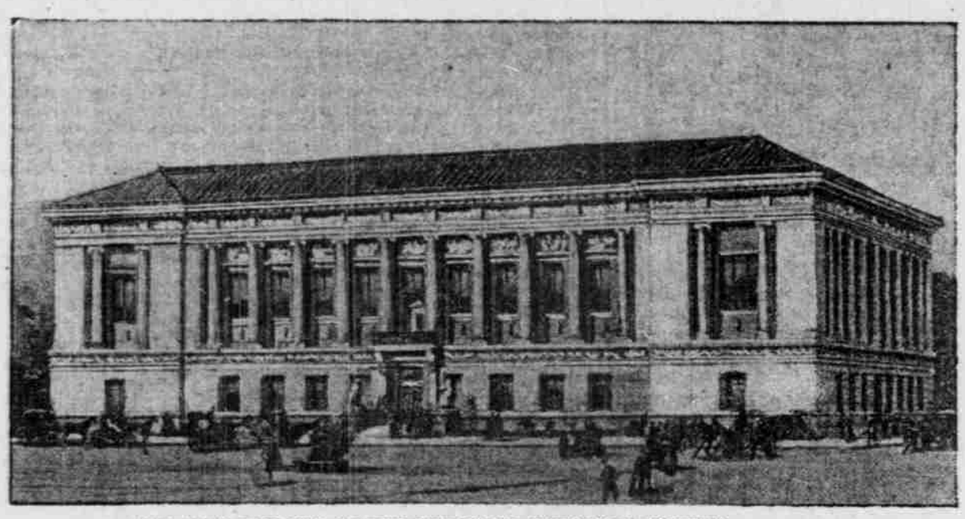
INDIANAPOLIS, March 7.—Nominations for the different officers of the International Typographical Union have been completed. For president, James M. Lynch, the incumbent, will have no opposition; neither will John W. Bramwood be opposed for secretary-treasurer. For first vice-president the race lies between Charles E. Hawkes, of Chicago, and John W. Hays, of Minneapolis. These two were opposing candidates two years ago and Hawkes won by a small majority. For third vice-president T. J. Canary, of the New York Mailers' Union, and James J. Mulcahy, of St. Louis, are the candidates, and for fourth vice-president, John F. O'Sullivan, of the Boston Newspaper Writers' Union, is the only aspirant.

The second vice-president is selected by the German branch of the International. Hugo Miller has been elected for the ensuing year term. The election will be held on the third Wednesday in May.

Lumber Dealers Elect Officers.

CHICAGO, March 7.—The National Wholesale Lumber Dealers' Association has elected Pendennis White, of North Tonawanda, N. Y., president; F. W. Cole, New York, treasurer, and E. F. Perrock, New York, secretary. An agreement with the retailers will be continued in force with practically no changes.

A little medicine of the right kind, taken at the right time, is invaluable. That means Carter's Little Liver Pills, and take them now.



PROPOSED BUILDING OF THE NEW YORK HISTORICAL SOCIETY.

The accompanying illustration shows the design for the handsome building that will be erected as a home for the New York Historical Society. It will stand at Central Park west, and Seventy-sixth and Seventy-seventh streets. The well-known firm of York & Sawyer are the architects.

MORE PAY FOR TEACHERS

INCREASE OF 8 PER CENT VOTED BY SCHOOL BOARD.

New Schedule of Salaries Is Adopted, Which Takes Effect From February 10.

An increase of 8 per cent in the salaries of teachers in the public schools was ordered by the Board of Education, in executive session, yesterday. The salary of City Superintendent Rigler was raised from $2500 to $3000 a year. The increase is to take effect from February 10, the beginning of the term.

Under the schedule of salaries adopted by the board, teachers who have served less than three years will receive the minimum salary now paid, and those who have served more than three years and less than five years, the present maximum salary. Teachers who have served more than five years—and the majority have passed that period as instructors—will receive the full benefit of the increase. Teachers entering upon their first year will not be affected. The schedule of monthly salaries follows, the first column representing teachers of less than three years' experience, the second of more than three years' and less than five, and the third of more than five years' experience:

	Less than 3 years.	3 to 5 years.	Over 5 yrs.
First grade	$ 60	$ 65	$ 70
Second grade	55	60	65
Third grade	55	60	65
Fourth grade	60	65	70
Fifth grade	60	65	70
Sixth grade	60	65	70
Seventh grade	65	70	75
Eighth grade	65	70	75
Ninth grade	65	70	75
High School	95	100	105

The monthly salaries of the principals of the schools were arranged according to the size of the schools which they direct, and are as follows:

2-room schools	$ 75	13-room schools	$135
3-room schools	80	14-room schools	140
4-room schools	85	15-room schools	145
5-room schools	90	16-room schools	150
6-room schools	95	17-room schools	155
7-room schools	100	18-room schools	160
8-room schools	105	More than 18-room schools	165
9-room schools	110	Principal of High School	200
10-room schools	120		
11-room schools	125		
12-room schools	130		

The increase in the salary of the principal of the High School is $700 per annum.

The board decided that rooms in charge of teachers receiving half pay shall not be counted in ascertaining the number of rooms in a school.

The salaries of special teachers were fixed as follows:

Supervisor of drawing	$80
Assistant	65
Supervisor of music	70

The salaries formerly paid were: Supervisor of drawing, $62 50; assistant, $50; supervisor of music, $50.

The teachers were much interested in knowing whether they were to be paid their salaries today under the old schedule or under the proposed new schedule which increases them.

School Clerk Allen, in preparation for paying teachers today, had made out their checks, leaving the amount blank. He had also prepared a list of the salaries of the entire force in one column, with the proposed increase in a second column, and the salary according to the proposed new schedule in a third column, and awaited the action of the Board of Directors at their meeting fixed for 4 P. M. The matter having been settled by the board deciding to pay the increased salaries from the beginning of the quarter, Mr. Allen worked till a late hour last night filling out the checks, and the teachers will be pleased to learn that they will receive checks for their increased salaries when they call at his office today. Checks will be issued after 11 A. M., but not before.

Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable. Carter's Little Liver Pills cure both.

MAN'S MISSION ON EARTH.

Medical Book Free.

"Know Thyself," a book for men only; regular price, 50 cents, will be sent free (sealed postpaid) to any male reader of this paper, 6 cents for postage. Address the **Peabody Medical Institute,** 4 Bulfinch street, Boston, Mass., established in 1860, the oldest and best in America. Write today for free book, "The Key to Health and Happiness."

Editor's Note Medical Institute has been For 40 years the Peabody a fixed fact, and it will remain so. It is as standard as American Gold.

The Peabody Medical Institute has many imitators, but no equals.—Boston Herald.

DR. BURKHART'S WONDERFUL OFFER

The whole world pays tribute to Dr. Burkhart's Vegetable Compound as the purest, cheapest and best remedy for the cure of Rheumatism, Malaria, Stomach and all Kidney Diseases, Catarrh, Tired Feeling in the Morning, Poor Appetite, Sour, Sick or Bloated Stomach, and LaGrippe. 10 days' trial free. All Druggists'.

DR. W. S. BURKHART, Cincinnati, O.

Curse OF DRINK

CURED BY

White Ribbon Remedy

Can be given in Glass of Water, Tea or Coffee Without Patient's Knowledge.

White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the patient is a confirmed inebriate, "a tippler," social drinker or drunkard. Impossible for any one to have an appetite for alcoholic liquors after using White Ribbon Remedy.

Mrs. A. M. Townsend, Secretary of the Woman's Christian Temperance Union, writes: "I have tested White Ribbon Remedy on very obstinate drunkards, and the cures have been many. In many cases the Remedy was given secretly. I cheerfully recommend and indorse White Ribbon Remedy. Members of our Union are delighted to find a practical and economical treatment to aid us in our temperance work."

For sale by druggists or by mail, $1 per box. Trial package free by writing. MRS. T. C. MOORE CO., Supt. W. C. T. U., Ventura, Cal.

Sold in Portland, Or., by Woodard, Clarke & Co., Fourth and Washington sts.

Penny Wise

and pound foolish,—the women who "economize" by using cheap washing powders. Few cents saved in price; fifty times as much lost in damage to clothes. The chances are that *cheap* powders are useless or dangerous. Many proved so. None works like PEARLINE, which is more economical,—does more,—saves more,—risks nothing. 638

Pearline: Laundry Wisdom

A CAUSE OF HEADACHE

One Very Common Cause, Generally Overlooked.

Headache is a symptom, an indication of derangement or disease in some organ, and the cause of the headache is difficult to locate because so many diseases have headache as a prominent symptom; derangement of the stomach and liver, heart trouble, kidney disease, lung trouble, eye strain or ill-fitting glasses, all produce headaches, and if we could always locate the organ which is at fault the cure of obstinate headaches would be a much simpler matter.

However, for that form of headaches called frontal headaches, pain back of the eyes and in forehead, the cause is now known to be catarrh of the head and throat; when the headache is located in back of head and neck it is often caused from catarrh of the stomach and liver.

At any rate catarrh is the most common cause of such headaches, and the cure of the catarrh causes a prompt disappearance of the headaches.

There is at present no treatment for catarrh so convenient and effective as Stuart's Catarrh Tablet, a new internal remedy in tablet form, composed of antiseptics like eucalyptol, guaiacol and blood root, which act upon the blood and cause the elimination of the catarrhal poison from the system through the natural channels.

Miss Cora Ainsley, a prominent school teacher in one of our normal schools, speaks of her experience with catarrhal headaches and eulogizes Stuart's Catarrh Tablets as a cure for them. She says: "I suffered daily from severe frontal headache and pain in and back of the eyes, at times so intensely as to incapacitate me in my daily duties. I had suffered from catarrh, more or less for years, but never thought it was the cause of my headaches, but finally became convinced that such was the case, because the headaches were always worse whenever I had a cold or fresh attack of catarrh.

"Stuart's Catarrh Tablets were highly recommended to me as a safe and pleasant catarrh cure, and after using a few 50-cent boxes which I procured from my druggists I was surprised and delighted to find that both the catarrh and headaches had gone for good."

Stuart's Catarrh Tablets are sold by druggists at 50 cents per package, under the guarantee by the proprietors that they contain absolutely no cocaine (found in so many catarrh cures), no opium (so common in cheap cough cures), nor any harmful drug. They contain simply the wholesome antiseptics necessary to destroy and drive from the system the germs of catarrhal disease.

The Perfection

of Aroma and Taste is found in

Hunter Whiskey

Its Age, Purity and Flavor are of the Highest Standard

ROTHCHILD BROS., Portland, Ore.

CHICHESTER'S ENGLISH

PENNYROYAL PILLS

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