SECOND CARGO OF SEASON

FRENCH BARK ASIE, AFTER LONG DELAY, IS READY FOR SEA.

East and West-Bound Ships Sail an Even Race—Idle Tonnage Accumulating on the Coast.

After a stay in port of a little over seven months, during which she was dismasted and rebuilt, the French bark Asie is again ready for sea. She finished loading yesterday morning, and will clear today with 131,418 bushels of wheat, shipped by Balfour, Guthrie & Co. The vessel has been put in thorough repair, and starts seaward in as good shape as when she first left the builders' hands. While the Asie is a sister ship of the French bark Europe, she is going out with about 2000 bushels less wheat than was taken out by the Europe, that vessel clearing last November with 133,463 bushels of wheat. The Asie is the second grain ship of the 1902-3 grain fleet, the French bark Jacobsen preceding her by a few days.

The British bark Wynford, now loading, will probably finish in time to clear this month, making three July ships, or the same number as cleared in July last year, although the amount carried by this trio is somewhat smaller than that taken out by the July ships last year. The Asie and Jacobsen are both bound for the United Kingdom for orders, and the Wynford goes to South Africa. The Asie was given very quick dispatch after she was ready for cargo, being only a week in discharging her ballast and loading with wheat.

LIGHT FLOUR TRADE.

Steamship Indrasamba, Sailing Next Week, Will Take 10,000 Barrels.

The Portland & Asiatic liner Indrasamba, sailing for the Orient next Monday, will take out only about 10,000 barrels of flour, the greater part of it being for Hong Kong. While this is a small shipment compared with the July shipments two and three years ago, it is much better than during the first month of last season, when but 4880 barrels were shipped to the Orient. Advices from Hong Kong are not very encouraging for any improvement of consequence before November or December. Deliveries at Hong Kong are very slow on account of the heavy rains, and stocks as late as July 28 were still 1,000,000 sacks, of which 800,000 sacks were Oregon and Washington brands, some of them being brands for which there was no special call, and which were moving with great difficulty. The wheat crop of North China was a heavy one, and it had affected prices to such an extent that native flour was retailing at Che Foo at $1 90 per sack of 50 pounds.

It was thought that available supplies of native wheat would not be materially reduced before November, but after that time a better demand from this side is expected. Much the same condition of affairs is reported in Japan, although the crop of that country will not cut so much of a figure as that of the North China crop. Within the past few days Portland exporters have received bids by cable making a slight advance over last previous rates at which sales were made, but not sufficiently high to offset the increase in the price of wheat at Pacific Coast points, millers finding it impossible to buy wheat on an export basis before the new crop commences to move.

SAILED AN EVEN RACE.

Sierra Ventana and Carnorvan Bay Make 125-Day Passages.

Merchants' Exchange advices yesterday reported the British ship Sierra Ventana arriving out at Falmouth, after a 125-day passage from this port, and the British ship Carnorvan Bay passing Neah Bay, 125 days out from Glasgow. Both of these vessels made very good time, and it is something remarkable for two vessels sailing over practically the same route in opposite directions to make such even passages. The British ship Loch Garve, which left this port two days ahead of the Sierra Ventana, arrived out at Falmouth Sunday, making the run in 126 days, the Sierra having made up one day of the two days' handicap with which she started. The distance covered by these sailers is approximately 17,000 miles, and the close finish of the four months' trip would indicate that the vessels were pretty evenly matched, or else their respective masters had special talents for getting the speed out of them.

The time made by the two outward-bound ships from Portland, while close, is not as remarkable as that of the Carnorvan Bay and the Sierra Ventana; for, while the two outward-bounders were reasonably certain of much the same kind of wind and weather, the Carnorvan Bay was sure to encounter something entirely different. A comparison of the logs of the two vessels would prove interesting.

AFTER A FOREIGN PILOT.

Puget Sound Men Object to the Invasion of a Canadian Brother.

The pilots of Puget Sound are up in arms over what they term an infraction of the state pilot laws by Pilot David Patterson, of the Vancouver and New Westminster pilotage authority.

The Washington pilots have caused information to be filed in the Superior Court by the Prosecuting Attorney of Jefferson County Against Captain Patterson, and ask for his prosecution the next time he enters Washington waters.

It is claimed by the Puget Sound men that when Pilot Patterson recently took the steamer Cymbeline out from Vancouver he did not surrender her to an American pilot upon arrival at Port Townsend, but continued with the vessel to Tacoma, where she was to complete her grain cargo for South Africa. The Cymbeline called at Port Townsend to pass quarantine inspection, and the American pilots claim that one of their number tendered his services to the master of the vessel, which were refused, and Captain Patterson piloted the steamer up Puget Sound. The outcome of the difference will be watched with considerable interest.

ALLOTMENT OF SAILORS' WAGES.

Important Circular Issued by the Commissioner of Navigation.

The Government has just issued a circular which is of considerable importance to shipping men in general, inasmuch as it contains an amendment to circular No. 17, issued in 1899, containing a ruling regarding the allotment of sailors' wages.

The circular of 1899 provided that any seaman engaged in a vessel bound from a port on the Atlantic to a port on the Pacific Ocean, or vice-versa, or in a vessel engaged in foreign trade, may stipulate for an allotment of wages equaling his earning for 30 days.

The new circular provides that the allotment to an original creditor or other person must not under any circumstances exceed the sum of $25, nor shall it exceed the amount authorized in the rulings applicable to any particular case.

It will be noticed that the ruling applies only to seamen engaging on vessels bound foreign or around the Horn. Seamen engaging on vessels bound coastwise are not allowed any allotment of unearned wages.

IDLE TONNAGE ACCUMULATING.

Only Two Disengaged Grain Ships—Large Number Lumber Droghers.

The British ship Sierra Estrella will commence discharging cargo this morning. As yet she has not been chartered for outward loading, although the owners have been soliciting bids since she first came into the river. The arrival of the Carnorvan Bay on Puget Sound yesterday places Tacoma and Seattle on even terms with Portland, so far as disengaged grain tonnage is concerned, there being a disengaged grain ship at Portland and Puget Sound. Both of the ships have inward cargo, and will not be ready for wheat for two or three weeks yet, but from present indications they will remain idle for a much longer period, or else accept a very low rate. While this is not a burdensome amount of grain tonnage to have on the disengaged list, there is so much idle lumber tonnage knocking about that there is no opportunity for the grain ships to secure lumber or coal cargoes.

Quite a fleet of idle vessels have assembled at Port Townsend. When the bark Oregon arrived there from Honolulu in ballast she received orders from her owners to unbend her sails, discharge the crew and lay up indefinitely. The three-masted schooners Fred E. Sander and Corona, which have been lying there awaiting charters, have also received orders to discharge their crews and move to a permanent anchorage. The ship Sam Skolfield II, the Norwegian bark Queen of Scots, the schooner William Olsen and the four-masted British schooner Alexander are all lying there disengaged, with no prospects of immediate business.

Ship Crews Want Magazines.

The crews of several of the ships in port request that the citizens of Portland send their old magazines to them, for when a ship is on the ocean for several months life becomes monotonous for poor Jack, and any reading matter is welcome. This was especially so with the British ship Wynford, which has just arrived from a five months' trip from Philadelphia. During this long time the crew of 26 men had four Munsey's Magazines to entertain themselves with. The Wynford will remain here 10 days loading grain for Cape Town, and any donations in the reading line sent to Captain Bellringer at Montgomery dock will be thankfully received.

Fire in Steamer Santa Cruz.

SAN FRANCISCO, July 21.—Fire was discovered tonight breaking from the hold of the coasting steamer Santa Cruz, which was lying at the Broadway dock. Soon six engines and the fireboat Governor Markham were pouring water into the flames, which burned through the deck, but were confined to the forward part of the vessel and extinguished. The loss will not exceed $5000. The steamer had just discharged a cargo of lime and some of it remaining in the hold got wet, causing spontaneous combustion. The vessel belongs to the Pacific Coast Steamship Company and is valued at about $35,000.

Fatal Boiler Explosion.

PHILADELPHIA, July 21.—The boiler tube on the steam launch Mangold, owned by W. B. Stanger, of Pensauken, N. J., blew out today while the yacht was lying in the Delaware River opposite Torresdale. A. Warren Stanger was knocked overboard and drowned, and J. W. Van Wynkle, the engineer, was fatally scalded. The other occupants of the launch escaped injury.

On a Treasure Cruise.

SAN FRANCISCO, July 21.—The schooner Herman has sailed for the South Seas, ostensibly on a pleasure trip, but in reality, it is said, in search of buried treasure amounting to $70,000,000, reported to have been hidden on an island by the mutinous crew of a Japanese ship. Captain James Brown, a retired mariner of the Atlantic Coast, is in command of the Herman, and is accompanied by four or five Eastern friends. The little schooner was fitted out at an expense of $18,000.

Another Steamer on Australian Run.

VANCOUVER, B. C., July 21.—So great have been the demands for freight space on Australian and New Zealand steamers that another big freighter has been chartered for this run, to make her first trip from this port for Australasia in September. Large quantities of agricultural machinery from Eastern States and provinces, lumber, salmon and flour, are being shipped to the Antipodes.

Steamer and Barge Wrecked.

PORT HOPE, Mich., July 21.—Fourteen of the crew of the whaleback steamer A. D. Thompson and the barge Whitworth, stranded near Port Aux Barques, were taken off the rocks by the lifesaving crew today. The steamer had been scuttled to prevent her from pounding to pieces. The Whitworth is afloat, hanging to the steamer by her towlines.

Copper Island Sealer Returns.

VICTORIA, B. C., July 21.—The sealing schooner Charlotta G. Cox returned today from the Copper Island fields. She came back short of provisions, her stores having been damaged by water during the Winter gales. She brought but 318 skins. She reported the City of San Diego with 470, Casco 400 and Oscar and Hattie 700.

Clears for Australia.

ASTORIA, Or., July 21.—(Special.)—The schooner Churchill cleared at the Customhouse today for Melbourne, Australia, with 885,737 feet of lumber, loaded at the Knappton mills.

Domestic and Foreign Ports.

ASTORIA, July 21.—Left up at 11 last night—Steamer Fulton. Condition of the bar at 4 P. M., smooth; wind northwest; weather clear.

Falmouth, July 21.—Arrived—British ship Sierra Ventana, from Portland; 20th, British ship Loch Garve, from Portland.

San Francisco.—Sailed July 20, at 10 P. M.—Steam schooner Sequoia, for Portland.

Neah Bay, July 21.—Passed at 1:40 P. M.—British ship Carnorvan Bay, from Glasgow for Victoria.

Bremen, July 21.—Arrived—Grosser Kurfuerst, from New York.

Plymouth, July 21.—Arrived—Kaiser Wilhelm der Grosse, from New York.

New York, July 21.—Arrived—Bovic, from Liverpool; Minnetonka, from London.

Lizard, July 21.—Passed—Rhynland, from New York for Rotterdam; Friesland, from New York for Antwerp.

Cherbourg, July 21.—Sailed—Koenigen Louise, for New York.

Plymouth, July 21.—Sailed—Graf Waldersee, for New York.

San Francisco, July 21.—Arrived—Steamer City of Puebla, from Victoria; schooner Volunteer, from Willapa Harbor. Sailed—Schooner Ida Schnauer, for Port Gamble; schooner Mary Etta, for Siuslaw River.

Seattle, July 21.—Arrived—19th, steamer Farallon, from Skagway; steamer Olympic, from San Francisco. Sailed—Steamer Willamette, for San Francisco; 21st, United States steamship Patterson, for Alaska. Arrived—Steamer Humboldt, from Skagway; ship Dashing Wave, from Alaska. Sailed—Steamer Hyades, for China, Japan and Manila.

Tacoma, July 21.—Arrived—Steamer Mackinaw, from San Francisco.

Cherbourg, July 21.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Perim, July 21.—Passed—Tangtse, from Tacoma and Seattle, via Yokohama, Hong Kong, Singapore, etc., for London.

Brisbane.—Arrived July 19—Aorangi, from Vancouver, via Honolulu, for Sydney.

New York, July 21.—Arrived—Steamer Kroonland, from Antwerp; Gallia, from Marseilles and Naples; Spartan Prince, from Genoa and Palermo.

Figuring on a Big Crop.

WINNIPEG, Man., July 21.—It is estimated that from 20,000 to 25,000 harvesters will be required in this part of the West. The Canadian Pacific Railway is arranging with the Allan and Beaver steamship lines to bring laborers from England at cheap rates. General Manager McNichol is here, and hopes to avoid a grain blockade this year. The road, he says, has purchased 100 new engines, and will have 10,000 cars available.

He Knew the Stuff.

Philadelphia Press.

Miss Takes—I'm so glad you've called, Mr. Gusher. I've just baked a cake for Willie's birthday. Won't you have a piece of it?

Mr. Gusher—I'd be glad to, but I'm afraid Willie might object.

Willie—Not much! You ain't no pertickler friend o' mine! I don't care what happens to you.

STAR NOMENCLATURE

INDIVIDUAL NAMES MOSTLY COME FROM THE ARABIC.

Modern Designations of a Severely Practical Nature—Would Spoil Poetry.

The oldest star names which have come down to us are those of the constellations, which—there is good reason to believe—were traced on the sky something like 5000 years ago by a forgotten race dwelling in the Valley of the Euphrates, says a writer in the London Spectator. In their present shape they have passed through the artistic hands of the Greeks, while the individual star names have mostly come to us from the Arabs. Both sources are to be seen in Spenser's lines:

Now when Aldebaran was mounted high
Above the starry Cassiopeia's Chair.

Andromeda and Cassiopeia, Pegasus and Orion, the Twins, and the Ship Argo all bear the print of that brilliant Hellenic imagination, which had done so much to illuminate and beautify the world.

It is needless to speak in detail of a mythology that—even in the days of the "modern side"—must be supposed to be familiar to every schoolboy. Yet there is reason to believe that the Greeks did but apply their own names to figures that had been placed in the sky long before, and referred to a state of civilization which was already buried under the drums and trampilings of many conquests when Homer sang and Plato reasoned. Astronomical considerations give us a reasonable guess at the time and place of the birth of the constellations, but it is probable that we shall never know more of their origin. They may have been part of some early religion written on the face of the heavens for all men to read; they may have formed the proudest Pantheon of dead heroes ever conceived by man; they may have been simply a convenient memoria technica by which the first astronomers defined the places of the stars.

Earliest Names.

Probably the earliest star names that have yet been brought to light are to be deciphered on the Assyrian tablets. There we find the Pole star, "whose true-fixed and resting quality" was perhaps the first discovery made in the stellar universe, called the "Judge of Heaven" and the "High One of the Enclosure of Light." Charles Wain was already the "Long Chariot," and Cassiopeia, the Lady in the Chair, was the "Lady of Corn," showing how prone men have always been to see their own little figures reflected on the sky. Auriga was already the "Charioteer," and the driver held the "Goat," Capella, in his arms. The Pleiades and the "rainy Hyades" were the "Great Twins" of the "Foundations." Regulus was then the "King" of the starry plain, and the Horse and the Serpent, the Scorpion, and the Bull were already to be found in the places where we look for them today. Bootes was the Herdsman, and Aries the Ram. How are we to explain this coincidence between the Greek and the Euphratean astronomers? Is it a mere plagiarism, or an instance of the extraordinary currency of tradition, or a proof that the constellations really look like the strange forms which we try to see in them? One can understand that Castor and Pollux should always be called the Twins, and the American name of the Dipper is only a little more realistic than the Plow of our own Wain—though it is not easy to see how Homer perceived the Bear in the same stars—and no great stretch of imagination is needed to see the outspread wings of the Swan and the curve of the Sickle. But beyond that we can hardly go, and the real origin of the constellation figures is likely to remain to all time "wropt in mist'ry."

Mysterious Pleiades.

When we turn to the names of individual stars we seem to be on surer ground. The brightest of all, Sirius, or the Dog Star, probably owes the latter name to its association with Orion, the Hunter. Sirius, of course, is the sparkling star, or "scorcher," the Arabic Al Shira. It is curious to note how many of the popular names of individual stars are a legacy from the Arabs, who did so much to keep science alive through the European dark ages. Aldebaran is "the Follower," because he seems to drive the Pleiades before him. The Pleiades themselves contain a mystery. Why are they always called seven? There are only six now visible to an ordinary eye, and those who can see seven can see at least 11. When did the "fallen sister" vanish from the sky? The name tells us nothing—any more than does the popular association of these lovely stars with the "little she-goats" that honest Sancho Panza saw on his aerial excursion.

Another problem is set to astronomers by the Arabic name of Angol, "the demon," which is simply our old friend, the ghoul of the "Arabian Nights." It is almost necessary to assume that such a name refers to Algol's remarkable variations in light, which we now know to be caused by a huge, dark planet—probably about the size of our sun—revolving around it. Yet there is absolutely no record of any perception of a change in the luminosity of Algol before 1783. Here the name has evidently preserved an observation which has been entirely lost.

Only Monarch Honored.

Modern attempts to record things in the sky have been less fortunate. Dr. Porter tells us that the Leipsic Academy in 1807 decreed that the belt and sword of Orion, the most splendid of all the constellations, should in future be known by the name of Napoleon; but the tranquil stars smile on, undisturbed by that meteoric career. Herschel's loyal proposal to call his new planet the Georgium Sidus was little more fortunate. The only monarch of modern times who is actually commemorated in the sky is—of all choices!—Charles II, after whom a fine double star in Bootes was christened "Cor Caroli." After all, the merry monarch deserved such an honor, for he had the good sense to found Greenwich observatory.

As a rule, the modern nomenclature of the stars is of a severely practical nature. It is convenient for the astronomer, but the average man declines to think of Sirius as "a Canis Majoris," or as "1900, R. A. 6 hours, 40.7 minutes—December, 16 degrees, 25 minutes." Tennyson's well-known line would not be improved if it spoke of "Lamps which outburned a Argus (Carinae.") "Groombridge, 1830," and "C. Z. Vi., 243," may be very interesting stars, but they must not think to compete in the general estimation with Aldebaran and Fomalhaut, Canopus or Vega or Procyon. Yet the mind rises above the catalogues, and of a star that interests us we may say with the poets:

A learned man
Could give it a clumsy name,
Let him name it who can,
The beauty would be the same.

Slumming.

New York Commercial Advertiser.

The other night a lady was arrested at a low dive in this city, and afterward released by the police when it was discovered that she was accompanied by her husband, and had visited the place simply out of curiosity. Her experience, however, was so very unpleasant as to make it likely that she will give up once for all the particular form of amusement known as "slumming." To penetrate the dens of vice, to watch the sodden drunkard, the ferret-faced thief, and the painted woman in their own noisome haunts, and to derive from the sight something like a sensual titillation—this is evidence of what is more than ordinary curiosity. It tells of something perverse, a subtle taint of depravity which may never come out in act, but which craves a psychic gratification through the sight and through the hearing. Such slumming as this is distinctly an evil thing. It fosters the morbid and appeals to instincts which might otherwise lie dormant through a lifetime. Hence, it might be well if the police were less careful to shield the "slummer" from publicity; for publicity might prove to be a real deterrent in the case of those who, going beyond the bohemian and beyond the squalid, may crave entrance at the portals of vice and sin and shame.

JEALOUSY OF THE SEX.

Review of a Review and a Revelation of Masculine Meanness.

New York Times.

Persons who do not believe in the analytical, logical and critical acumen of women may gain inspiration for discussion from a perusal of "The Three Francescas," by Edith Wharton, in the current number of the North American Review. Here is a very striking example of the way in which a very gifted writer, in purely artistic, literary ways, may set down a series of judgments and impressions without any attempt to confide to the reader the mental process by which the judgments were reached or the exact point of view of her mind which made it susceptible of certain impressions. It is evident that Mrs. Wharton has very pronounced ideas on the various qualities—literary, artistic, histrionic, etc.—of the three plays under discussion. These ideas are interesting in themselves and are set down with considerable grace and energy, but, as far as the forensic form of the article is concerned, they might just as well be replaced by others equally ingenious, and no one be the wiser.

This lack of critical analysis is most apparent when a comparison is made between the "Francesca da Rimini" of Marion Crawford and that of Signor d'Annunzio. The differences of fact between the two plays are readily comprehended, for Mrs. Wharton outlines the story of each. It is also evident that one is in verse and the other is in prose. They are said to differ, too, in movement and atmosphere, but how is not demonstrated. In speaking of the Italian's work, the author says:

This is the real Italy of the Middle Ages—not the "academy of manslaughter, the sporting place of murder" of the terrified English imagination, but the bright, fierce, inconsistent Italy of Mattarazzo and Boccaccio. The pasteboard fites are replaced by the actual walls of the Malatesta keep, etc.

And yet when a discussion of Mr. Crawford's play is reached it is abruptly stated:

He (the author) has had the audacity to draw his characters as Italians of the Middle Ages, and not as scrupulous and sentimental modern altruists.

In spite of the fact that each play appears to be a "real" expression of the life of the "secolo decimoterzo," it is clear that the author wishes to convey the idea that there is a difference. But what is it? Simply that one play is the attempt to reproduce the real, exact thing, and the other an attempt to portray an illusion of it. And it is because the quality of logical analysis is absent from the article that one is forced to guess at this conclusion or establish it by a critical examination of each play.

The Senate the Danger Point.

Philadelphia North American.

The people have confidence that President Roosevelt is honest in his purpose to curb the arrogant powers of monopoly. Something, too, may be expected from the House, in spite of the indifference or covert opposition of its established leaders, because its members are compelled to seek popular support every two years. But the Senate will bear watching. If it fails of its duty, it cannot be turned out at the next November election. Its membership can only be changed slowly. It requires a series of political campaigns to make and unmake its majorities. Furthermore, its most influential members, who are virtually assured of life terms of their seats, pride themselves that they are impervious to changes of public opinion.

The country has seen President Roosevelt thwarted in his Cuban policy by an insignificant faction of the Republicans in a Republican Senate, and the same sort of antagonism to progressive legislation regulating the trusts and the railroads and revising the tariff may be looked for in the future. But if the settlement of these issues is postponed by another Congress, through the fault of the Republicans in the Senate or for any other reason, there will be no Democrats to minimize their party's opportunity in 1904.

Ominous for Balfour.

Minneapolis Tribune.

It may be a stronger government in the sense of being united; but it cannot be stronger in the amount of public confidence and respect commanded by its members. The two most prominent figures in it will be Mr. Balfour and Mr. Chamberlain. Many people like Mr. Balfour, but they like him tepidly. Many people hate Mr. Chamberlain, and they hate him ardently. No one in the government will attract the peculiar kind of affectionate regard and tolerant respect which made Lord Salisbury the strongest man in the empire. Undoubtedly most of the young men trained by him in subordinate office, whether members of the Cecil family or not, will continue to work on the lines he has drawn. But there is likely to be friction among the greater members of the government, not dependent on Lord Salisbury, but willing to make some sacrifice of individuality while serving under so great a man. These will be less manageable by his successor.

Passing of the Story for Girls

Chicago Record-Herald.

One of the marked tendencies of the times in juvenile literature is the decrease in books written distinctively for girls. Of books for the young there is an ever-increasing number, but the expansion is confined solely to boys' books, or to volumes meant for both boys and girls. Stories of the "Robinson Crusoe" type are multiplying from year to year, while those of the "Little Women" type are becoming almost extinct. There are at least five books for boys to one for girls in every new season's list. Yet girls probably do more reading than boys. Why this ungallant discrimination?

Washington Sawmill Burns.

EVERETT, Wash., July 21.—Fire Saturday destroyed Stevens Bros'. big sawmill at Monroe. Loss $40,000, covered by $22,500 insurance. The fire originated from the furnace.

Delicate

I have used Pearline for eight years. Am never without it. Use it with the most delicate fabrics and with coarse things. Find it satisfactory in all things.
Mrs. Rev. G. E. L.

One of the Millions. 630

DISCOMFORT AFTER MEALS

Feeling oppressed, with a sensation of stuffiness and finding the food both to distend and painfully hang like a heavy weight at the pit of the stomach, are symptoms of indigestion. With these the sufferers will often have Constipation, Inward Piles, Fullness of the Blood in the Head, Acidity of the Stomach, Nausea, Heartburn, Headache, Disgust of Food, Gaseous Eructations, Sinking or Fluttering of the Heart, Choking or Suffocating Sensations when in a lying posture, Dizziness on rising suddenly, Dots or Webs before the Sight, Fever and Dull pain in the Head, Deficiency of Perspiration, Yellowness of the Skin and Eyes, Pain in the Side, Chest, Limbs and Sudden Flashes of Heat. A few doses of

Radway's Pills

will free the system of all the above-named disorders. Purely vegetable.

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Stay at home, work, eat, sleep and stand exposure without suffering. References all over the world. 51,000 patients. Examination free by mail. Our constitutional treatment is a lasting CURE, not just a "relief." It is vitally different in principle and effect from all smokes, sprays, and specifics. It eradicates the constitutional cause of Hay Fever and Asthma. Write at once for the valuable new

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20 years treating Hay Fever and Asthma exclusively.

Please send names of other Hay Fever and Asthma sufferers.

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Gives a woman a beautiful head of hair, and half the battle of beauty's won. These beautiful Titian tints, rich bronze shades, mellow gold effects, warm chestnut hues, are produced only by the

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The Standard Hair Coloring for Gray or Bleached Hair. Makes the hair soft and glossy. Accepts of your hair colored free. Send for pamphlet.

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Two magnificently written Prize Essays on "Discharges and their Evil After-Effects on the Individual, Wife and Child," and "Syphilis, or the Intermarriage of the Diseased," embodying the experience of 20 years of specialty practice, bristling with important facts and foreign authorities, brochures that it is the plain DUTY of every man to read and understand, will be sent sealed and without marks to any address without charge. Address Dr. H. H. Kane, 124 W. 34th St., N. Y.

WALKS SIX MILES

To Get a Certain Kind of Dressing for His Beans.

We often read of the proverbial "Weary Willie" walking six miles, and frequently many more, to get a meal, but to walk six miles for a table sauce seems almost incredible, yet a grocer in Haverhill, Mass., tells a story of an eccentric old Yankee, living six miles out of town, who walks in every Saturday and buys a bottle of Alpha Salad Cream for his Saturday night meal of beans. "That old chap," said the grocer, to a travelling salesman recently, "has been coming here regularly each week for nearly a year for Alpha Salad Cream. He buys one bottle a week—will take nothing else—and I don't believe he has skipped a week since he started." Alpha Salad Cream gets a strong hold upon a person when once tasted. It is the only Salad dressing that is made without oil, in true New England style. It can be eaten in innumerable ways and in large quantities without disturbing the digestion. After all, when one is familiar with its flavor, it's not to be wondered at that people go a long way for it. Try one bottle and see. At all grocers. The H. J. Blodgett Co., Boston, makers.

CANCEROUS ULCERS

Are in many respects like other ulcers or sores, and this resemblance often proves fatal. Valuable time is lost in fruitless efforts to heal the sore with washes and salves, because the germs of Cancer that are multiplying in the blood and the new Cancer cells which are constantly developing keep up the irritation and discharge, and at last sharp shooting pains announce the approach of the eating and sloughing stage, and a hideous, sickening cancerous sore begins its destructive work.

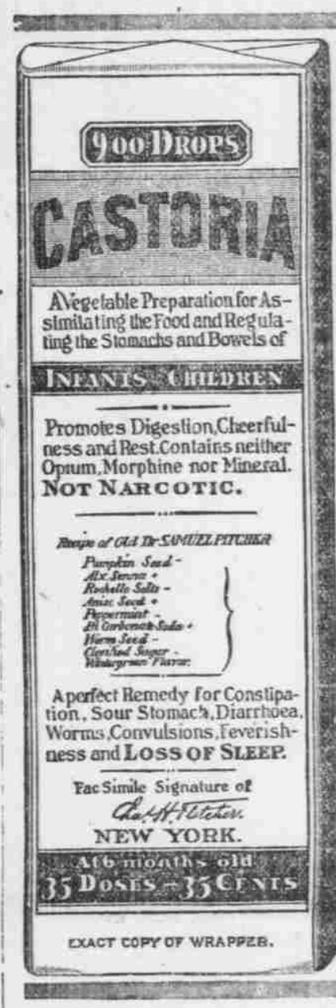
No ulcer or sore can exist without some predisposing internal cause that has poisoned the blood, and the open discharging ulcer, or the festering sore on the lip, cheek or other part of the body will continue to spread and eat deeper into the flesh unless the blood is purified and the Cancer germs or morbid matter eliminated from the circulation.

In February, 1899, I noticed a small lump on my lower lip. The doctor cauterized it but another came and broke out into an open sore. I began to take S. S. S. and after I had taken seven bottles the place healed entirely and no signs of the disease have been seen since. W. P. Brown, Hollands, S. C.

S. S. S. cleanses the blood of all decaying effete matter. It has great antidotal and purifying properties that soon destroy the germs and poisons and restore the blood to its natural condition. And when pure blood is carried to the ulcer or sore the healing process begins, the discharge ceases and the place heals over and new skin forms. S. S. S. is a strictly vegetable blood purifier containing no mercury or minerals of any description.

SSS

If you have an ulcer or chronic sore of any kind, write us about it, medical advice will cost you nothing. Books on Cancer and other diseases of the blood will be sent free. THE SWIFT SPECIFIC CO., Atlanta, Ga.



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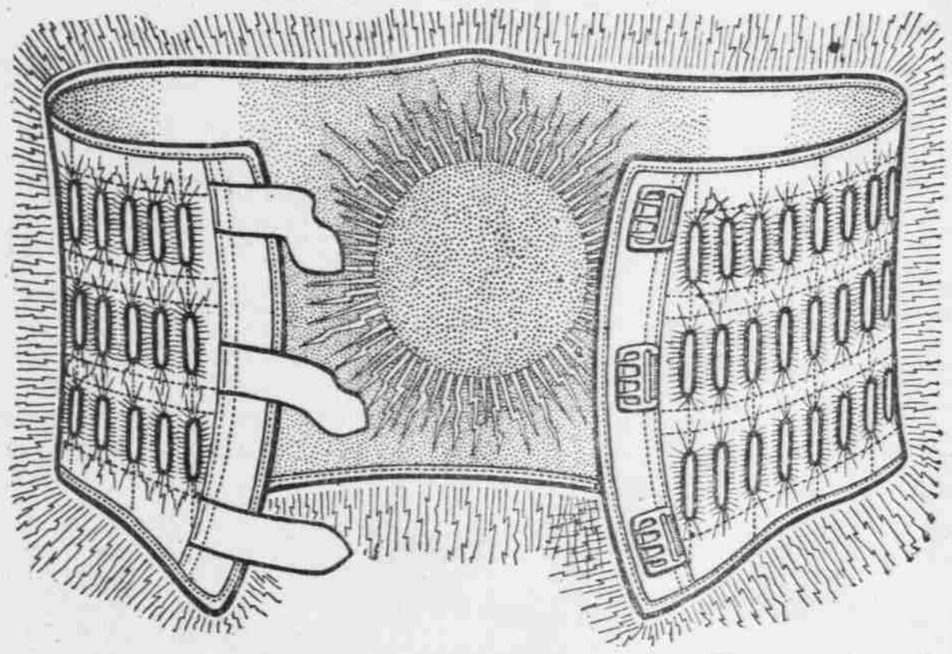

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Are you a strong, vigorous, manly man? If not, write for my ELECTRO-MAGNO APPLIANCE to-day. Send your name and full particulars of your case. It matters not what you have tried, how many belts you have worn without relief, my new method will cure you.

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Cures permanently all NERVOUS and SEXUAL DISEASES—LIVER, KIDNEY and STOMACH TROUBLES, RHEUMATISM, VARICOCELE, CATARRH of the BLADDER, INFLAMMATION of PROSTATE GLAND, Spermatorrhoea, Nervous Debility, Nocturnal Emissions, Losses, Drains of any description, Weak Back, Skin Diseases, Blood Poison, Neglected or Badly Treated Cases of Gleet, Stricture, Rheumatism, Pain in Back, Spinal Disease, Constipation, Asthma, Lack of Nerve Force and Vigor, Sexual Exhaustion, General Debility, Urinary Diseases, Insomnia (sleeplessness), Throat Troubles, Paralysis, Epileptic Fits, Neuralgia, Lumbago, Dropsy, Piles, Bright's Disease, Catarrh, Indigestion, Lung Difficulties, Weakness, Sciatica, Gout, Varicocele and Headache.

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