and the glorie forever. Amen."

official this morning, "complair

THE GLUE ON STAMP.

paper Wrapper.

Washington Star.

"I noticed a protest from some New York man reprinted in the Star a few days ago," said a Postoffice Department

alleged poor sticking quality of the muci-

inge on the one-cent postage stamps.
"New Yorkers are proverbial kickers

on all of the lesues of our postage stamps is the result of many years' careful study

very rare and isolated and prove to our

minds that the cause is produced by some local reason. You see, our postage

stamps are sold to Postmasters in sheets.

If the give were of poor quality the com-plaints would be general from the com-

munities where the poorly gummed sheets were sold and the stamps distributed. The

fact that none are received supports the

reason I advance. Before each of the tens of thousands of sheets leaves the

Speaking about postage a stamps re

at the uniform rate of two cents since

1881. In that year the sale of postage stamps amounted to 67 cents per capita.

taking the whole country together. In 1896 the sales had increased to % cents per capita, and in 1907 to \$1.33. I have not

seen these figures commented upon and they are not generally known. They in-

dicate the prosperity of the country in a very clear and concise manner. The in-

crease of the postal revenues may be popularly taken to constitute a correct indication of the prosperity of the coun-

try and the business activity of the peo

the expansion of our commerce and in-

dustry has made stupendous progress

"Again, the total revenues of the postal service last year were \$111,000,000, and of

tained by the sale of hundreds of mil-

ions of postage stamps, pieces of stamped

paper and postal cards. The fact that out of this almost countless annual output

of the little gummed, perforated colored

squares which carry our mail matter from

received at the department has been in-consequental, both in number and tenor,

is sufficient testimonial of the general

very excellent efficiency of the posta service and of postal material sold to the

public by the department presided over by Postmaster-General Payne."

FOLDING RANGE-FINDER.

A Device Which Will Probably Be

Adopted in England.

The officers of the British Army have

been experimenting with a new range finder, the invention of Professor G

Forbes, fellow of the Royal Society. The

official range-finder at present in use by

the infantry is the mekometer, but so inaccurate is this instrument, and so ex-

posed are the two men necessary for its working, that it has never been used in

action. Professor Forbes in his invention overcome this great drawback, and

has devised a folding range-finder, which

only requires one man to operate it. The Forbes range-finder consists of a six-foot

folding base, and a pair of binoculars, magnifying 12 diameters. The whole in-

strument weighs three and a half pounds. On looking through the binoculars, the

image of a balloon fitted with a trail of image of a bailoon fitted with a trail of rope is shown projected on the landscape. By moving a graduated wheel, the bal-loon appears to advance or recede, so that the trail rope can be brought over

any part or point desired. This done, the range is read direct off the graduation.

The great point about the Forbes range-finder is that the man who takes the

range need not expose himself, as he can

do his work hidden behind a tree or cover of any kind. Professor Forbes demon-

strated the portability, practicability and the accuracy of his instrument while in

South Africa, for he took part in several engagements, and the officers expressed a

high opinion of its qualities, so that its

adoption by the War Office appears im-

Pistol and Lantern.

Chicago Chronicle

A recent novelty in invention is a co

bination revolver and dark lantern. Its distinguishing feature lies in the small in-

candescent lamp situated in a reflector tube placed immediately below the revolver

barrel. A battery in the handle of the re-

volver may be electrically connected with

the lamp by a slight pressure of the trig-ger. Thus should a man suspect a burg-lar in the house, he can use his revolver as a dark lantern to find his man and in-sure good aim before firing.

Repairing a Levee.

SPRINGFIELD. III., July 28.-Lacy

evee, near Havana, will be repaired, it is hoped, in time to eave in part some of

the crops that it protected before the rising waters of the Illinols River broke

good of Havana is estimated at \$250,000.

RepairsHair

Nature always tries to

repair damaged hair. Some-

times she succeeds, very

often she doesn't. She needs

a little help-Ayer's Hair

Vigor. It repairs the hair,

touches it up, gives it new

life, brings back the old dark

color, and makes it soft and

glossy. Cures dandruff, too.

"I used only one bottle of Ayer's

The damage in the neighbor-

minent.

oint to point the number of complaints

this enormous sum \$102,000,000 was ob

within the past 20 years.

Measured by this simple stand

nds me that letter postage has remained

and are withal the most tamely

### RATES NEAR THE BOTTOM

GERMAN SHIP CHARTERED FOR SEPTEMBER LOADING AT 255.

Enormous Decline by Which Wheatgrowers Profit-Wynford Clears Today for Algen Bay.

Ocean freights struck 5 shillings for new season loading yesterday, the lowest rate that has been paid for Fall loading since 1897. The unfortunate victim of the since 1897. The unfortunate victim of the depression was the big German ship Peter Rickmers, which has been hanging like a weight over the market for a long time. She was first on the market for this port at about 20 shillings, and the ideas of her owners since have not shrank fast enough to overtake the falling market. The big vessel salled from Hlogo for Portland July 19 and in due in about three weeks. The charter of the Peter Rickmers at 25 shillings affords a striking illustration of the lings affords a striking illustration of the wholesale decline that has taken place in ss than Is months. This vessel was depatched from \*Portland by Balfour, Guthrie & Co., in March, 1901, with 4462 tons of wheat, at a 40-shilling rate, her gross earnings on the voyage from Portand to Queenstown amounting to \$2,603.

If she carries the same cargo on her coming trip, her gross earnings at 25 shillings will amount to but \$25,852, or a loss compared with her last trip from Portland of \$15,991.

While this enormous loss will cause some uncasiness among the foreign ship-owners, the wheatgrowers are profiting by it, and wheat yesterday was quoted in this market 9 cents per bushel higher than it was when the Rickmers loaded here before. The fact that a large number of British ships have laid up at San Francisco in preference to accepting anything oder 27s 64 would indicate that the bottom may have been reached for the pres-The subsidized French ships will accept lower rates if they are forced to it, and some of the Germans may go under 55 shillings, but the amount of tonnage available exclusive of the British ships, ts not sunicient to keep rates down to such unremunerative figures as are now

### GLENESSLIN THE CLIPPER.

Well-Known Vessel Sails & Thousand Miles in Four Days.

The British ship Glenesslin, a clipper well known in this port, and at the pres-ent time under charter to load salmon on the Fraser River, has just been adding to her laurels as a fast sailer. bourne (Australia) Argus has the follow-

ing regarding her latest trip:
The clipper-like qualities of the ship Glenesslin have credited her with several smart sailing feats. Her latest achieve-ment is a voyage of 77 days from Liverpool to Hobson's Bay. The Glenesslin carned great distinction last year by making a fine voyage from San Francisco to the United Kingdom. Six or seven other vocasels left the American port at the same time, but the Glenesslin beat them all, her nearest competitor being 17 days behind. A notable feature of her present trip from Liverpool is that she ran from there to the equator in 2 days. On the 45th day out she waz off the Cape of Good Hope, whilst from May 2 to May II she covered the distance between the Cape of Good Hope and Cape Leeuwin, finally arriving in Holson's Bay late on Sunday nig. Captain Barlow Pritchard, who has been in command since the vessel was inunched, 17 years go, reports that during the present voyage the ship covered 1000 miles in four days, which is equal to the speed of an ordinary steamer.

### CARGO FOR THE CAPE.

British Ship Wynford Clears Today for Algon Bny and South Africa.

The British ship Wynford, the first of the Portland fleet for South Africa for the season of 1862-62, finished loading yesterday, and will clear today for Algon Bay with 123,643 bushels of wheat. She was dispatched by Kerr, Gifford & Co., and the same firm has just cleared the British ship General Roberts from Taoma for South Africa, with 106,000 bushon the South African trade promises to be heavier than that to the United Kinggom. The British bark Eskasoni, which arrived in from the Orient on Sunday, will load a full cargo of flour for South Africa, and the steamship Etha, now en route to this port from the Orient, will load a mixed cargo, of which flour and wheat will form the greater portion.

The British ship Brambletye, now about due at this port with coal from Australia, will also load at Portland for South Africa, The Norwegian bark Queen of Scots, chartered a few days ago on Puget Sound, goes to the Cape, and there are several other vessels listed for the Dark Contithe calendar year will be by far the larg-

### THE ASIE AT SEA.

Hoodooed Ship Crossed Out from Astorin Yesterday Afternoon.

The French bark Asle crossed out from Astoria at 5, o'clock last evening, and again neace reigns along the water front, It was way inst December when the Asie came into port from Hobart with a bill against the French Government for mile-age reaching half way around the world and a fat charter for outward business. While lying at Davidge's dock discharging ballast, soon after entering port, the ship currened against the dock, knocking off her musts and making as sorry a looking wreck as is often seen in a peaceful har-bor. There were the usual disagreements which attend an accident where repairs are involved on a French ship, and for a time it appeared that her repairs were to cost about as much as the ship was The contract was finally awarded to the

Willamette Boller Works at a low figure and in due season the ship was turned out as good as new. The loss to the owners, as well as the underwriters, has been heavy. The time lost in port was sufficient, if the vessel had been sailing to enable her to pile up at least \$20,000 worth of mileage bounty, and she also lost over \$7000 by a decline in freights. The captain, it is believed, lost no money by the

### INDRASAMHA'S GOOD RUN.

Goes Through to Astoria in 6 1-4 Hours and to Sen in 8 Hours.

The big Oriental finer Indrasamha got away promptly on schedule time yester-day, not only from Portland, but from the Columbia River, and eight hours after steaming out of the harbor limits of this city she was out on the ocean. She was delayed somewhat in getting under way yesterday morning, and it was nearly 10 o'clock when she steamed out of sight below Swan Island. Pilot Archie Pease took her through at a lively gait, how-ever, and at 4.30 she dropped anchor at Astoria. But little time was lost there and after exchanging pilots she proceeded, crossing out at 6 o'clock.

# TOO MANY VESSELS.

Overproduction Has Checked Lake Shipbuilding.

NEW YORK, July 28-A publication just issued gives the number of vessels built in United States ports during the year ended June 30 as 1657, of 473,981 gross tons. In the year preceding there were built Des vessels, of 482,616 gress tons. This year the sail tonnage aggregated 101.072 tons; last year, 128.069 tons. A substantial increase is noted in steel steam-ers, which aggregate 275,479 tons, as against 235,235 tons for last year. Canal- | FitzGerald, of St. Louis, presided.

boats and barges have declined from 88,231

No new orders of importance are note on the seaboard, and in this respectively is not as favorable as it ct the year ago. In the Great Lakes district there is every indication of a volume of shipbuilding in 1865 fully equal to the record year now closing. The lake ship-builders close their year about mid-Summer, as their most active period is the Fall and Winter. In the year now closing they have built \$3 vessels, costing about \$10,250,000. They already have for the \$10,250,000. They already have for the coming year orders for 28 vessels that are to cost about \$7,250,000. This summary does not, of course, take into account any of the small vessels. It refers only to

large steel ships.
In this list of new lake vessels for the year closing, as well as the year to come, only two are tow barges. The lone steamer is supplanting the steamer and Its consort.

No Action on Ship Trust.

LONDON, July 28.-Premier Balfour, in the House of Commons today, in reply to a question in reference to the Atlantic chipping trust, said it was improbable that the government will be in a position o formulate a statement of its attitude toward the trust before the recess of Parliament, on August 8. If any agreement was to be made with the trusts involving a financial agreement, such agreement necessarily would be subject to the approval of the House. George Renwick, Conservative member

of the House of Commons, and who is a shipowner, said today that he and other owners of tramp steamers would strong-

LONDON, July 29.-Referring to Balfour's remarks in the House of Commons yesterday, with regard to the At-lantic shipping combine, the Times this morning says the Premier's reply greatly disappointed shipping circles, and it is feared matters may be carried so far during the recess of Parliament that criti-cism, delayed until next October, will not affect the Issue. Mr. Baifour, says the Times, will therefore be questioned

City of Peking Disabled,

SAN FRANCISCO, July 28.-The Paaffic Mail Company's steamship City of Peking, which sailed July 20 from Hong Kong for this port, has broken her propeller shaft and is now probably not far from the end of Kurushma Straits in the Inland Sea, where the disaster occurred. News of the accident was received today in a cablegram from Kob-to the Merchants Exchange. The Pek The Peking was to have been laid up for an overhauling upon her arrival here, her place on the trans-Pacific run to be taken by the new steamship Korea. maine Smith is in command of the Peking.

Would Injure Liverpool Lines. LONDON, July 25. Sir Alfred Jones, resident of the Liverpool Chamber of ommerce and head of the firm of Elder. Dempster & Co., said today that if the ness. The people of all the northern offer of the Canadian Facilic Company to part of the continent have been attract-build and operate a fast passenger steamed to the coast nearest America, as there ship service between Canada and England they can trade with the American whal-was accepted by the Government, Liver-ers and subsist more easily than in their was accepted by the Government, Liver-pool lines of steamers would be exposed to competition which would render it imssible for them to carry on a lucrative

Protest Against Subsidy. MONTREAL, July 28.—The steamship interests of Montreal will make a vigorous protest against the subsidizing of the Canadian Pacific Railroad to run a passenger and freight fast line across the Atlantic Ocean. They claim that if this sometime to the total to substantial the believes the could never have reached Behring Straits, and so his rescue is due to American traders. Discussing the trip senger and freight fast line across the Atlantic Ocean. They claim that if this sometime to the following that the could never have reached Behring Straits, and so his rescue is due to Canadian Description. MONTREAL, July 28.-The steamship is done it will kill all the other fast lines. Meetings of the Board of Trade and the Corn Exchange have been called to devise means to prevent any such subsidy, which, it is claimed, should go to a steamship company.

Two Stenmers Inspected ASTORIA, July 28.—(Special.)—Inspect-ors Edwards and Fuller were in Astoria today and made an inspection of the

Domestic and Foreign Ports.

steamers Nachotta and Camby,

M. and salled at 6 P. M.—British steamer In-drasamha. Salled at 5 P. M.—French bark Asis. Condition of the bar at 4 P. M., smooth;

New York, July 28.-Arrived-Trave, from

July 27.-Arrived-Steamer Newours, from San Francisco for Aberdeen. New York, July 28.—Arrived—Oscar III, from

San Francisco, July 28.—Arrived—Steamer Wyelleid, from Nanatmo; brig W. G. Irwin, from Roche Harbor, schooner Jessie Minor, from Coos Bay.

Tacoma, July 28.—Arrived—Steamer Charles Nelson, from San Francisco, steamer Oxor, from Ladysmith. Salled—Schooner William Olson, for Nome; steamer Oregon, for Seattle, Seattle, July 28.—Arrived Steamer Roanoke, from Nome; steamer City of Puebla, from San Francisco; steamer City of Topeka, from Skanway, Sailed-Steamer Dolphin, for Skagway, steamer Umatilla, for San Francisco. July 28. - Arrived - Laurenthian, York. July 28 -Arrived-Southwark.

### POPE PLAYED CARDS.

He Was Then Cardinal Pecci and Game Was in Monastery.

Pall Mall Gazette. The following curious story is told in Rome: Years ago, when Leo XIII was Cardinal Pacci, the sixth or seventh century of the foundation of the well-known monastery of the Vernia, high up in the Apennines, was celebrated with much sol-emnity by a great concourse of priests, monks and pilgrims, among them Cardinais Pecci and Parocchi. At first all went well, and there was great jocundity of a chastened cort, until suddenly the weather changed, and the monastery from a hap-py retreat became a prison. Up there among the mountains, cut off from the rest of the world, perished with cold, while the heavens seemed determined to wash them away, ennul increased as to be almost insupportable. The most nervous and unquiet was Cardinal Pecci, whose frequent journeys to the window and the invariable tattoos on the glass came to be worse than everything else put to-

At last, when patience was exhausted and the weather showed no signs of clearing, some one-said to be the eminent Cardinal Pecci himself-proposed a game of cards, but the good monks had none, at least they would confess to none. After some bother a pack was procured, and the two cardinals and some of those present sat down to a game, which insted well into the night, and resulted, much to his satisfaction, in a victory for the future pope. Cannot one see the scene, the two cardinals, one of them delicatelooking, thin and severe, the other tall, stout and benevolent, their more or less embarrassed companions in the game, and the circle of humble and admiring monks? Cardinal Pecci is now pope and Cardi-nal Parocchi stands high in the sacred college. Do they ever recall this singular

### Tectotalers Assemble

NEW YORK, July 28.-Tectotalers from all parts of the country have attended anniversary services at Ocean Grove, N. J., under the auspices of the National Temperance Society. Bishop James N.

EASTERN-WESTERN HEMISPHERE RAILWAY FEASIBLE PROJECT.

Explorer's Hardships Since Leaving Siberian Railway on His Paris-New York Overland Trip.

SEATTLE, July 28 .- After traveling for six long months across the b steppes and frozen mountains Harry De Windt, of t Daily Express, is ready De Windt, of the y practically and Western report that a rallway De Windt left Paris December 16 last, and arrived in Senttle by way of Behring Straits, the Yukon, Dawson and Skagway this afternoon on the steamer City of Topeka. His party encountered great perils from hunger and cold, and attribute to the presence of Americans in northern waters the fact that they are again safe in a civilized country. The again safe in a civilized country. The party consists of Mr. De Windt, Viscount De Clinchamp Bellegarde, George Hard-ing, who has been with the leader of the expedition on many journeys in the the expedition on many journeys in the last is years, and Stepan Rastorguyeff, a Cosmack. The Cossack sails at daybreak

omorrow for his native land."

The expedition from which the party s returning was undertaken at the inowners of tramp steamers would stand by resist the payment of huge subsidies to capital syndicates or the large companies two-score of other publications, who wished to have a representative make the land from Paris to New York. wished to have a representative make the trip by land from Paris to New York, a feat which had not before been ac-complished. Mr. De Windt asserts that the overland journey was much more hazardous and difficult than he had ex-pected, and freely states he would de-cline to make the trip scain. cline to make the trip again.

> Party Leaves the Rallroad. Mr. De Windt left the trans-Siberian Railway at Irkutsk. From there a course almost directly north was followed to the borders of the Arctic Ocean. The trail was along the Lena River, which is one of the great rivers of the continent of Asia. On the Lena a great find of gold has been made, but none but Russians are permitted to take it. Much of this part of the trip was made be-hind reindeer. Near the mouth of the river dogs were procured and they hauled the four men the remainder of the

> way to Cane East.
>
> The country traversed was covered to a depth of several feet with snow, the road was untraveled and rough, and langers lurked at almost every turn. members of the expedition were treated with kindness, but in many places natives were suffering from famine disease. could do little, if anything, for their visitors Many prosperous cities exist on the map, along the route which the leader of the party had selected. When these points party had selected. When these points were reached a few scattered huts and half a dozen wretched natives were all that remained of their greatinland towns and villages.

Rescue Due to Americans.

For several hundred miles directly east of Behring Straits Mr. De Windt found here he found food and assistance. Had

"Because of the famine the reindeer were thin and hardly able to travel, but they were far superior in bodily condi-tion to the dogs which we procured later. We traveled by post stations located at intervals, and usually long in-tervals, along the road. We passed penal colonies and little villages of destitute natives whose condition was indeed pit-lable. I once thought the treatment of lable. I once thought the treatment of the Siberians by the Russian Government was not severe, but now that I have seen I change my opinion. Along the shores of the Arctic we ate frozen fish and walrus meat. Our joy was great at getting a little flour and molasses near the end of our journey. The cold was The Viscount's feet were

Beachybead, July 28.—Passed July 28.—British ship Musselerag, for Portland.

San Francisco, July 28.—Arrived July 27 at 10:30 a, M.—Steamer Alliance, from Portland.

Salled at noon—Steamer Geo, W. Elder, for Portland July 28.—Arrived—Schooner Webfoot, from Astoria. course it will take. The only difficulty which is in the way is in transferring at Behring Straits. The great distance makes a tunnel impracticable and the miles of ice floe, constantly moving, ren-der navigation almost impossible. However, this problem may be solved and then the project will be assailable and un-doubtedly such a road will be built."

### BOOK 350 YEARS OLD.

Only First Edition Copy in America of "Breeches" Bible.

Chicago Record-Herald. Mrs. Kate Galloway-Holcomb, of Ellis, Vernon County, Mo., is the owner of a copy of the first edition of the Geneva Bible, often called the Breeches Bible. It is a rare and valuable book, dating from This Geneva version of the Scriptures went through more than 130 editions, many of them printed in London, but copies of the first edition, printed by the English exiles in the Swiss city, are precious. The Missouri copy was brought to America from Dungannon, Ireland, by James K. Leech, and its present owner knows of no other on this side of the At-

lantic. During the persecutions of Bloody Mary colony of about 800 Englishmen fled to Genéva to secure religious liberty. Among them were a number of highly educated men, and they undertook the translation of the Bible for the use of the refugees. They used the works of Calvin, Tindale, Beza and others, but made a version nota-bly different from any other. The New Testament was published in 1557. Queen Elizabeth mounted the throne of England in 1558, and one of the exiles quaintly wrote: "The Lord has showed mercy un-to England by the removal of Queen Mary by deathe and paicing the Queen's maj-esty that now is in the scate." The refugees were now free to return to England. and the Bible was nearly all translated; but "Whittingham-and one or two more did tarry at Geneva a year and a half after Queen Elizabeth came to the crown, being resolved to go through with the work." These men are supposed to have been William Whittingham, Anthony Gilby and Thomas Sampson, though others are believed to have helped them in the

early part of the work.

This version got its name of the "Breeches" Bible from the following translation of Genesis iii:7, "They sewed fig leaves together and made themselves

The division of the Bible story into paragraphs and the use of italics were features of the Geneva version. Its variations and annotations were especially prized by the Puritans. Its spelling, use of capitals and grammatical forms had many things which now appear quaint, and some of the words would not be recognized by the average person today. Here are a few examples: Stale for stole, pight for pitched, wanne for the past of win, brast for burst, fet for fetched, roume for room, kowe for cow, gheste for guest, ele for eye, anie for any. The Lord's Prayer ran as follows: "Our father which art in heaven, hal-

into tentation, but deliver vs fro. evil, for thine is the kingdome and the power THREE DEATHS AND MUCH PROP-ERTY LOSS.

Thunder and Lightning With Heavy Cinimed to Be the Best Made-News-Rain Visit the Pittsburg See tion-Storms Elsewhere.

> PITTEBURG, July 28.-Terrific thunder and lightning storms, with a heavy rain, visited this section this evening, causing three deaths and much property damage. The dead are:

MRS. KATE WALSH, of Eureka street, lied from shock FRANCISCO IMPERIATO.

missive people on earth to local faults and peccadillos. The quality of the glue CONSTELLO MATTEO. The two Italians were of a gang of 90 working at Unity. When the storm broke in its flerceness, the men sought shelter and experiment at the bureau of print-ing and engraving. When the Govern-ment first began the manufacture of postunder some trees near by. Lightning struck one of the big oaks, and the two men were instantly killed. Five others of age stamps at the bureau the quality of glue used had not been brought up to their fellow-workmen were severely in-jured, but will recover. Throughout the the present satisfactory standard, and I recall considerable general complaint recity and suburbs the storm inflicted much damage by overflowing sewers, flooding garding its nonadhesiveness. But the complaints were general. Now they are

In Hazelwood the Presbyterian Church was struck by lightning, and the steeple thrown down. At Hayes Station, Streets Run overflowed its bank and flooded the village. Twenty-five buildings were struck by lightning in this district during the M minutes the storm prevailed:

### BAINS HAVE CEASED.

Aspect of the Flood Situation in

bureau it is critically inspected by ex-perts whose business it is to find flaws Texas Grows Brighter. DALLAS, Tex. July 28.—During the jast 24 hours the aspect of the flood situation in Texas has grown brighter. The heavy rains have ceased throughout the greater portion of the state, and the water has begun to recede in all the rivers and creeks. from imperfect coloring to the quality of the layers of gum on the back, the inspection being along lines similar to that given to each sheet of treasury notes af-ter it leaves the plate printer's hands, and before it goes to the treasury for

creeks. The Cotton Belt tracks are washed out the affixing of the Government's final seal.
"As to the other complaint of the New for 200 feet just west of Brandon. Th Missouri, Kansas & Texas bridge at Hills Yorker as to the insufficient size of the newspaper wrappers when utilized for the boro has been repaired, and trains were run over it yesterday, although the track is still in bad condition. The Interna-tional & Great Northern has resumed trafwrapping of magazines, and the Sunday editions of newspapers, steps have been taken to meet public demand for a larger fic north of Palestine. The damage done to the property of that road is said to be very great. Nearly 1000 feet of the track is washed out at Richland Creek, and as much more at White Rock Creek, besides wrapper. These will shortly be issued in the two and four-cent denominations and will no doubt prove a convenince as the present wrappers are perhaps a trifle short for this extraordinary purpose, but of ample size for a single newspaper of the usual daily edition. many smaller washouts.

Dallas was visited by another heavy downpour yesterday. Trinity River is considerably over its banks in many places, but little damage is reported.

Texas & Pacific Railroad officials state that the situation at Big Springs is much improved, and unless there is much rain they expect to resume operations

A Mr. Hardy, who attempted to cross swollen stream at Elins Springs, was drowned. This makes five drownings which have been reported as a result of

New York Cloudburst. HORNELLSVILLE, N. Y., July 28.-Re ports from the surrounding country show that the cloudburst of Saturday night af-fected nearly 80 square miles of territory. A broad estimate of the damage is 1250,000. The crop loss is enormous. Much stock has been drowned and many buildings have been washed off their foun-dations. It will be some days before all

the damage to railroads is repaired. Storm in Kentucky, MOUNT STERLING, Ky., July 28. evere wind and electric storm in the northwestern section of Montgomery County last evening caused heavy damage to fences, outbulldings, trees and crops. Nelson Holmes, a negro farm hand, was killed by lightning.

It has been decided to found an eye hospital and an asylum for the blind as Ceylon's memo-rial to the late Queen Victoria.

# thy will be done even in the earth as it is in heaven. Give vs. this day our daily bread and forgive vs. our dettes as we also forgive our detters, and lead vs. not lette for the control of the control

I bequeath to my children Scrofula with all its attendant horrors, humiliation and suffering. This is a strange legacy to leave to posterity; a heavy burden to

place upon the shoulders of the young. This treacherous disease dwarfs the body and hinders the growth and development of the faculties, and the child born of blood poison, or scrofula-tainted parentage,

is poorly equipped for life's duties. Scrofula is a disease with numerous and varied symptoms; enlarged glands or tumors about the neck and armpits, catarrh of the head, weak eyes and dreadful skin eruptions upon different parts of the body show the

presence of tubercular or scrofulous matter in the blood. This dangerous and stealthy disease entrenches itself securely in the system and attacks the bones and tissues, destroys the red corpuscles of the blood, resulting in white swelling, a pallid, waxy appearance of the skin, loss of strength and

a gradual wasting away of the body. S. S. S. combines both purifying and tonic properties, and is guaranteed entirely vegetable, making it the ideal remedy in all scrofulous affections. It purifies the deteriorated blood, makes it rich and strong and a complete and blood, makes it rich and strong and a complete and permanent cure is soon effected. S. S. S. improves the digestion and assimilation of food, restores the lost properties to the blood and quickens the circulation, bringing a healthy

color to the skin and vigor to the weak and emaciated body. Write us about your case and our physicians will cheerfully advise and help you in every possible way to regain your health. Book on blood and skin diseases free. THE SWIFT SPECIFIC CO., Atlanta, Go.



THE MAN WITH THE BIG HEAD-Go 'way! Git out! I'm sick! I want to die! THE MAN WITH THE LEVEL HEAD-Ah, you old sinner! No rest for the wicked! You will go on a but while your wife's in the country, will you? You ought to suffer! But why didn't you do as I told you when I left you last night, and as I did myself: take a CASCARET Candy Cathartic before going to bed? You'd feel good like I do. They work while you sleep, fix up your stomach and bowels, cod your feverish liver, and make you feel fine and dandy the morning after.



## TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constitution, diarrhoea, dropsical awellings, Bright's disease, etc. KIDNEY AND URINARY

Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

DISEASES OF THE RECTUM ch as pites, fistula, fissure, uiceration, mucous and sody discharges, cured without the knife, pain or nent

DISEASES OF MEN Blood poison, giest, stricture, unnatural losses, im-tency, thoroughly cured. No failures, Cures guar-

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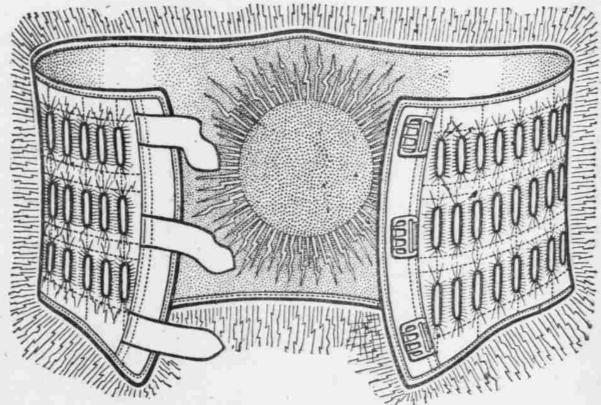
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