MANY SEPTEMBER SHIPS

FLEET IN PORT AND DUE IS OF GENEROUS PROPORTIONS.

River Steamers Charles R. Spencer, Tahoma and Vulcan Will Be Fitted as Oil-Burners.

The British bark Australia, the latest of the grain ships to reach port, left up from Astoria yesterday morning and passed St. Helens about 7 o'clock last evening. She will probably be in Portland harbor early this morning. There are now an even dozen grain ships in port, and the total net register is over 24,000 tons, which is a pretty large average for the early arrivals. This fleet will shortly be increased by about a dozen vessels, which should reach Portland early in September. Some of these ships are making long passages, the British bark Semantha, in particular, being out fully three weeks longer than her average time in making the voyage. It is now 147 days since she sailed from Hamburg for Portland, and while with the ordinary sailer this would not be considered a long passage, for the clipper Semantha it is something unusual.

Another vessel now fully due is the British ship Belfast, which sailed from Hong Kong for Portland about 55 days ago. The Belfast is one of the "dark horses" of the sea, her presence on the en route list being unknown to the general public until she was nearly due at Portland. Three French vessels, the La Fayette, from San Francisco, and the General de Sonis and the Alice Marie, from Hobart, will also be due September 1. The John Cook and the Cypromene are both due now. The arrivals, as well as the departures of grain ships in September will be much more numerous than last year, and the season starts off under very favorable circumstances.

STEAMSHIP IN COLLISION.

Passenger Liner and Freighter Come Together in New York Harbor.

NEW YORK, Aug. 27.—In broad daylight and bright sunshine, a collision which might have resulted in a dreadful calamity occurred in New York harbor this afternoon between an incoming passenger liner and an outbound freight steamer. The steamship Liguria, of the Italian Royal Mail Steamship Company, with over 1100 persons on board, was run down in the Narrows by the British steamer Peconic, of the Mediterranean & New York Steamship Company, bound out for ports in the Mediterranean. A succession of whistle blasts, just how blown could not be learned, was followed by a tremendous crash, and the Peconic's bows smashed into the hull of the Liguria just forward of the foremast. The Italian's hull was cut to the water's edge and water poured into the aperture. The Peconic, as she drifted away, scraped the white hull of the Liguria and carried away the companion ladder.

The bow of the Peconic on the port side was stove in and the stem turned to starboard. On board the liner all was confusion for a few minutes, but Captain Montano restored order promptly and forced the steerage passengers over to the starboard side in order to bring the hole cut by the Peconic above the water. This effort was so successful that little water entered the liner. The Peconic was so damaged that she returned for repairs. The Liguria, after the inspection of passengers at quarantine, proceeded to her dock.

On board the Italian steamer there were 21 saloon, 29 second cabin and 965 steerage passengers. Among the saloon passengers was Father Rodriguez, general of the Augustinians. He will proceed directly to Washington.

There were no casualties on board the Liguria or on the Peconic. The latter vessel was deeply laden.

MORE OIL-BURNERS.

Steamers Charles R. Spencer, Tahoma and Vulcan to Try New Fuel.

The success of oil-burning steamboats has been so marked that the doom of the wood yards, which in the past have been supported by steamboat patronage, is certain. The Iralda, which was the first of the river boats to secure the new fuel, is working better than ever, and at a greatly reduced cost, and as soon as the equipment can be secured a number of other river boats will be fitted out as oil-burners. Among the first of these will be the steamer Charles R. Spencer, her owner, Captain E. W. Spencer, having already commenced the construction of the tanks for carrying oil. Other boats which will be equipped with the oil-burning apparatus are the Tahoma and Vulcan.

The ocean steamers Columbia and Elder will also burn oil for fuel as soon as the tanks and burners can be installed. In the case of ocean steamers, the saving is even greater proportionately than it is with river boats, as when they are away on long voyages much of their valuable freight space must be used for fuel. One of the Australian liners running out of San Francisco carries oil enough to steam 10,000 miles in the same space that would be required for three times the quantity of coal. Not only is there an immense saving through having this extra space for freight, but the fuel is very much cheaper than coal, and when she was changed from a coal-burner to an oil-burner the crew of 26 firemen was reduced to six men.

NUMEROUS DESERTIONS.

Attractions of Shore Life Prove Too Strong for Jack Tar.

The great demand for labor of all kinds is causing wholesale desertions from the ships in port, and the vessel that keeps her crew intact at this season of the year is fortunate, indeed. The sailor boarding-house men are not the only ones who carry to the tars sweet tales of high wages and a good time ashore, for nearly every ship that comes to port is visited by employment agents of some kind or other and a great effort made to get the men ashore and start them for the railroad camps, logging camps, hopfields or orchards, just at present in urgent need of help. The steamer Polamhall, German ship Peter Rickmers, and British ship Bramblete have all lost a number of men within the last few days, and when they are ready for sea the places of the deserters will probably be taken by men who found the shore life less attractive than it at first appeared.

LUMBER FOR SHANGHAI.

Four-Masted Schooner Mahukona to Load at Portland.

The four-masted schooner Mahukona has been chartered to load lumber at Portland for Shanghai, and is now five days out from San Francisco for Portland. The vessel was taken by Eddy, Falk & Co. and the American Trading Company, and has a capacity of about 1,000,000 feet, being one of the largest of the new fleet of "fore-and-afters." The Mahukona was taken at 35 shillings, which is a pretty low rate, compared with that paid a year ago, but owing to her light operating expenses, the vessel will probably show at least a small profit on the voyage. There are about a dozen schooners now headed for Portland to load lumber, and the foreign trade for the last half of the year promises to be far ahead of that of the first six months, which for the time broke all records.

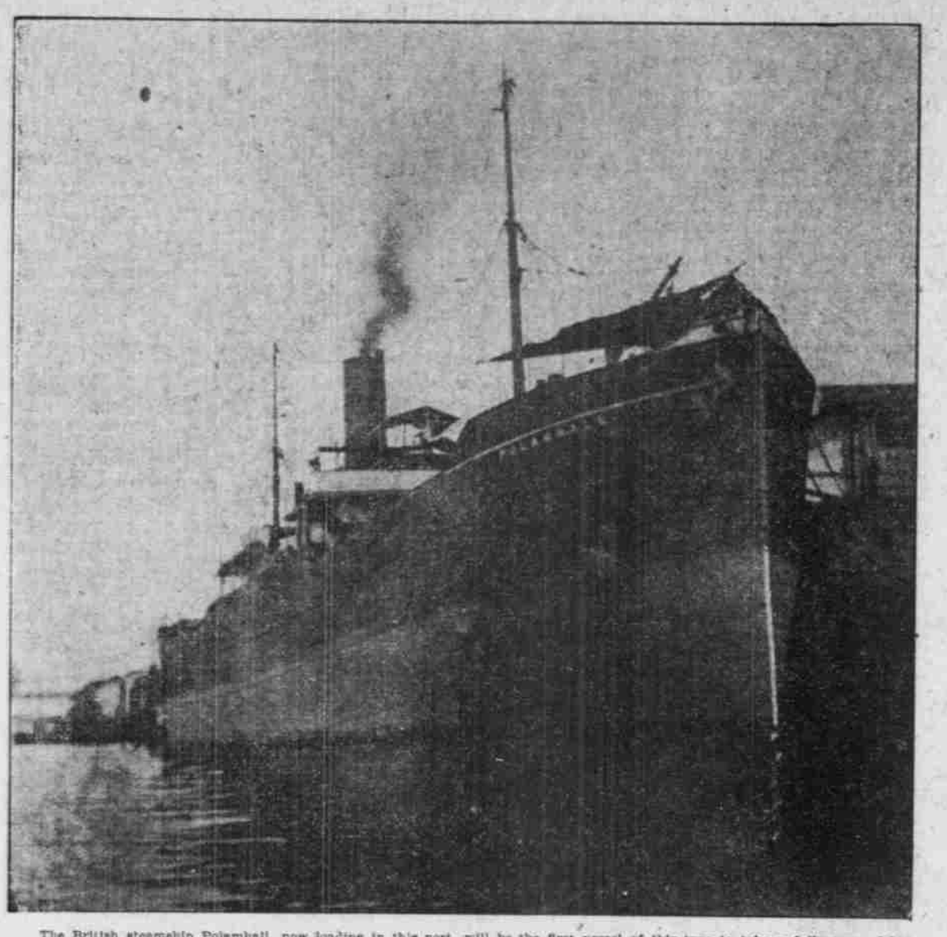
CREW CANNOT LAND.

Chinese Sailors for the Korea Not Permitted to Ship at 'Frisco.

SAN FRANCISCO, Aug. 27.—The 250 Chinese intended for the crew of the Pacific Mail steamer Korea arrived here on the steamer Gaelic. Collector of Customs Stratton has again notified the steamship companies that the Chinese must be detained on the Gaelic, and are not even allowed to go into the detention shed, pending a final decision in the case by the Secretary of the Treasury and the Commissioner-General of Immigration.

The Sailors' Union of the Pacific has entered a strong protest against the transfer of these Chinese to the Korea. The union contends that the Chinese cannot be transferred to the Korea without bringing them ashore to be signed before the United States Shipping Commissioner, and that the act of bringing them ashore would constitute a violation of the Chinese exclusion act.

BRITISH STEAMSHIP POLAMHALL LOADING BARLEY FOR UNITED KINGDOM.



The British steamship Polamhall, now loading in this port, will be the first vessel of this type to take a full cargo of barley from Portland to Europe. A few of the steamers which loaded at Portland last year carried liberal quantities of barley, but completed their cargoes with wheat. The Polamhall will carry about 4000 short tons. Considerable barley has been purchased by Portland exporters, and for shipping this cereal steamers are preferred, as they can land their cargoes on the European market so much quicker than sailers, that better prices are sometimes secured. The Polamhall arrived too late to figure with the August fleet from this port, but will get away early in September.

Towboat Combine Possible.

NEW YORK, Aug. 27.—A project for combining the various towing lines of this harbor has been revived and material progress is said to have been made toward bringing about a consolidation of the more important concerns. A similar movement was undertaken last Spring, and options were secured on several lines, but nothing definite came from that attempt.

Will Ship a New Crew.

BERGEN, Norway, Aug. 27.—The United States Consul, Victor E. Nelson, left here today for Tromsoe, with the object of assisting in adjusting a dispute between Evelyn Baldwin and Captain Johnson, of the Baldwin-Zeigler Arctic steamer America. Baldwin intends to hire a new crew for the America's voyage in search of the Baldwin-Zeigler steamer Frithjof.

Tugboat Men on a Strike.

NEW YORK, Aug. 27.—Firemen on the Harlem River tugboat line have struck for more pay, because, they declare, their work has been almost doubled by the use of soft coal. The deckhands also struck for $2 a day, saying the increased cost of food has made it almost impossible for them to live on $1 50.

Domestic and Foreign Ports.

ASTORIA, Aug. 27.—Left up at 6:40 A. M.—British bark Australia and schooner Maria E. Smith. Arrived at 8:15 A. M.—Steamer Elmore, from Tillamook. Arrived down at 6:30 P. M.—German steamship Elba. Condition of the bar at 5 P. M., moderate; wind northwest; weather clear.

St. Helens, Aug. 27.—Passed at 6:45 P. M.—British ship Australia and schooner Maria E. Smith.

San Francisco, Aug. 27.—Arrived—Steamer Wyefield, from Nanaimo. Sailed—Schooner Fred E. Sanders, for Columbia River; schooner Roy Somers, for Port Blakeley; steamer Alliance, for Portland.

Seattle, Aug. 27.—Arrived—Steamer Dolphin, from Skagway; steamers Roanoke and Meteor, from Nome; steamer Edith, from San Francisco; ship Dashing Wave, from Skagway; British steamer Clavering, from Hadlock. Sailed Aug. 27—Steamer Umatilla, for San Francisco; steamer City of Seattle, for Skagway. Sailed Aug. 26—Schooner Martha, W. Tuft, for Yakutat. Arrived Aug. 27—Steamer J. S. Kimball, from Nome; steamer Robert Dollar, from San Francisco; steamer City of Puebla, from San Francisco.

New York, Aug. 27.—Arrived—Liguria, from Genoa.

Moville, Aug. 27.—Arrived—Anchoria, from New York.

Havre, Aug. 27.—Arrived—Steamer Neko, from San Francisco, via Valparaiso, etc.

Yokohama, Aug. 26.—Arrived—Steamer Duke of Fife, from Hong Kong, etc., for Tacoma.

Boulogne, Aug. 26.—Arrived—Steamer Ryndam, from New York for Rotterdam.

Queenstown, Aug. 27.—Arrived—Steamer Teutonic, from New York for Liverpool, and proceeded.

Browhead, Aug. 26.—Passed—Steamer Teutonic, from New York for Queenstown and Liverpool.

Scilly, Aug. 27.—Passed—Steamer Moltke, from New York for Plymouth, Cherbourg and Hamburg.

Antwerp, Aug. 27.—Arrived—Steamer Nederland, from Philadelphia.

Queenstown, Aug. 27.—Sailed—Steamer Ultonia, from Liverpool for Boston.

Southampton, Aug. 27.—Sailed—Steamer Kaiser Wilhelm der Grosse, from Bremen for New York, via Cherbourg.

Moville, Aug. 27.—Arrived—Steamer Anchoria, from New York for Glasgow.

Queenstown, Aug. 27.—Arrived—Steamer Haverford, from Philadelphia for Liverpool.

New York, Aug. 27.—Arrived—Steamer Majestic, from Liverpool. Sailed—Steamer Philadelphia, for Southampton; steamer Oceanic, for Liverpool.

Bremen, Aug. 27.—Arrived—Maria Theresa, from New York, via Plymouth.

Cherbourg, Aug. 27.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York.

Liverpool, Aug. 27.—Arrived—Ivernia, from Boston; Lancasterian, from New York. Sailed—Belgianland, for Philadelphia.

New York, Aug. 27.—Arrived—Washtenaw, from Portland, Seattle and Tacoma.

Hong Kong, Aug. 27.—Arrived previously—Hyades, from San Francisco, Seattle and Tacoma, via Yokohama, for Manila; Indrasamna, from Portland, via Yokohama.

Blows Out His Brains.

EVERETT, Wash., Aug. 27.—Frank Parsley, aged 37, single, blew his brains out today with a 38-caliber Smith & Wesson revolver. He was despondent over a cancer.

HOPS IN WASHINGTON

PICKING TO BE BEGUN AT PUYALLUP SEPTEMBER 5 TO 10.

Estimated Yield of Western Washington Is 20,000 Bales—Market Firm at 22 Cents.

TACOMA, Wash., Aug. 27.—(Special correspondence.)—The coming crop of Western Washington is now in most excellent condition, and the scene presented along the rich bottom lands of the Puyallup, Stuck, White and Green Rivers is a very beautiful one. For many miles the hopyards string along as a sea of emerald green, with the burrs changing to a golden yellow as they rapidly ripen in the Summer sun. There is a slight suspicion of change in the Autumn air, and the weather is perfect for finishing off the crop.

Two months ago an unusual wind storm swept down on the well-sheltered Puyallup fields. It blew down many poles and nipped many tender buds; its damage was estimated at 15 per cent. But since then the strong soil has pushed things forward, and the hoparms have made such a good growth as to offset all such damage.

The hop season here will be about the same as last year. The burrs began forming 10 days earlier than last year, but later on took a vacation in maturing, so that last season caught up, and honors are even. It looked for a while as though Western Washington hops would be ready to pick by August 25. But now it is a settled fact that hops here will not be ready for picking until between September 5 to 10.

There are no early varieties here now. John Meeker started some Goldings here a dozen years ago, but they have been plowed out, as their yield was small, and they were found not to be a paying proposition, being too far from the New York market.

Estimated Hop Yields.

Herman Klaber, the present hop king, and head of the Puyallup hop syndicate, the largest organization of the kind in the West, says today that the yield of Western Washington this year will be 20,000 bales; Yakima, 15,000 bales; Oregon, 80,000 to 90,000 bales; California, 50,000 to 55,000 bales, and that the general average yield of Washington yards will be 1200 to 1300 pounds. His own yards, which are those started by Ezra Meeker on selected soil, will yield 1900 pounds to the acre.

Those Meeker yards changed 10 years ago to short poles and twine. The poles being but eight feet above the ground makes spraying handier. Many Western Washington yards still use the long poles, 12 to 16 feet above ground. The length seems to make no material difference in the yield. Poles over here are almost all of cedar, which abounds in the bottoms adjacent to the yards. In the Klaber yards hopvines are pruned so as to allow but one to each pole, with excellent results, while on the long poles in other yards two and three vines are allowed.

Half of Crop Contracted.

"One-half of the 1902 crop of Western Washington and one-half of the Yakima crop has already been contracted at from 10 to 21 cents," said Mr. Klaber today, "and 70 per cent of these contracts were made below 15 cents.

"During the past month the hop market has been quiet, with a strong undertone. Growers' and buyers' ideas are much apart, which is the cause of the present inactive market. Buyers are now offering 20 to 22 cents, but growers are holding for 25 cents. There are many buyers in the market at 20 to 22 cents, but they find no takers. Some growers seem unwilling to sell at present at any price."

5000 Pickers Needed.

It will take 5000 pickers to harvest the hops produced along the bottoms between Tacoma and Seattle, and on the Cowlitz and Chehalis Rivers. On the two latter streams 500 acres are in hops. The Puyallup syndicate alone has to have 1600 pickers, of which it has already engaged 600. It used 1000 pickers last year, mostly white. More white people from towns and cities are enrolling for pickers this year than ever before. King Klaber wants all the white pickers he can get, and always gives them the preference. He does not anticipate any particular scarcity of pickers this year, but realizing that there will not be enough whites, he has sent George Leschi, one of the most noted booze-destroyers of the Puyallup tribe, to the far North to engage Indian pickers. George is a sort of degenerated offshoot of a sort of a brother to Chief Leschi, who prominently figured in the war of '55-6, and who was very unjustly hanged at Fort Steilacoom, on about the same kind of worthless evidence as hung poor Pelio, the Umatilla, at Portland. George—so-named after King George—is a pretender to the throne of the tribe of the Puyallups and Nisqualliee. He talks in seven Indian dialects, and thinks in none. To hear him tell it, he has engaged every Indian north of Stillaguamish to come and pick Puyallup hops. The chief of the Chilliwacks, away up on Fraser River, has been here in person, and contracted 200 of his tribe to pick, and already the Northern Indians are arriving in their big family canoes and camping on the Tacoma water front and paddling up the Puyallup.

The price paid pickers will be $1 a box of 100 pounds, or $1 per 100 pounds in sacks. In yards situated farthest from the kilns, sacks are the most convenient, for 50 of them can be piled up on a wagon that would hold only seven boxes in hauling to the kiln.

Hop Lice Considered Conquered.

"We consider that we have the hop lice practically conquered here," said Mr. Klaber yesterday. "Spraying has become part of the hopgrowing industry, just the same as plowing and setting poles and drying. Spraying starts about June 15, whether lice have made an appearance or not, and spraying is kept up continuously until August 1. After that, if the fly is bad, as it was last year, we continue spraying until within a week of picking. The yards of Western Washington are now cleaner than they have ever been since the advent of the hop lice in 1891. The higher prices offered this year have given an incentive to thorough spraying."

STEEL TRUST EARNINGS.

Great Corporation Is Making $150,000,000 Per Year.

TRENTON, N. J., Aug. 27.—The United States Steel Corporation today filed in the Court of Chancery an answer to amend the bill of complaint of J. Aspinwall Hodge, Bernard Smith and William H. Curtiss, to restrain the proposed conversion of $200,000,000 7 per cent preferred stock into $200,000,000 5 per cent second mortgage bonds. The answer denies that the books of the corporation show Curtiss to be the owner of any stock of the concern. Smith, it is averred, did not own any stock of record until June 24, 1902, after the plan of conversion had been adopted, and that the stock now recorded in Smith's name was voted in favor of the plan. Hodge, it is admitted, owns 100 shares of stock, but it is alleged that he was not present at the stockholders' meeting when the plan was submitted, and that his stock was not voted either by himself or by proxy.

It is denied that 15 or more of the directors of the steel corporation are members of the syndicate through which the preferred was to be converted into bonds. It is admitted that some of the directors are members of the syndicate, but that this fact was communicated to every stockholder in the circular of April 17, 1902. The answer says the directors in the syndicate are a minority in the board of directors, but that they are large stockholders, and favored the conversion plan because they believed it would be advantageous to them as stockholders.

It is denied that any stockholders had been offered special terms in connection with converting their preferred stock into bonds in order to secure their affirmative votes for the plan. It is denied that the $50,000,000 of additional capital which was proposed to obtain was needed for purposes that were chargeable to the earnings of the company.

The answer then takes up the line of argument made in the affidavit of George W. Perkins, chairman of the finance committee, filed last week, in which Mr. Perkins claimed that this additional $50,000,000 was needed to pay for improvements and to give the company a large surplus, to permit it to do a cash business and be protected against a money stringency in the event of a business depression. The answer says the earnings of the corporation for the year ending March 31, 1902, were $111,503,064; for the month of April, 1902, $12,320,766; May, $13,120,290; June, $12,220,362; July, estimated, $11,500,000, or at the rate of $150,000,000 a year. An inventory is filed to show that the company's property is worth $1,400,000,000, more than the combined par value of the preferred and common stock. It is stated also that the company's surplus is now $65,000,000.

The answer emphasizes the point raised by Mr. Perkins to the effect that the conversion would reduce the fixed charges of the company and be advantageous to all stockholders, both preferred and common.

Pleads Guilty to Conspiracy.

LANSING, Mich., Aug. 27.—J. R. Hunter, J. W. Woodford, H. P. Kauffer and S. N. Bickerstaff, of the Henderson-Ames Company, of Kalamazoo, appeared in the Circuit Court today and pleaded guilty to the charge of conspiring to defraud the state by their connection with the State Militia clothing frauds. Messrs. Hunter, Woodford and Kauffer were each fined $2000, and Bickerstaff was fined $1200, with the alternative in each case of two years in prison if the fines are not paid tomorrow afternoon.

E. W. Grove.

This name must appear on every box of the genuine Laxative Bromo-Quinine Tablets, the remedy that cures a cold in one day. 25 cents.

CABLES OF THE WORLD

EVERY OCEAN BUT THE PACIFIC IS NOW SPANNED.

Submarine Telegraph Lines Aggregate Nearly 200,000 Miles—6,000,000 Messages Annually.

WASHINGTON, Aug. 27.—"The Submarine and Land Telegraphs of the World" is the title of a monograph prepared by the Treasury Bureau of Statistics, which will appear in the forthcoming "Monthly Summary of Commerce and Finance." It presents some information regarding the submarine telegraphs of the world, which is especially interesting at this time, in view of the prospective construction of an all-American cable across the Pacific. It shows that the submarine telegraphs of the world number 1750. Their aggregate length is nearly 200,000 miles; their total cost is estimated at $275,000,000, and the number of messages annually transmitted over them is more than 6,000,000. All the grand divisions of the earth are now connected by their wires, and from country to country and island to island the thoughts and words of mankind are instantaneously transmitted. Beneath all oceans save the Pacific the universal language which this system has created flows uninterruptedly, and man talks as face to face with his fellowman at the antipodes. Darkest Africa now converses daily with enlightened Europe or America, and the great events of the morning are known in the evening throughout the inhabited world. Adding to the submarine lines the land telegraph systems by which they are connected, and through which they bring interior points of the various continents into instantaneous communication, the total length of telegraph lines of the world is 1,150,000 miles, the length of their single wires or conductors 3,500,000 miles, and the total number of messages annually sent over them about 400,000,000, or an average of more than 1,000,000 each day.

In the short half-century since the practicability of submarine telegraphy was demonstrated, the electric wires have invaded every ocean except the Pacific. Nearly a score of wires have been laid across the Atlantic, of which no less than 13 now successfully operate between the United States and Europe, while three others span the comparatively short distance between South America and the African and South European Coast lines. Throughout the Indian Ocean lines connect the far East with Europe and America, via the Red Sea, the Mediterranean, the western coast of Europe and the great trans-Atlantic lines. The Mediterranean is crossed and recrossed in its entire length and breadth by numerous cable lines, and the "Mediterranean of America," the Gulf of Mexico, and the Caribbean Sea, is traversed in all directions by lines which bring its islands and colonies into speaking relations with each other and with South America, Central America, the United States, and thence with Europe, Africa, Asia—the whole world. Along the eastern coast of Asia, cable lines loop from port to port, and island to island, receiving messages overland from Eastern Europe, via the Russia-Siberian land lines and forwarding them to Japan, China, Australia, New Zealand, the Straits Settlements, Hongkong and the Philippines, and receiving others in return. South America is skirted with cable lines along its entire border save the extreme south, where they are brought into intercommunication by land lines. Along the entire coast of Africa cables loop from place to place and from colony to colony, stretching along the entire circumference and penetrating the interior by land lines at various points.

Every body of water lying between the inhabited portions of the earth, with the single exception of the Pacific Ocean, has been crossed and recrossed by submarine telegraph lines. Even that vast expanse of water has been invaded along its margin, submarine wires stretching along its western border from Siberia to Australia, while its Eastern borders are skirted with lines which stretch along the western coasts of the two Americas. Several adventurous pioneers in Pacific telegraphy have ventured to considerable distances and depths in that great ocean, one cable line running from Australia to New Zealand, a distance of over 1000 miles, and another extending from Australia to the French colony of New Caledonia, 800 miles seaward. A cable which is to connect Canada with Australia across the Pacific is now being laid at the joint expense of the United Kingdom, Canada and the Australian commonwealth and has already been completed from Vancouver, B. C., to Fanning Island, just south of the Hawaiian Islands, and it is expected that the entire line will be completed by the end of the present year.

The chief obstacle in the past to the construction of a grand trans-Pacific cable was found in the fact that midocean resting places could not be satisfactorily obtained or arranged for, no single government controlling a sufficient number of suitable landing places to make this seem practicable in view of the belief that the distance through which messages could be sent and cables controlled was limited. With landing places at Hawaii, Wake Island, Guam and the Philippines, however, no section of a cable stretching from the United States to Asia and touching at these points would have a length equal to that now in daily operation between France and the United States. The length of the French cable from Brest, France, to Cape Cod, Mass., is 3250 miles, while the greatest distance from land to land on the proposed Pacific route would be that from San Francisco to Hawaii, 2093 miles; that from Hawaii to Wake Island being 2040 miles, from Wake Island to Guam, 1290 miles, from Guam to Manila 1520 miles, and from Manila to the Asiatic coast, 630 miles. While the depth of the Pacific is somewhat greater than that at which any cable has been laid, the difference between its depth and the greatest depth reached by cables in the Atlantic would be very slight, the cable recently laid from Haiti to the Windward Islands being in 18,000 feet of water. The recent survey for a cable between the Pacific coast and Manila justifies the belief that a route can be selected in which the depth will not exceed 20,000 feet, and may not exceed 18,000 feet. The recent survey made by the Bureau of Equipment, Navy Department, under the direction of Rear-Admiral R. B. Bradford, disclosed the greatest ocean depths heretofore known lying between Midway Island and Guam and being 31,614 feet, or but 66 feet short of six miles' depth of water. This depression, however, which has been named the "Nero deep," in honor of the vessel from which the sounding was made, can be avoided by a detour, and it is believed that the necessary depth will not exceed 20,000 feet and may not be more than 18,000 feet.

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Blood Poison

is the worst disease on earth, yet the easiest to cure WHEN YOU KNOW WHAT TO DO. Many have pimples, spots on the skin, sores in the mouth, ulcers, falling hair, bone pains, catarrh, don't know it is BLOOD POISON. Send to DR. BROWN, 935 Arch St., Philadelphia, Pa., for BROWN'S BLOOD CURE, $2.00 per bottle, lasts one month. For sale only by Frank Nau, Portland Hotel Pharmacy.

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