

CHANLER'S POSITIVE

DID NOT AID OR ADVISE PETER POWER TO LEAVE THE COUNTRY.

Had No Conference With Cockran or Cleveland Concerning the Validity of the Service of the Subpoena.

NEW YORK, Aug. 22.—Hearing in the suit of Peter Power to prevent the transfer of Northern Pacific stock to the Northern Securities Company was continued today.

Mr. Dubois, bookkeeper for the firm of Thomas & Post, was called to testify to the purchase by the firm of 400 shares of Northern Pacific preferred stock for General Samuel Thomas. Mr. Dubois recognized the transcripts of the accounts of Thomas & Post showing purchase of 400 shares of Great Northern preferred stock, which was subsequently transferred to the account of the Moon syndicate for \$75,000, and later to the American Tobacco syndicate for the same consideration, and later to the "Swipe" account for Mr. Thomas, in two lots of 200 shares each.

A. W. Bulkley, a lawyer of Chicago, was then called by Judge Guthrie of counsel for the defendants. Mr. Bulkley said his firm had given notice of withdrawal from the Power suit. During one of the interviews between Mr. Lamb and the witnesses, Lamb said Captain Stern had 100 shares of Northern Pacific stock for six months, that it was in the name of the person from whom he purchased it, and that it was in a safe deposit in New York, as Power was unwilling to carry it about with him.

"I asked Mr. Lamb why he did not produce Power and his stock," said Mr. Bulkley, "and he replied he intended to play up his sleeve by intended to play at the proper time. Then I said: 'We don't believe he has any stock, and we intend withdrawing from the case,' and later we served notice of withdrawal."

Mr. Bulkley said Power had told him that Captain Stern had nothing to do with the Power suit. Ex-Judge L. Rider Cady, who cross-examined Mr. Bulkley, quoted from a letter written by Captain Stern to Mr. Bulkley from Minneapolis, to Mr. Lamb, to the effect that Mr. Lamb had told Judge Lancaster that H. Content & Co. and Camille Wedenfeld would be behind Peter Power, and that Captain Stern had confirmed the statement. Mr. Bulkley said his recollection of the fact differed from Judge Lancaster's.

"How much compensation has your firm received in the Northern Pacific suit?" asked Mr. Cady.

"About \$1000 or \$1500 in the Power, Chapman and Bouden suits. Part, \$500, was paid by Mr. Lamb. The balance came from Bouden and Chapman."

Mr. Moore, one of Mr. Bulkley's partners, corroborated Mr. Bulkley's evidence. He was asked whether Mr. Lamb, Mr. Wedenfeld or any one else ever represented to him that the stock Captain Stern produced in Chicago was Peter Power's stock.

The witness replied that no one so represented, and then Captain Stern was called to the stand. He was asked whether he had read the testimony and was ready to sign it. He testified that he had not read it, because he had been too busy.

"What have you been busy about?" asked Mr. Guthrie.

"I've been making an investigation," replied Captain Stern, "to learn first of all, whether Mr. Lamb really registered in Minneapolis, and I'm on the trail, and I'm going to ferret this thing out."

Captain Stern then turned to Mr. Lamb and said: "I'm tired of all this; there is a limit to some things. When you turn loose like a mad dog and bite people, there's a way of treating mad dogs; some people about them."

Mr. Guthrie called Captain Parker C. Chanler, a Boston attorney, who, Lamb said, was one of those desirous of getting Power out of the country. Mr. Chanler testified that he had been retained by Mr. Wedenfeld, who had been associated counsel with W. Bourke Cockran and Mr. Cleveland. He saw Power in Lamb's office, but he did not know that Power had been subpoenaed. He gave Lamb \$500 on 20 shares of Northern Pacific stock, which he said, Mr. Chanler said, in W. Bourke Cockran's office. Mr. Chanler then presented a sworn statement made by himself, to the effect that so far as he knew or had reason to believe, the \$500 paid Lamb was in connection with the Worcester land case, and that he did not know the money was to be used to get Power out of the country. At this point a recess was announced.

At the afternoon session Mr. Chanler read his affidavit, which was very long. It concludes as follows:

"I deny most positively that I ever conferred with Mr. Cockran or with Mr. Cleveland or they with me, concerning the validity of the service of the subpoena on Peter Power or Power absconding himself, or that I paid Lamb any money in the Northern Pacific suit, or to enable Mr. Power to absent himself, or that I gave my opinion as to the legality of the subpoena served on Power, or advised him or any one else that Power might safely absent himself. On the contrary, whenever reference was made by Lamb to the subject, I always said Power should be present in court."

Mr. Kellogg, of counsel for the Northern Securities Company, asked Mr. Chanler why his statement contained no reference to the meetings he had with Lamb at the Waldorf-Astoria, the Club and the Transportation Club. Mr. Chanler said he had forgotten these meetings.

"Where was that paper presented?" Mr. Kellogg asked.

"Part in my room and part in the office of Bourke Cockran."

The hearing went over until tomorrow.

TO OPERATE IN YAKIMA VALLEY.

Central Railway Company is Incorporated—Its Objects.

NORTH YAKIMA, Wash., Aug. 22.—(Special.)—Papers have been filed with the County Auditor for the incorporation of the Yakima Valley Central Railway Company, the object of which is to connect the principal points and productive sections of the Yakima Valley and create a railway outlet for the products of the Northern Pacific Railroad at this city. While the incorporation papers indicate a projected business of a general character, the definite business includes the building and operation of three lines of railway from North Yakima to the rapidly developing country tributary to this city. One line is to run to Sunnyside, another up the Abnathun Valley to the Yakima Valley Springs, and the third to the Pochter & Jansek farm, up the Nachas River Valley. The document provides for the ultimate extension of these lines; for the opening of the Coconino Valley when irrigation shall have made it productive, and the building of a street railway system in North Yakima. The road is calculated to carry passengers, freight, mail and express. The company is incorporated at \$2,500,000, which is divided into 250,000 shares. The trustees, who will act in an official capacity until an election to be held next December, are: Joseph F. McNaught, A. J. Splawn, O. A. Fischer, Alexander Miller and George S. Newcomb. All the transactions of the road have been

carried on, surveys taken, and rights of way obtained under the name of Joseph F. McNaught. In a short time figures regarding the amount of freight and produce which is expected by the road will be made public, as men are now at work gathering data from the producers along the projected lines.

RAILWAYS PROSPERING.

Summary of Annual Report of Interstate Commerce Commission.

WASHINGTON, Aug. 22.—The Interstate Commerce Commission has issued a summary of the report on statistics of railroads in the United States covering the year ending June 30, 1902. The number of railroads in the hands of receivers on that date was 45, a net decrease of seven as compared with the corresponding date of the year previous.

Including tracks of all kinds, the aggregate length of railway mileage was 355,396 miles, an increase of 6343 miles. The number of persons in the employment of the railroads of the United States June 30, 1902, was 1,021,103, or an average of 548 employees per 100 miles of line. As compared with June 30, 1900, the number of employees increased 53,515.

The amount of railway capital outstanding was \$1,683,177,991. This amount on a

tion, with a salary of \$10,000 a year. Mr. Shepard resigned a position with the Southern Pacific Company several months ago.

IRVING'S GRAVE.

A Visit to Sleepy Hollow's Ancient and Sequestered Cemetery.

New York Sun. Any one who may be passing along the main road between Tarrytown and Ossining, in the United States, covering the year ending June 30, 1902. The number of railroads in the hands of receivers on that date was 45, a net decrease of seven as compared with the corresponding date of the year previous.

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CHARTERED FOR GRAIN

BRITISH AND FRENCH SHIPS TAKEN FOR PORTLAND LOADING.

Morven Comes North From San Francisco Heads—Three Tugs for Service on the Bar.

The British ship Morven and the French ship Ville de St. Nazaire, a couple of first-class grain-carriers, which have been drifting around the world in ballast for the past few months, were chartered yesterday to load wheat at Portland for United Kingdom. The Morven was taken at \$25 23, which is a pretty low rate compared with the 40 shillings paid her when she was in port about two years ago. Her experience for the past five years was not all sunshine, for this is the second time within that period that she has sailed away in ballast from distant ports to come to Portland at a low rate. The Morven sailed from Europe for Fremantle about six months ago, and on discharging cargo there, coal freights were so low that her

by a year ago Horellon deserted from the French bark Commandant Marchand at San Francisco, and since then a close watch has been kept on all seaports in hope of retaking him. It was recently ascertained that Horellon, when he deserted, shipped in the Hecla, which went to Australia, where efforts to communicate with her master failed. Later the Hecla came to Chemnitz for cargo and thence was the efforts of the French Consul directed. While the necessary international machinery was being set in motion to effect the arrest, the Hecla was ordered here. Today she arrived and Horellon was arrested by Sheriff Hammond. He was given a preliminary examination before United States Commissioner Kuhn and bound over for a regular examination Saturday, meantime being held in jail. This is the first instance on this Coast of its kind. Horellon will likely be taken to San Francisco and put aboard some French merchantman to be taken back to his native land, where a term of imprisonment probably awaits him.

TUG WANDERER COMING.

Will Relieve the Tatoosh at the Mouth of the Columbia River.

Captain Eric Johnson, one of the oldest tugboatmen at the mouth of the river, has gone to Seattle to take command of the Puget Sound Tugboat Company's tug Wanderer, which he will bring round to the Columbia. The Wanderer will go to service on the bar at once, to relieve the Tatoosh, which is to tow a log raft from Stella to San Francisco. The Wanderer is a powerful boat, and would be a valuable addition to the fleet at the mouth of the river, but as she is needed on Puget Sound, the Tatoosh and Wailulu will probably be helped out during the busy season by the tug Samson, which is also a very good tugboat. The Samson has not had much experience in towing ships on the bar, but the remarkably good work she has performed with Hale & Kettle's big barges would indicate that she will fill the bill with the deep-water ships. The bar is in worse shape than it was last season, and a good tug and pilot service will be needed if it ever was.

SEASON'S SEALING CATCH.

Branwick Takes 22,243 Skins to San Francisco.

SAN FRANCISCO, Aug. 22.—The little steamer Branwick, which arrived today from Dutch Harbor, Kodiak and the seal islands of St. George and St. Paul, brought in her hold the season's catch of sealskins. Strong of odor and not particularly beautiful in appearance, the furs represent the outside coverings of 22,243 seals, and in the markets of the world, odoriferous and unattractive as they are, they will bring in the neighborhood of \$200,000. The Branwick's cargo represents a valuable addition to the slaughter on and around St. George and St. Paul islands.

Measurements of Launch Elk.

ASTORIA, Or., Aug. 22.—(Special.)—The official measurement of the launch Elk, being built by Wilson Bros. for James Kentland, was completed by the customs authorities today. The dimensions of the craft are as follows: Length, 30.5 feet; beam, 10.1 feet; depth, 1.5 feet; tonnage, 14 gross and 9 net. She will be equipped with a 40-horsepower gasoline engine, and will be ready for service in about a week.

Sargent Makes Record Trip.

ASTORIA, Or., Aug. 22.—(Special.)—The American ship C. F. Sargent, which arrived in today, 14 days from Bristol Bay, made the record trip for sailing vessels between the two ports. The ship is under charter to the Portland-Alaska Packers' Association, and brings 35,000 cases of salmon from the company's cannery on Nushagak River.

Takes Cargo From Rainier.

RAINIER, Cr., Aug. 22.—(Special.)—The three-masted schooner F. S. Redfield was towed down the river last night, laden with coal poles and lumber from the Rainier Mill & Lumber Company's dock. She goes to San Francisco.

No Advance in Rates.

HAMBURG, Aug. 22.—The Hamburger Nachrichten says it learns on the best authority that the reports that J. P. Morgan's shipping combine proposes to reduce the speed of steamers and raise fares and freight rates with the co-operation of the German lines are pure inventions.

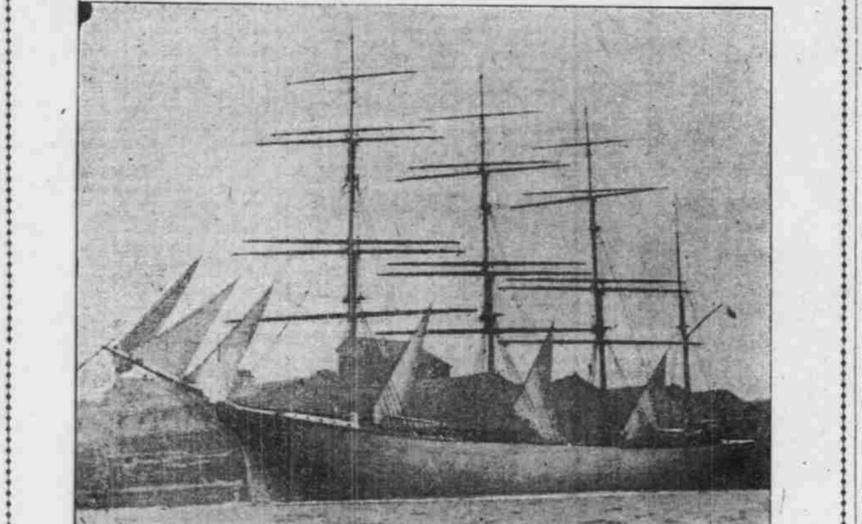
Second Zeigler Polar Expedition.

NEW YORK, Aug. 22.—William H. Champ, secretary of the Baldwin-Zeigler expedition, is in command of the second Zeigler polar expedition, according to a London dispatch to the Herald.

Domestic and Foreign Ports.

ASTORIA, Aug. 22.—Arrived at 10:30 A. M.—American ship C. F. Sargent, from Alaska. Arrived at 10:30 A. M. and left up at 1:20 P. M.

BRITISH BARK AUSTRASIA—CARRYING CAPACITY, 150,000 BUSHELS WHEAT.



After an absence of nearly four years, the British bark Austrasia reached Portland early yesterday morning. While lacking about 200 tons of register of making as formidable a showing on the records as is made by the Peter Rickmers, the Austrasia is a much larger carrier per registered ton than the German steamer, and is at Irving Dock discharging ballast.

mileage basis represents a capitalization of \$61,568 per mile of line.

The number of passengers carried was 99,258,482, showing an increase for the year of 12,181. The number of tons of freight carried during the year was 1,082,226,440, a decrease of 12,422,728.

The "cross earnings from the operation of the railroads in the United States were \$1,583,226,087, being \$101,451,223 more than for the fiscal year 1900.

The operating expenses were \$1,090,267,270, having increased in comparison with the year preceding \$28,928,529.

The total number of casualties to persons on account of railway accidents was 61,794; the number of persons killed having been 346, and the number injured, 53,328. Of railway employees 357 were killed and 6,112 were injured.

TO MAKE LONG SURVEY.

Preparing for Winter Work on the Great Central Railroad.

Major L. D. Kinney, chief engineer of the Great Central Railroad Company, has left for Coos Bay to look after the interests of the company at that point. To an Oregonian reporter Major Kinney made the following remarks yesterday, when asked the reason for the trip:

"We are getting ready for the great survey from Coos Bay to Salt Lake City, a distance of nearly 1000 miles. This survey will commence on September 15, and will continue all winter, for the western end of the line. We have secured 50 pack horses, and have them ready at Prineville for the surveyors' gangs. I am going down to do the first work of the company at Endeavor, where we will commence operations on the wharves and trestle work on September 1, the day that we promised construction would begin."

New Baggage Superintendent.

A. C. Martin, who has been in charge of the advertising desk in the general passenger agent's office of the O. R. & N. Co., has been promoted to the position of general baggage superintendent, to fill the place caused by the sudden death of George F. Benson. On September 1 the passenger department will be given one more room. This room will be occupied by R. M. Hill, Colonel Doman's successor as chief of the advertising and information bureau, who will conduct the regular and special advertising of the company. Oren Thomas has been appointed as his assistant.

Shorten Time Thirty Minutes.

Commencing with September 1, the running time of the Chicago-Portland special will be shortened 30 minutes between this city and Chicago. At present the time between these two cities is 7 1/2 hours, but after the change it will be an even 7. One of the principal reasons for this change is to give passengers a little more time to go from one train to another in Chicago, at present there being only an hour.

Illinois Central Changes.

SALT LAKE CITY, Aug. 22.—Donald Rose, commercial agent for the Illinois Central Railroad at Salt Lake City, has, it is announced, been appointed assistant to Vice-President J. T. Haurahan, of that system. Mr. Rose will assume his new duties September 1. J. A. Foley, from the traffic department of the Illinois Central in Chicago, will succeed Mr. Rose in Salt Lake.

Lake Shore's North Pacific Agent.

CLEVELAND, Aug. 22.—Announcement is made by the Lake Shore Railroad of the appointment of E. R. Ingersoll as North Pacific Coast agent of that company. He will develop a new territory for the Lake Shore, which has never been acquired before by a representative of that company.

Hays Denies a Rumor.

MONTEREAL, Aug. 22.—When asked concerning the reported purchase of the Clover Leaf line, Charles M. Hays, second vice-president and general manager of the Grand Trunk, said:

tives of the first generations of Dutch settlers who lived in the Valley of the Hudson.

The church society has little money with which to maintain and repair the cemetery in repair; and so, as the bones of the burghers buried here have crumbled into dust, the little brownstone monuments that marked their graves as long as any lived who remembered them, have fallen into ruins; or if any still stand, the effacing storms and decay of many years have left in most cases only a trace of the burying, some fragments of which may still be reading.

A little way inside the wall is a narrow path steeply climbing the hill, passing straight over scores of graves that are marked by no upheaval of the soil but only by fragments of gravestones whose bases, still rooted in the earth, are likely to trip the unwary pedestrian. There could be no more forcible reminder of the futility of trying to perpetuate at least a name and the end of an earthly pilgrimage.

Climbing north along this path through the grass and overhangs and over the tombstones that encumber it, the visitor reaches at last a broader walk running east and west. Turning to the right on this path he soon observes a little cemetery within a cemetery—a little cemetery made by a thick hedge and trees which surround the burial plot of the Irving family. The entrance is through a gate locked against intruders, but this gateway is perhaps the only one of the kind in the cemetery. It records the fact that the white marble tombstone is a little broader and higher and has a rounded and slightly ornate top.

It bears simply the name, the age and the dates of the birth and death of the distinguished author. Around his grave are 50 or 60 other tombstones, each bearing the name of Irving or showing the soil reaches at last a broader walk running east and west. Turning to the right on this path he soon observes a little cemetery within a cemetery—a little cemetery made by a thick hedge and trees which surround the burial plot of the Irving family. The entrance is through a gate locked against intruders, but this gateway is perhaps the only one of the kind in the cemetery. It records the fact that the white marble tombstone is a little broader and higher and has a rounded and slightly ornate top.

HARD ON DESERTERS.

French Government Follows the Movements of a Sailor for a Year.

The persistency with which the French Government puts the stamp of its disapproval upon desertions from the French merchant marine was demonstrated today, says a Port Townsend special to the Tacoma Ledger, when, on a consular warrant, issued by the French Consul-General at San Francisco, Pierre Horellon, a seaman, was arrested aboard the American bark Hecla and lodged in jail. Near-

The Obligation to Cuba.

Brooklyn Eagle. The trouble with Mr. Eddy and his kind is simply that they cannot or will not distinguish the differences between the various forms of obligation. We do not owe Cuba anything in the sense that she has given us something for which we are bound to make a return, but to say that we owe her nothing is to deny the duty of a parent to support his child. Legally the Samaritan was under no obligation to aid the wounded while journeying from Jerusalem to Jericho, and having done this kindly office he was not compelled to take the victim of ruffianism to an inn and there care for him, and having cared for him at the inn he was not obliged to give him money sufficient to continue his journey. He owed that "certain man" nothing but the charity which the strong owe to the weak, and which nations no less than individuals may exercise without detriment to themselves and with enduring benefit to others.

PORTLAND-CHICAGO.

Seventy hours and thirty minutes (70 1/2) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 2 A. M. Ticket valid third and Washington, O. R. & N. Co.

Saves Him \$7.50 a Month.

"Ben's a railroader, I am away from home every night. I used to pay fifteen cents for my midnight lunch. Now I carry a package of 'Force' with me on the train. By paying five cents for cream, I have a delicious supper and save ten cents on each lunch. I also have a package at the Y. M. C. A. rooms and breakfast in the same way. 'Force' therefore gives me better meals and saves me twenty cents a day.

FOR TRUNKS, GO TO THE HARRIS TRUNK CO.

owners concluded to send her away in ballast, and she was headed for San Francisco for orders. She is now due at San Francisco Heads, and on arrival there will be sent to Portland, the British bark arrived at Cape Town in June, and is supposed to be making the usual reach out to Hobart Town in order to get in all of the mileage possible.

The en route list has received a number of additions recently and a law of large proportions, both for Portland and Puget Sound. The list in port is also steadily growing. There were two arrivals on Puget Sound yesterday, the British bark Wynstay at Royal Roads, and the British bark Celtiburn at Tacoma. Both are under charter, and the Celtiburn like the Morven has sailed all the way from Australia in ballast to secure a 25 50 rate.

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Jim Dumps an automobile bought Which didn't auto as it ought.

No skill could keep it in repair, And bills increased poor Jim's despair. Such trials now glance off from him, For "Force" has made him "Sunny Jim."

the express route to health and vigor.

Sweet, crisp flakes of wheat and malt—eaten cc. d.

Saves Him \$7.50 a Month.

"Ben's a railroader, I am away from home every night. I used to pay fifteen cents for my midnight lunch. Now I carry a package of 'Force' with me on the train. By paying five cents for cream, I have a delicious supper and save ten cents on each lunch. I also have a package at the Y. M. C. A. rooms and breakfast in the same way. 'Force' therefore gives me better meals and saves me twenty cents a day.

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M.—Steamer C. W. Elder, from San Francisco. Condition of the bar at 4 P. M., moderate; wind northwest; weather clear.

New York, Aug. 22.—Arrived—American steamer Washington, from Portland.

Hong Kong, Aug. 27.—Arrived—British steamer Indramaha, from Portland.

Royal Roads, Aug. 28.—Arrived—British ship Wrensey, from Cardiff.

Tacoma, Aug. 23.—Arrived—British bark Celtiburn, from Newcastle.

San Francisco, Aug. 28.—Arrived at 12:30 A. M.—Steamer Columbia, from Portland. Arrived—Schooner John A., from Portland. Sailed—Steamer Despatch, for Portland.

Sailed—Schooner Chelona, for Gray's Harbor. Arrived—Schooner Talia, from Ladysmith; schooner Henry Wilson, from Gray's Harbor; steamer Brunswick, from Gray's Harbor; schooner Onward, from Couville River; schooner Melanthea, from Coos Bay.

Cherbourg, Aug. 23.—Arrived—Molke, from New York.

Southampton, Aug. 25.—Arrived—St. Louis, from New York.

Havre, Aug. 23.—Arrived—La Lorraine, from New York.

Quebec, Aug. 23.—Sailed—Germanic, from Liverpool for New York.

Liverpool, Aug. 23.—Arrived—Havre, from Philadelphia, via Queenstown; Teutonic, from New York, via Queenstown.

New York, Aug. 23.—Sailed—Columbia, for Hamburg; La Gasconne, for Havre; Bremer, for Bremen, via Southampton.

Seattle, Aug. 27.—Sailed—Steamer Mantata, for Seattle; steamer Clavering, for Tacoma. Arrived—Schooner Selby, from Unalakleet.

Tacoma, Aug. 28.—Arrived—British bark Celtiburn, from Newcastle, N. S. W.; British steamer Clavering, from Seattle; steamer City of Puebla, from San Francisco. Sailed—British steamer Danab, for Vancouver.

Forecasting Judicial Decisions.

Baltimore Sun. There was a period in our National life when it was not considered decorous to read the minds of Supreme Court Justices and announce their opinions on important questions in advance of the court's decision. That sentiment no longer prevails. Ever since the decision in the legal tender cases, nearly a generation ago, when it was intimated that Justices were appointed after their views had been ascertained, our Sherlock Holmeses of the press and of politics have not scrupled to read the minds of new Justices and to proclaim exactly how these justices would decide questions of the highest importance.

Uncle Sam's Mail Service

requires physical and mental ability of a high degree to withstand its hard labors. The high tension to which the nervous system is constantly subjected, has a depressing effect, and soon headache, back-ache, neuralgia, rheumatism, sciatica, etc., develop in severe form. Such was the case of Mail Carrier S. F. Sweinhart, of Huntsville, Ala., he says:

"An attack of pneumonia left me with muscular rheumatism, headache, and pains that seemed to be all over me. I was scarcely able to move for about a month when I decided to give

Dr. Miles' Pain Pills and Nerve Plasters a trial. In three days I was again on my route and in two weeks I was free from pain and gaining in flesh and strength."

Sold by all Druggists. Dr. Miles Medical Co., Elkhart, Ind.

Babies' pink cheeks indicate good health.

Good health comes with proper food. Mellin's Food is a proper food.

Send a postal for a free sample.

MELLIN'S FOOD COMPANY, BOSTON, MASS.

"ALL WRIGHT FOR MORE THAN HALF A CENTURY"

CROSSMAN'S SPECIFIC MIXTURE

A Sure Cure for Gonorrhoea. \$1.00 A BOTTLE. ALL DRUGGISTS. WRIGHT'S INDIAN VEGETABLE PILL CO., New York.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaliba, Cubebs or Injections. CURE IN 48 HOURS the same diseases without inconvenience. Sold by all druggists.

STRONG & GARFIELD CO. Shoemakers, Boston

FORCE

The Ready-to-Serve Cereal

Jim Dumps an automobile bought Which didn't auto as it ought.

No skill could keep it in repair, And bills increased poor Jim's despair. Such trials now glance off from him, For "Force" has made him "Sunny Jim."

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Advertisement for A.B.C. BOHEMIAN Pure, Pale and Sparkling. Bottled Only at the Brewery in St. Louis. Order from Fleckenstein-Mayer Co.