MANY CARGOES DUE

Over 25,000 Tons European Goods Close at Hand.

OUTWARD MOVEMENT OF WHEAT

Big Steamship Lime Branch Goes to Naples to Discharge—Coasting Fleet Active—Marine Notes.

The British ship Holyrood was delayed in the heavy fog on the river yesterday and will not reach Portland until today. As there are 16 ships loading or under charter for wheat loading in Portland and two already here discharging general cargo from Europe, stevedores and dockmen engaged in loading and discharging vessels would not object to her remaining down the river for several days yet. The unusual number of cargo ships that have reached Portland this season, together with the big fleet now due, has cramped some of the warehouses for room. These cargo ships are dropping in just at a time when the wheat movement is the largest, and there is every indication that next month will see a greater jam of freight on the Portland docks than has ever before been in evidence in this port. The Allerton, from Cardiff; Matterhorn, from Hamburg; Foyledale, from Liverpool; Christel, from Antwerp, by way of Port Los Angeles, and G. W. Wolff, from Swansea, are due now, with cargoes aggregating over 15,000 tons. Aside from this fleet, there is due within the next 30 days the Bidston Hill and Emelie, from Antwerp; Riverside, from Hamburg, and Wiscombe Park and Grand Duchess Olga, from Newcastle, England, with an additional 12,000 tons of cargo, for which room must be made on the docks.

The arrival of this fleet, due before the end of November, will leave only half a dozen cargo ships still on the way to Portland, and it will probably be a long time before such a large list of cargo tonnage again falls due at this port. Freight rates out of European ports have advanced quite materially within the past two months, on account of the stagnation and lack of profitable business out of ports in other parts of the world. Owners prefer to lay their ships up at the home ports when rates are low in other parts of the world. Two years ago, when rates were 45 shillings and better, out of Pacific Coast ports, general cargo was carried from Europe to Portland at just about ballast rates, but now the situation is reversed, it being absolutely necessary that at least one end of the voyage should show a profit.

PIRATES ARE PLENTIFUL.

Trading Craft Are Plundered by Sea Robbers Off the Fukien Coast.

Mail advices by the Portland & Asiastic steamship Indrasamha report that pirate craft are now thicker than ever off the Fukien coast of China, which is at the present day a most dangerous highway for junks traversing the coast between Canton, Swatow and Amoy. Piratical junks, well manned and well armed, cruise about the Tunganhsien coast in squadrons of threes and fours, lying in wait for trading junks laden with rich cargoes bound from Amoy and neighborhood to Swatow or Canton, or vice versa. In some cases stripping the merchant craft of all their cargo, sails, rigging, food supplies, armament, etc., and leaving the crews just so much as to enable them to navigate their junks to the nearest seaport, while in other cases, landing the crews at some spot on the coast and taking away the junks and all that is in them. Resistance means death at the hands of the pirates, who seldom massacre the trading junk crews, unless, of course, the junks show fight and cause severe loss to the pirates. Then there is no mercy shown; every surviving member of the trading junk's crew being thrown into the sea. Hence, unless well armed and strongly manned, merchant junks seldom show fight to a superior force of pirates, preferring to show their sterns to the latter if they can. If, however, the forces are equal, two to two or three to three, a battle often ensues, and if the resistance be a stubborn one, small chance is left to the junk's crew to survive the conflict should they be worsted by the pirates. The custom, therefore, is to show fight, and if the pirates persist in fighting to a finish the traders generally heave to and prudently allow the pirates to board them and "do whatever may seem best in their sight," for more often than not reinforcements for the aid of the enemy sail in sight not long after a battle has commenced. This has therefore encouraged the pirates of the Fukien coast, between Amoy and Swatow, to make that place their constant ground, so that unless it be stopped, the junk trade between Fukien and Kuangtung provinces will soon be a thing of the past, so great is the terror inspired by the pirates on the crews of trading junks. The cause of all this is the absence of government ships and war junks. Before the war with Japan (1894-95) there was a respectable number of war junks quite able to cope with the formidable sea pirates, but since then "retrenchment" has been the motto of the Fukien officials, and a cruising squadron of war junks on the Fukien coast has of late years been rather the exception than the rule—except the annual cruise (in a steam sloop) of the "Admiral" of Fukien province, whose headquarters are at Amoy—and he usually cruises away from the pirates' preserves.

ANOTHER LAKE FREIGHTER.

Melville Dollar, on Portland-San Francisco Route, Lake-Built.

The steamship Melville Dollar, which has been placed on the Portland-San Francisco route, left open by the temporary withdrawal of the Elder and the Columbia, is a lake-built craft, and is the largest "outside" steamer that has been on the run since the old Wilmington and Haytian Republic were in the business. The latest addition to the Dollar fleet was built at West Bay City, Mich., in 1895, and while on the lakes was known as the Simon J. Murphy. She followed the Eureka, Tampico, Meteor, and a few more of the lake craft around to the Pacific, just before the break in freights, about a year ago, and has since been jobbing around wherever there was a chance for a Dollar to make a dollar.

The dimensions of the craft are: Length, 239 feet; beam, 38 feet; depth of hold, 14 feet. She is pretty full-powered for a vessel of her type, having engines with cylinders 16.25 and 42 inches diameter by 23-inch stroke. She registers 1103 net and 1281 gross, and has a cargo capacity of 2000 tons.

FAST SHIPS, SLOW SKIPPERS.

G. W. Wolf and Muskoka Make Poor Showing With New Captains.

The British ship G. W. Wolff, one of the fastest vessels that ever came to this port, is now out 145 days from Swansea for Portland, and the British ship Muskoka, which comes very near being a reinsurance risk, after she has been out 120 days, is out 126 days from Antwerp for British Columbia. These are the longest passages that either of the vessels have ever made, and they tend to strengthen the belief that either luck or unusual skill follows some masters. The G. W. Wolff, under command of Captain Butler, never made any slow passages, and on her last outward trip from Portland led the entire fleet of that year with a passage of 105 days.

The Muskoka, an extended notice of which appeared in these columns a few days ago, is the fastest ship afloat, or at least has made more fast passages than any other ship in existence, but all of her fast time was made while she was in command of Captain Crowe, of this city. Both of these ships are making their first voyage under new masters, and while it may be a matter of bad luck instead of lack of skill, it is a very noticeable fact that they are both a long way behind the records which Captains Butler and Crowe made for them.

IN OPPOSITION EVER.

Ancient Tug Escort No. 2 Now After Puget Sound Combine's Tug.

The venerable tug Escort No. 2, which was built before you came to Oregon, or very soon afterwards, is again running opposition, a business in which she has been engaged the greater part of the time since she was built. She was sold by the O. R. & N. Co. to Puget Sound parties about a year ago, and since then has been towing scows and barges to Alaska and way ports. Recently she has been put in the towing service in opposition to the Puget Sound Tugboat Company's fleet, at the entrance of the Straits of Fuca. The Victoria Colonist has the following regarding her:

"The Escort is controlled by the same company as the tugs J. K. Colman, Boyden and Escort No. 1, and the Rabboni is in the combination. During the coming Winter it is expected that there will be considerable rivalry between the two fleets of tugs for the towage of incoming vessels. During last Winter there was considerable rivalry between the Puget Sound fleet and the opposition tugs. The opposition craft had a scheme which won them many a tow until discovery of their unique methods frustrated further efforts along the same line. One of the opposition craft, when a ship contracted for by the Puget Sound Tugboat Company hove in sight, would steam along in front of the incoming ship in a position which would indicate to the craft that she was towing the sailing vessel, and, seeing, seemingly, that the ship was already in tow, the Puget Sound tugs would steam away, and the shipmaster would often make terms with the opposition tugboat. There were many other schemes and wiles used by the rival tugs, for the rivalry was intense.

Coasting Fleet Active.

The steamer Despatch, lumber laden, for San Francisco, sailed from Astoria at 3 o'clock yesterday morning, and the new oil-burning steamer Prentiss arrived in at noon yesterday, to load lumber for San Francisco. She comes to the Gray Steamship Company, and is from San Francisco, by way of Shelter Cove. The Alliance, the old standby of the Gray Steamship Company, sailed north from Eureka Saturday night at 10 o'clock. The small coasting craft are now making hay while the sun shines, for the retirement of the big steamers from the route has thrown a large amount of freight in their way. In ordinary times, it is something unusual for coasters to cross in and out of bar harbors so late as 10 P. M. or as early as 3 o'clock in the morning.

To Show Steamship Agreement.

LONDON, Oct. 19.—In a printed reply to a question made in Parliament, Gerald Balfour, president of the Board of Trade, promises to submit the government's agreement with the Cunard Steamship Company and the International Mercantile Marine Company as soon as possible.

It is said in Liverpool that the steamship service between Boston and Manchester under the International Mercantile Marine Company will be started in a few weeks by the Leyland Line.

Marine Notes.

The barkentine Mary Winklemann, with a cargo of lumber from Westport, sailed from Astoria yesterday afternoon. She was loaded by Waldo, Blinn & Co.

The steamer Geo. W. Elder is at the Willamette Iron Works dock, undergoing repairs. It is reported that the Columbia will also receive some attention before she again enters the service.

The weather brightened up sufficiently yesterday afternoon to give the water front a pleasant appearance, and large crowds strolled along the docks, gazing with interest on the fleet in port. The Poplar Branch was the center of attraction, and her size is sufficient to make the Willamette look smaller than usual.

The new schooner Salem, under charter to the Pacific Export Lumber Company, of this city, stuck on the ways while being launched in San Francisco last week, and it was found necessary to dig out a channel to her, through which she will be towed by tugs. She was fully equipped and provisioned, and was expected to sail for Portland the day she was launched.

Domestic and Foreign Ports.

ASTORIA, Oct. 19.—Sailed at 2:30 A. M.—Steamer Despatch, for San Francisco. Sailed at 12 noon—Barkentine Mary Winkleman, for San Pedro. Arrived at 12 noon and left up at 2 P. M.—Steamer Prentiss, from San Francisco, by way of Shelter Cove. Condition of the bar at 5 P. M., moderate; wind west; weather clear.

Eureka, Oct. 19.—Sailed at 10 last night—Steamer Alliance, for Portland and way ports.

San Francisco, Oct. 19.—Arrived—Steamer City of Puebla, from Puget Sound; steamer George C. Lindauer, from Gray's Harbor; steamer Wyefield, from Nanaimo.

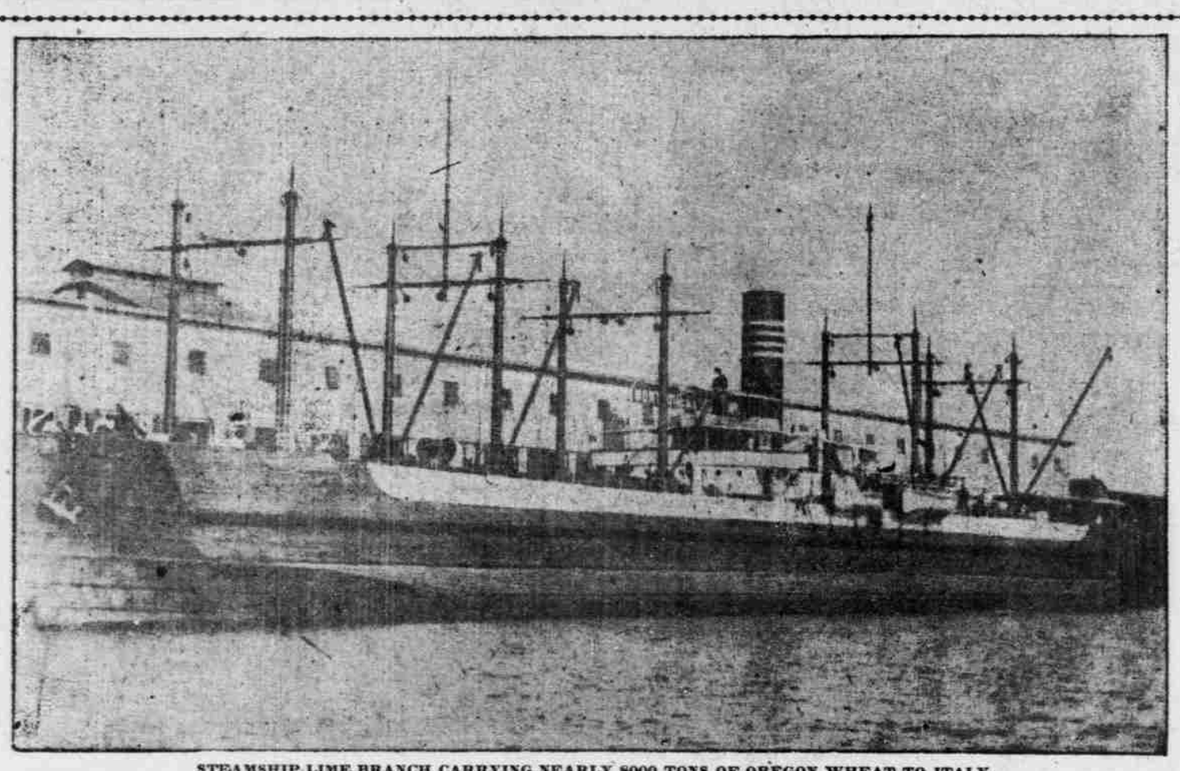
New York, Oct. 19.—Arrived—Peruvian, from Genoa, Leghorn and Naples; Ryndam, from Rotterdam and Bolougne-Sur-Mer; St. Louis, from Southampton and Cherbourg. Sailed—Aller, for Gibraltar, Genoa and Naples; Goesser Kurfurst, for Bremen, via Cherbourg.

Lizard, Oct. 19.—Passed—Minneapolis, from New York for London; Vaderland, from New York for Antwerp.

St. Johns, N. F., Oct. 19.—Arrived—Numidian, from Glasgow and Liverpool, for Halifax and Philadelphia.

Queenstown, Oct. 19.—Sailed—Saxonia, from Liverpool for New York.

Gibraltar, Oct. 19.—Sailed—Lahn, from Genoa and Naples for New York.



STEAMSHIP LIME BRANCH CARRYING NEARLY 8000 TONS OF OREGON WHEAT TO ITALY.

The big cargo of wheat which was carried out of the Columbia River last Friday by the steamship Lime Branch has been sold for delivery at Naples, Italy, and when the big steamship gets around to St. Vincent's, in the Cape Verde Islands, about two months from now, she will receive orders to proceed to the Mediterranean port to discharge. The steamer has on board 259,723 bushels of wheat, valued at $176,000, the largest cargo ever sent from this port. The difference between long and short tons has caused some confusion in the minds of readers as to the great size of the vessel. When the ship sailed out of the Columbia last Friday she carried in actual dead weight 9,328 tons of 2,000 pounds each. It was as follows: Wheat, 7,792 tons; coal, 1,316 tons; lining, stores and water, 220 tons.

The Poplar Branch, a twin sister, now loading in this port, will go out with a smaller cargo, as she proceeds to Tacoma to finish. By a singular coincidence Captain Maling of the Lime Branch took his big steamer to sea at noon on Friday, and at exactly the same hour his wife, who left Portland for England last Sunday, sailed from New York for Liverpool on the big White Star liner Cymric.

DENOUNCE IRELAND'S FOES

Boston Reception to Irish Envoys—Speeches Made.

BOSTON, Oct. 19.—Ireland's foes were denounced by speakers at two monster meetings in Symphony Hall and the Hollis-Street Theater. The receptions by the United Irish League to John E. Redmond, M. P., chairman of the Irish Parliamentary party; Michael Davitt, John Dillon, M. P., and Edward Blake, M. P., who are envoys to the national convention in Faneuil Hall tomorrow, took the form of public meetings at Symphony Hall. Mr. Redmond said that words could not portray the importance of these meetings and the convention to Ireland's cause. He said that all the power and wealth of the English nation is being used in a reckless attempt to crush the spirit of freedom in Ireland.

"We are near the end of the contest," said Mr. Redmond. "The violence of the attacks of the British government on the Irish Land League portends this end, and every assistance should be given to those across the water who are fighting the cause of Ireland with such magnificent courage, self-sacrifice and generosity."

Mr. Redmond then went on to say that the envoys were here to secure the generous support of the many millions of the Irish race in this country. He said that never in the history of the Irish party was it as united as it was today in the House of Commons, and that if all the leaders were to be imprisoned Nationalists in every city, town, hamlet and district would spring up and fill their places.

Mr. Dillon said he was confident of success in this country, because they were the delegates of a united people. He was confident of the success of the league because the league and Irish Nationalist party in the House of Commons were the only people who are at the present time giving the British government any trouble. He said they have convinced the world that Ireland was distinct from England by the actions that the league had taken during the Boer war, and that they would continue the agitation until they got what they wanted.

John F. Finnerty, national president of the Irish League, aroused the enthusiasm of the audience in a spirited speech, in which he indorsed the actions of the Irish Parliamentary party.

Michael Davitt was greeted with the band playing "The Wearing of the Green." Mr. Davitt concurred in all that the other speakers had said.

Mr. Blake denounced the burden of taxation which England had placed upon Ireland, referring especially to the heavy taxes imposed on the Irish people to raise funds for the carrying on of the South African war, a cause, he said, in which the people of Ireland had no sympathy.

A series of resolutions expressing confidence in Mr. Redmond's policy and the actions of his party and denouncing England's policy of coercion were unanimously adopted.

Wu to Remain Awhile.

WASHINGTON, Oct. 19.—Referring to reports that have been circulated that he was to remain in Washington permanently, Mr. Wu Ting Fang, the Chinese Minister, said tonight:

"I was notified that my successor was appointed. Later I was notified that I was to remain in Washington temporarily. Further than that I know nothing of the plans of my government relating to this point. I may remain three weeks or three months or a year. I do not know how long my term of service here is to be. The situation is quite unusual. Shortly after the appointment of my successor came the announcement that he was not to be here immediately. The temporary extension of my term has doubtless been mistaken by persons not familiar with the order for a permanent appointment."

Prince Had Quiet Day.

PHILADELPHIA, Oct. 19.—The Crown Prince of Siam, who, with his brother, is the guest of William Potter, formerly Minister to Italy, at the latter's country home in Chestnut Hill, spent today quietly. Accompanied by Mr. Potter, he came to town this morning and rode through the principal streets of the city. He returned to Chestnut Hill for dinner, and rested during the remainder of the evening. Tomorrow the Prince will visit Independence Hall, where he will be greeted by the Mayor. In the afternoon he will make an inspection of the commercial museums, and in the evening will dine at the Button Club, Chestnut Hill.

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Take Horsford's Acid Phosphate.

It relieves immediately, by stimulating the secretion of the digestive fluids. Makes the digestion natural and easy.

GOVERNOR CUTS LOOSE

HIS TYPEWRITER IS CLICKING MERRILY THESE DAYS.

And Again It Takes Cognizance of Rumors and Reports of Sundry Invidious Bearings.

SALEM, Oct. 18.—(To the Editor.)—At somewhat frequent intervals a local writer on The Oregonian discusses the question whether Mr. Chamberlain will appoint his successor in the office of Prosecuting Attorney. With this question I have no concern whatever, but I do feel some interest in the statement contained in today's Oregonian to the effect that:

In a choice between Mr. Geer and Mr. Chamberlain's appointee, legislators lean rather toward the latter, provided, of course, he shall be an able, acceptable man. Besides, Mr. Geer is reported as guilty of treason to the party in having made an arrangement last June for exchanging certain favors with Democrats. One of these exchanges is rumored to be for the privilege of appointing Mr. Chamberlain's successor. But time will tell.

Here is a positive statement that certain legislators openly prefer a Democratic District Attorney at the hands of a Democratic Governor to a Republican District Attorney at the hands of a Republican Governor. Who are they? My name is used with the greatest freedom as to what is "reported" and "rumored" about certain "arrangements made last June with the Democrats," so why not be fair and with the same publicity give the names of the legislators who are so close to Mr. Chamberlain that they will be perfectly satisfied with any good, able Democrat he might name as his successor?

This is closer to Mr. Chamberlain than I have ever been or ever will be, and if loyalty or disloyalty to him is to make or mar the standing of a Republican to his party what becomes of the legislator who thus proclaims where he stands in the matter of party fealty?

Or were these out-and-out Democratic legislators, anyway?

Since Multnomah County is Republican by 5000 majority, it might be pertinently asked, "Who elected him Prosecuting Attorney there, anyway?" It could not be at all possible, could it, that any of those now declaring that they prefer he should appoint his own successor, and thus insure a Democratic District Attorney for the next two years, themselves voted for him in the first place!

Certainly, he received thousands of Republican votes when he was elected District Attorney. Do you know, Mr. Editor, whether they were the same Republicans who carried Multnomah County for him last June, or were they a different set of Republicans? If he had been defeated for District Attorney in 1900 it would have been very easy to have defeated him for Governor last June. Who gave him his start, anyway? If this could be found out it might largely account for the hope in certain quarters that he may be allowed to continue a Democratic District Attorney in a county that is more than 5000 Republican.

But I should take no notice of this "mix up" in Multnomah County were it not for the statement of your writer (which has been made before), that "Mr. Geer is reported as being guilty of treason to his party in having made an arrangement last June for exchanging certain favors with Democrats. One of these exchanges is rumored to be for the privilege of appointing Mr. Chamberlain's successor."

Solely for the purpose of quieting the feverish political atmosphere that appears to pervade some localities, and in the hope that it may be instrumental in narrowing the field of irresponsible speculation in political matters, I desire to make a personal request that any man in the State of Oregon who knows anything whatever about any arrangements of any kind that I made with Mr. Chamberlain or any other Democrat for the remotest favor of any kind will at once give his information the fullest publicity in the columns of The Oregonian, over his own signature.

Let me say that at no time, either before the primaries, the conventions, the election or since, have I ever had any talk with Mr. Chamberlain upon any subject pertaining to state politics, even in the most indirect manner. Do you suppose it would tend to quiet the circulation of "reports" and "rumors" about "arrangements made with the Democrats" if I should say that when Mr. Chamberlain becomes Governor he may appoint or not appoint any man in Oregon to any office within the range of his patronage, without in any way, even impliedly, violating any "arrangement" he or any other Democrat has ever made with me?

I never voted for Mr. Chamberlain for any office in my life, while if the Republicans in Multnomah County who have not at some time voted for him for some important office were alone permitted to attend the next Republican primaries in that county it would perhaps be the slimmest attendance known there for twenty years.

I may be guilty of "treason to my party," but it has not reached that violent stage where I would prefer a Democratic District Attorney in the strong Republican County of Multnomah to a man of my own party.

If Mr. Chamberlain should resign his present position before his inauguration as Governor I will be at perfect liberty to appoint as his successor any man in Oregon in any party without even impliedly violating any agreement I have made with any other man. It may be difficult for those who indulge in rumors and reports to understand how this can be, but it is quite possible for a man to be in a responsible position and at the same time do the "square thing" in the matter of appointments in every case. This I have done, and have kept perfectly free from entangling alliances and thus able to select good and competent men for every public position.

This reckless talk about "treason to the party" should be restrained at least until some foundation for it can be established. The five counties of Morrow, Umatilla, Union, Baker and Wallowa, constituting what is known as the very heart of Eastern Oregon, gave Dunbar, Rep., nearly 1200 majority, and Chamberlain, Dem., nearly 1900. Mr. Wood's vote in those five counties was several hundred more than that for Mr. Sears, the Democratic candidate for Secretary of State, and yet my majority over Mr. Wood was about 650.

This indiscriminate sort of voting merely shows that the people were voting as they saw proper, on their own independent judgment, without instruction or intimidation from any source, and those who are beating blindly about for some one to blame for the results of their own mistakes and crying "treason" are referred to a careful study of the above figures. I had no more to do with this vote in Eastern Oregon than had the Sultan of Turkey.

In spite of my earnest entreaties to be retained at the head of the ticket, where I would have entered the campaign with whatever vigor and enthusiasm I had always displayed before, I was pronounced unworthy and not wanted by the party managers and set aside. I merely accepted that verdict and staid aside. The very men who insisted that I be put aside are the ones who now complain most because I "staid put."

Since I seem to be the one man who is to blame for losing the state, then I must be the one man who was strong enough to have saved it, and yet I was the one man who must be kept off the ticket because I was so weak a man that I could not have carried the state. Thus do machine methods, when gone to seed, juggle with common sense and seek to shift the responsibility for undesirable but quite natural results.

Would it be asking too much to request that the columns of The Oregonian be closed to the further circulation of "reports" and "rumors" about any "arrangements" I have made with the Democrats until some one who knows something concerning the matter will be honest enough to publish his information over his own signature? This invitation includes every man in the State of Oregon. Who will speak first? T. T. GEER.

Idaho State Fair.

BOISE, Idaho, Oct. 19.—(Special.)—The State Fair will open tomorrow. It promises to be a great success. The weather is perfect and there will be a great number of fine exhibits. The finest display of cattle ever brought together in the Northwest will be seen in the pens. A horseman said today that there was never before such a fine lot of horses gathered together, anywhere in the West as will be on the grounds. There were 120 on hand today, with another trainload due to arrive during the night.

Gambling at Boise.

BOISE, Oct. 19.—(Special.)—There has been a gradual encroachment of the gambling element here for some time. Card games have been conducted with more or less secrecy, but yesterday the fraternity became bold and arrangements were made to run faro and other games openly. This led to prompt action by the authorities. The Mayor and Chief of Police have determined that gambling shall be kept in suppression and everything is closed up tonight.

ALWAYS IN SIGHT

Crowded street. People passing by. Old and young. All eager about their own affairs and always somebody in plain sight who needs Scott's Emulsion.

Now it's that white-haired old man; weak digestion and cold body. He needs Scott's Emulsion to warm him, feed him, and strengthen his stomach.

See that pale girl? She has thin blood. Scott's Emulsion will bring new roses to her face.

There goes a young man with narrow chest. Consumption is his trouble. Scott's Emulsion soothes ragged lungs and increases flesh and strength.

And here's a poor, sickly little child. Scott's Emulsion makes children grow—makes children happy.

CATASTROPHE AVERTED.

Cool-Headed Pastor Cleared a Sinking Church.

OMAHA, Oct. 19.—A serious catastrophe was narrowly averted at the First Christian Church today, when the 500 people who gathered to hear Rev. Allan Wilson, of Irvington, Ind., barely escaped being thrown into the basement, 25 feet below, by the giving way of rotten timbers in the floor. The vast audience passed out quietly, however, upon being notified of their peril, and all escaped unhurt.

Rev. Harry G. Hill, pastor of the church, quietly notified the audience that the floors were unsafe, and requested the people to retire as quietly as possible, and asking that the ladies be permitted first to get out of the building. Those in the audience did not know of their real peril until they were all out of the building, when it was learned that the floor had settled five inches and that the gallery was in a tottering condition. The church, which was an old building, was rendered useless and probably will have to be rebuilt.

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A Good Hearted Man,

or in other words, men with good sound hearts, are not very numerous. The increasing number of sudden deaths from heart disease daily chronicled by the press, is proof of the alarming prevalence of this dangerous complaint, and as no one can foretell just when a fatal collapse will occur, the danger of neglecting treatment is certainly a very risky matter. If you are short of breath, have pain in left side, smothering spells, palpitation, unable to lie on side, especially the left, you should begin taking

J. A. Kreamer.

Dr. Miles' Heart Cure.

J. A. Kreamer of Arkansas City, Kans., says: "My heart was so bad it was impossible for me to lie down, and I could neither sleep nor rest. My decline was rapid, and I realized I must get help soon. I was advised to try Dr. Miles' Heart Cure, which I did, and candidly believe it saved my life."

Dr. Miles' Remedies are sold by all druggists on guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

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