

WANT THE LUMBER

Timber of Central Oregon Desired for Freight.

RAILROAD MAY GO VIA SANTIAM

Extension of Corvallis & Eastern Would Offer Short Route to Main Line of O. R. & N.—Willing to Make Trackage Agreement.

Now that the Columbia River & Northern is in shape to bring into Portland the trade of a large and rapidly growing section of the Columbia Valley, there will be a revival of the interest in the proposed extension of the Columbia Southern, through the fact that it will have with the completion of the portage railroad an independent route into Portland, has a strong point in its favor, but since the recently printed views of Mr. Nash and Mr. Hammond on Central Oregon trade and transportation, a number of people are inclined to favor going into the new country by way of the Santiam pass. The representatives of Mr. Harriman have stated that they regarded the timber resources of Central Oregon of greater value from a railroad standpoint than anything else in that part of the state. A market for practically all of this timber must be found in the East, and the objection raised by the Harriman people to taking it out over a proposed extension of the Columbia Southern is that it would be a long, roundabout haul out to Biggs and thence east over the O. R. & N. They claim that if the timber belt of the Deschutes is tapped by a road, it should be one which would make the shortest possible haul from Central Oregon to the Eastern markets.

An extension of the Corvallis & Eastern railroad from its present terminus across the state to Ontario would offer this short route to the main line of the O. R. & N., and would land this lumber at Ontario with a haul of not more than 100 miles. This would be necessary in taking it out by way of Biggs. The Corvallis & Eastern is already completed to the edge of the Warm Springs Agency country, which promises to be a remarkably productive region, and surveys made on easy grades extend clear across the state to Ontario.

The cost of the line from the present terminus of the Corvallis & Eastern to the Deschutes would be but little greater than that of the proposed extension of the Columbia Southern, and when the Deschutes is reached a sufficiently alluring field would be opened up to warrant the extension of the road out through the Harney and Malheur country.

Mr. Hammond is on record as saying that he will make trackage agreements with any company that will connect with the Corvallis & Eastern, or he will sell that road outright. The wonderful timber resources which already make a big traffic and have built up the thriving settlements at Mill City, Halstead, Berry, Detroit and Idanha, insure nearly as good a revenue for the road already completed as is enjoyed by the Columbia Southern in its present shape. The Deschutes Echo is authority for the statement that the Corvallis & Eastern route is more favored by the timber interests in the Deschutes than any other in the region. Under date of July 11 that paper printed the following:

On the 25th day of this month a newly formed organization of Minnesota, Wisconsin and Oregon lumbermen met in the city of Chicago for the purpose of sending a committee to confer with Harriman, when he returns from Europe in the latter part of August. In the question of an Eastern connection for marketing the timber of this region. The purpose of the meeting is also to arrange for Mr. Harriman's benefit, and to secure the best of freightage that the organization could give a railroad and also find out whether he is desirous of owning and controlling the tapping roads or what terms he would make for the Corvallis & Eastern route has so far been the only route under the consideration of this organization. We are in receipt of a letter from the secretary of the committee, containing detailed information as to the amount of support the irrigation projects in this region would give a railroad, also for information as to the progress in irrigation work. This looks like real business.

The construction of this road across the state from west to east, while it might have the effect of heading off the construction of the Columbia Southern, extension as far south as the timber belt, would only temporarily keep it out of the wheat region of the Haystack and Agency Plains country. The Columbia Southern has a downhill haul to tide-water, and in connection with the portage road could probably land wheat at Portland cheaper than any other road that goes into Central Oregon. The Northern Pacific Railroad will be "just across the river" from Biggs within a short time, and if its characteristic aggressiveness is still in evidence it may in due season be hauling yellow pine lumber out of Central Oregon from south to north, while the Corvallis & Eastern is in similar business with a west to east haul.

ARCHBISHOP IN DAWSON

Most Rev. Alexander Christie Warmly Welcomed in the North.

The visit of Archbishop Alexander Christie, D. D., to Dawson, is described as follows in the Dawson Daily News of July 4:

"The most Reverend Alexander Christie, D. D., archbishop of the Catholic church, with headquarters at Portland, Ore., who arrived on the Selkirk, will remain in Dawson until the first steamer leaves for the Lower Yukon.

"Archbishop Christie is known as the archbishop of Oregon City, the name being taken from the oldest town in the State of Oregon. His province includes the States of Oregon, Idaho, Montana and Washington, and the district of Alaska. For many years he was affiliated with the St. Paul archdiocese as rector of St. Stephen's Church at Minneapolis. June 25, 1898, he was consecrated bishop of Victoria, Vancouver island, and April 11, 1899, promoted to the archiepiscopal see of Oregon City.

"The present trip of Archbishop Christie, he says, is merely for sight-seeing and recreation. He may go as far north as Nome.

"My time is limited," says the archbishop, "and I may have to turn back sooner than I desire. I intend, if my time is sufficient, to go to St. Michael, and thence to the Selkirk, and to the Lower Yukon on the first steamer going down the river from Dawson.

"It is a pleasant surprise to me to find Dawson such a well-governed and orderly city. I was on the streets yesterday, and saw no rowdiness or drunkenness.

Nome last Fall and was taken outside for treatment has recovered his sanity but he is not in as good health as he should be. He probably will be fully recovered within a short time. He is in Southern California. I think the Northern climate must have had much to do with his unfortunate experience last Fall. He has suffered from rheumatism and that may have aggravated his case.

"The archbishop is a man of exceptionally large physical stature. He is tall and commanding and has in his appearance the air of a man of capacity and strength. His speech is firm yet tempered with courtesy in every tone. The archbishop is a man beyond middle life, but is buoyant of spirit. His hair is slightly gray and his eyes a clear blue.

"Sir Alexander McDonald, ecclesiastical knight of the Catholic church, has invited the archbishop to take a trip to the Klondike Creek, and the distinguished visitor may make the trip within the next two or three days."

VISIT NATIONAL PARK.

Deputy County Assessor Maxwell Returns From Vacation Trip.

After a two weeks' vacation spent amid the wonders and the wonderful scenery at the Yellowstone National Park, Deputy County Assessor L. H. Maxwell returned to his labors yesterday. He is now more than convinced that the United States is the greatest Nation on earth, and has the largest, most magnificent and wonderful park in the world. He was accompanied by his mother and they made the tour of the park in company with a German Count, a Spanish professor of chemistry from a university at Barcelona, and a pair of globe trotters, one from New York and the other from London, all of whom have been practically all over the world, and all of whom confessed that they had nowhere seen such wonders of nature or such grandeur of scenery as that in the Yellowstone Park. They took a coach for the trip through the park over four steel bridges and splendid roads and found accommodations at first-class hotels, the coach stopping for them whenever they decided to tarry over night.

In addition to the spouting geysers, the wonderful paint pots and majestic scenery, the wild animals in the park proved a great attraction. They took a coach in the park, so tame that they scarcely notice travelers, and herds of deer. The borders of the park, 60 miles square, are guarded by squads of soldiers stationed at many points to patrol the boundaries in order to prevent people from running herds of deer and elk across the line to where they can shoot them outside.

There are many bears in the park, and the waste and garbage from the various hotels is carried and dumped in places where the bears come down to clean it up, which they do in fine style, licking the empty tin cans clean. Parties of guests staying at the hotels go out at dusk to see the bears come down out of the hills to feed. One evening, while several old black bears and cubs were eating, some one made a noise which started the bears, who do not get so tame as the elk, and they started off on a run, while the guests also made a break for the hotel at top speed. Another evening a party had waited for the bears for some time and presently a huge grizzly came down on a run and some of the crowd ran to the hotel while others climbed trees. The "chief" of one of the hotels, while waiting to see the bears one evening, was started by the "woof, woof" of a bear, which came snorting out of the brush, and he climbed a tree till he could go no higher and remained there till the bear went away. He was more scared than he went when told that bears could climb trees faster than he could.

In some of the streams fishing is allowed and the trout are plentiful that as many are caught at a cast as there are hooks on the line.

STILL BOOMING OREGON.

Edyth Tozier Weathered Interviewed by Atlantic City Press.

"Yes, I am from away out in Oregon, and it is so far West that it begins to be East; for we are in close touch with the Orient, the islands of the Pacific and, in fact, the world's business is unimpeded in natural endowments, cultivated resources, vast opportunities and marvelous possibilities. Our climate is neither severe in Winter nor extreme in Summer.

"You Easterners go yearly to Europe, rave over the grandeur of scenery, leaving the impression that the Creator neglected Uncle Sam's great plantation, when here and far beyond the Rockies, we can present a panorama unsurpassed on the globe.

"In the great Northwest gigantic mountains of perpetual snow tower high into the blue heavens. Waterfalls leap hundreds of feet into lordly rivers and pour through gorgeous natural waterways to the sea. Our valleys are rich in fields of wheat and other grain, three to five thousand acres in one plot, and massive forests, where trees stand two and three hundred feet, 10 to 12 feet in diameter, for a distance of 50 feet.

In 1905 the Oregon country will celebrate the 100th anniversary of the expedition of Lewis and Clark, sent out by President Thomas Jefferson. Great and grand preparations are going on, all of which will be finished by May 1, 1905, and the world is invited to come and view the resources of America and the Orient.

"We also hope to have the International League of Press Clubs with us in June of that year, feeling that their entertainment will surpass all previous occasions."

BUSINESS ITEMS.

If Baby is Cutting Teeth. Be sure and use that old and well-tried remedy, Dr. Williams' Pink Pills for Pale People. It soothes the child, soothes the gums, allays his pain, cures wild colic and diarrhoea.

GLAD HAND FOR ANYBODY

ADVISES THAT PASSENGER AGENTS MEET EVERYWHERE.

Jay Adams, President of Association, Gives Out Interviews With Lavish Hand.

Jay Adams, Pacific Coast passenger agent of the Nickel Plate, is distributing the 1904 meeting of the American Association of Traveling Passenger Agents with a lavishness that suggests the idea that he controls the meeting. A few days ago he hurried into Portland from San Francisco and gave forth a written interview advocating the cause of this city. He rushed off from Portland to Puget Sound, and found his way into the Seattle papers with the declaration that there was no place like Seattle for the meeting, and that city should have it if it hustled. Portland railroad men are expecting a similar promise to develop at Tacoma and other Northwest points.

The only significance to Mr. Adams' recommendations is that he is president of the Pacific Coast Association of Traffic Agents. He has given out his interviews

THOUSANDS OF BANKERS.

Reduced Rate on Railroads Will Draw to San Francisco.

SAN FRANCISCO, July 20.—Passenger Traffic Manager E. O. McCormick, of the Southern Pacific Company, returned last night from Chicago, where he has been for several weeks, attending a meeting of the Transcontinental Passenger Association. The latter made a rate of

issue, with the privilege of selling at discretion, seems to be proved by the experience of the Northern Pacific in the present instance. The whole expense of the improvements detailed will not be met by this charge to capital account, the remainder being charged to current earnings.

The improvements and purchases to be financed by this issue of \$1,500,000 include the following items: Washburn branch, Iron River to Washburn, Wis., 24 miles, opened in September, 1902. Bellingham Bay & Eastern, Wickersham, Wash., to Fairhaven, 23 miles. Washington & Oregon, Kalama, Wash., to Vancouver, 23 miles, bought in October, 1902. Port Townsend & Southern, Port Townsend to Quilcene, Wash., 23 miles, and Olympia, to Tenino, 15 miles, bought in December, 1902.

The American Labor Union, having induced one Portland union to break away from the fold of the American Federation of Labor, is about to begin an active campaign with the ultimate view of gathering all the malcontents in the local camp. Daniel McDonald, of Butte, Mont., president of the American Labor Union, is in the city looking over the situation and instructing his lieutenants. His arrival has been kept a secret by the members of his order.

TWO LABOR FACTIONS.

American Union Begins Active Campaign in Portland.

The American Labor Union, having induced one Portland union to break away from the fold of the American Federation of Labor, is about to begin an active campaign with the ultimate view of gathering all the malcontents in the local camp. Daniel McDonald, of Butte, Mont., president of the American Labor Union, is in the city looking over the situation and instructing his lieutenants. His arrival has been kept a secret by the members of his order.

Thus far the Painters' Union has been the only organization to join the American Labor Union. Other unions of the Building Trades Council are expected to follow the lead of the painters and withdraw from the Federated Trades Council, the central body of the federation in Portland. T. F. Latimer, the state organizer of the American Labor Union, has been in the city for several months quietly talking in the interests of his order. Though he did not conceal his purpose, the members of the Federation unions welcomed him at meetings and respectfully asked him to address them. The result of this brotherly love scheme is apparent.

The American Labor Union is especially strong in the Cascade Mountain States, where it originated with the Western Federation of Miners. It has rapidly spread over Wyoming, Colorado and Montana, and now has a strong following in Western Washington. It was predicted months ago that an attempt would be made to enter the Portland field, but Mr. Latimer stoutly denied this up to the last. When he was of the painters and withdrew from the Federated Trades Council, the central body of the federation in Portland. T. F. Latimer, the state organizer of the American Labor Union, has been in the city for several months quietly talking in the interests of his order.

The organization which is headed by McDonald openly announces its intention of entering into politics at every opportunity. Its advocates speak of it as formed of advanced unions instead of the trade unions of the American Federation of Labor. The United Brotherhood of Railway Employees, well represented in this city, is affiliated with it. Now McDonald and Latimer will try to induce other unions to join their ranks.

California is Curious.

Inquiries relative to Oregon, and to Portland in particular, are coming into local railroad offices from California in larger numbers than at any previous time. The inquiries from the East have shown a steady increase, but this is not regarded as unusual. It is the interest taken in Oregon by Californians that has attracted attention.

"This condition is significant," declared Advertising Agent Hall, of the O. R. & N., yesterday. "Californians have not been so deeply interested in Oregon in the past as to give any intimation that there was a general desire to know more of the state. In fact, it is not a long time since we received no inquiries from that state. I believe the great increase in inquiries from California this year is one of the best evidences of Oregon's growth, and the interest the people of the entire country are taking in this state."

Traffic Men in San Francisco.

General Passenger Agent A. L. Craig and General Freight Agent E. E. Miller, of the O. R. & N., accompanied by General Passenger Agent W. E. Coman, of the Southern Pacific, have gone to San Francisco in response to a request for the presence in that city. No intimation has been given here of the object of the visit, but since Mr. Craig handles all traffic matters in Oregon for the Southern Pacific, it is believed a conference of freight and passenger men of the Harriman system on the Coast has been called. There is a feeling among railroad men that the conference has to do with future plans of the traffic departments relative to the operation of both the Southern Pacific and O. R. & N. bureaus. It is likely that the traffic men will be detained several days in San Francisco, and in the meantime local officers insist they know nothing of the meaning of the visit.

Keene Takes Appeal.

CINCINNATI, July 20.—There was filed in the United States Circuit Court of Appeals today another brief in the case of the minority stockholders of the Southern Pacific Railway vs. the Union Pacific. The brief prays for a reversal of United States Judge Lorton's decision rendered in the Circuit Court several weeks ago.

Funeral of Chief Arthur.

CLEVELAND, O., July 20.—The funeral of the late Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers, took place this afternoon. Hundreds of railway men, representing all sections of the country, were present. Interment was at Lakeview cemetery.

Lockjaw Cured by Anti-toxin.

NEW YORK, July 20.—Two more cases of successful treatment of tetanus are reported at the Harlem Hospital. They were carried out by injection of anti-toxin into the spinal column after the patients had developed lockjaw.

WHY WEATHER WAS WARM

HUMIDITY RESPONSIBLE FOR MUCH OF YESTERDAY'S DISCOMFORT.

Thermometer Registers 91 Degrees and Although it Has Been Hotter Before, Heat Was Oppressive.

Mr. Beale, the weather man, says that it was hot yesterday because of the humidity. That's a word that sounds nice and cool, but if he says that the humidity is responsible, it must be so. Mr. Beale sat in his shady retreat in the Federal building and saw the thermometer go up to 91 deg. without a quail. Meanwhile the man on the street and the woman over the kitchen stove thought it was 101 deg.—or even 100!

With the humidity at 86 the atmosphere was like a steam bath. On June 6, when the mercury went away up to 90 deg., the humidity register stood at 19 points. Therefore the heat on that day was not felt half so much as yesterday, though the actual temperature was 6 deg. higher. So the collars wilted and the dinners didn't taste very good.

In Portland the heat is usually greatest about 2 o'clock, but yesterday was an exception. Not until 10 o'clock did the thermometer get above 70 deg. Then from 72 at 10 o'clock it worked away slowly until at noon the mercury stood at 78 deg. This wasn't hot enough to hurt, but every one began to complain of the heat. While every one else was resting at noontime, the sun and Mr. Beale got in their best work, and when unfortunate mankind went to its labors again at 1 o'clock the thermometer registered 83 deg.

Few outside the Weather Bureau had any knowledge of the conditions of the humidity with which to console themselves. They said it was hot, and many added some adjectives to cool themselves by speaking of warm places. The mercury climbed ahead. At 2 o'clock it stood at 85 deg., at 3 it was up to the 88 hole. In the highest mark at 5 o'clock, when 91 deg. was reached. Then for an hour the town sweated big drops. All this time the air was full of moisture, and every tiny drop was steaming before it hit the pavement. Not until after 6 o'clock did the mercury drop below 80 deg. Then the electric fans and whirly-whirly sprinklers on the lawns did the rest for a cool evening.

TWO LABOR FACTIONS.

American Union Begins Active Campaign in Portland.

The American Labor Union, having induced one Portland union to break away from the fold of the American Federation of Labor, is about to begin an active campaign with the ultimate view of gathering all the malcontents in the local camp. Daniel McDonald, of Butte, Mont., president of the American Labor Union, is in the city looking over the situation and instructing his lieutenants. His arrival has been kept a secret by the members of his order.

BACK FROM COOS BAY.

J. L. Bowman Pays a Visit to a Rich Section of the State.

The Coos Bay country is to be brought into closer connection with Portland before long, and both Portland and that region are to be benefited thereby. So reports J. L. Bowman, of the Brownsville Woolen Mills, who has just returned from a two weeks' trip to the Coos Bay country, where he has been making trips for the past ten years, but has never before found things so prosperous there as on this visit.

"The whole country," he said, "is fast filling up with new people. New buildings of all kinds are being erected in Marshfield and North Bend, and sawmills, shipyards and coal mines are running full blast. The dairy industry of Coos County is very great, and the farmers are not only prosperous, but wealthy.

"Of greatest interest to Portland is the fact that Portland goods have found their way into every store in the Coos Bay country. The wholesale houses of Portland find the merchants not only willing, but anxious, to put in goods from Portland. As one merchant put it, 'We live in Oregon, pay our taxes in Oregon, and it is to our interest to purchase all the goods we can in the state.'

"The second important thing is that a railroad which is no doubt the Southern Pacific is running a survey for a road from Drain, on the main line, to Marshfield. This company has had men in the field for the past three months carefully going over every foot of ground from Drain to Crescent City. Now a force of 22 men is making the survey, which follows Elk Creek to Elkton, then the Umpqua River to a point near Gardiner and direct across to Coos Bay, passing Ten-Mile Lake.

"The surveyors deny that they are connected with the Southern Pacific, but their instruments are all marked 'S. P. Co.' and they make their reports direct to the Southern Pacific Company in San Francisco.

"When the road is built it will open up the finest section of country in Oregon. The amount of fine timber is enormous, the valleys along the rivers and sloughs are exceedingly rich for both agriculture and dairying, and the whole country is underlaid with a good quality of coal."

THE OVERWORKED EYE.

The faded eye, the red and inflamed eye, the eye that needs care, relieved by Murine. Murine Eye Remedy Co., Chicago.

Cataract of the bladder and urethra are cured by Oregon Kidney Tea.

WHY WEATHER WAS WARM

HUMIDITY RESPONSIBLE FOR MUCH OF YESTERDAY'S DISCOMFORT.

Thermometer Registers 91 Degrees and Although it Has Been Hotter Before, Heat Was Oppressive.

Mr. Beale, the weather man, says that it was hot yesterday because of the humidity. That's a word that sounds nice and cool, but if he says that the humidity is responsible, it must be so. Mr. Beale sat in his shady retreat in the Federal building and saw the thermometer go up to 91 deg. without a quail. Meanwhile the man on the street and the woman over the kitchen stove thought it was 101 deg.—or even 100!

With the humidity at 86 the atmosphere was like a steam bath. On June 6, when the mercury went away up to 90 deg., the humidity register stood at 19 points. Therefore the heat on that day was not felt half so much as yesterday, though the actual temperature was 6 deg. higher. So the collars wilted and the dinners didn't taste very good.

In Portland the heat is usually greatest about 2 o'clock, but yesterday was an exception. Not until 10 o'clock did the thermometer get above 70 deg. Then from 72 at 10 o'clock it worked away slowly until at noon the mercury stood at 78 deg. This wasn't hot enough to hurt, but every one began to complain of the heat. While every one else was resting at noontime, the sun and Mr. Beale got in their best work, and when unfortunate mankind went to its labors again at 1 o'clock the thermometer registered 83 deg.

Few outside the Weather Bureau had any knowledge of the conditions of the humidity with which to console themselves. They said it was hot, and many added some adjectives to cool themselves by speaking of warm places. The mercury climbed ahead. At 2 o'clock it stood at 85 deg., at 3 it was up to the 88 hole. In the highest mark at 5 o'clock, when 91 deg. was reached. Then for an hour the town sweated big drops. All this time the air was full of moisture, and every tiny drop was steaming before it hit the pavement. Not until after 6 o'clock did the mercury drop below 80 deg. Then the electric fans and whirly-whirly sprinklers on the lawns did the rest for a cool evening.

TWO LABOR FACTIONS.

American Union Begins Active Campaign in Portland.

The American Labor Union, having induced one Portland union to break away from the fold of the American Federation of Labor, is about to begin an active campaign with the ultimate view of gathering all the malcontents in the local camp. Daniel McDonald, of Butte, Mont., president of the American Labor Union, is in the city looking over the situation and instructing his lieutenants. His arrival has been kept a secret by the members of his order.

BACK FROM COOS BAY.

J. L. Bowman Pays a Visit to a Rich Section of the State.

The Coos Bay country is to be brought into closer connection with Portland before long, and both Portland and that region are to be benefited thereby. So reports J. L. Bowman, of the Brownsville Woolen Mills, who has just returned from a two weeks' trip to the Coos Bay country, where he has been making trips for the past ten years, but has never before found things so prosperous there as on this visit.

"The whole country," he said, "is fast filling up with new people. New buildings of all kinds are being erected in Marshfield and North Bend, and sawmills, shipyards and coal mines are running full blast. The dairy industry of Coos County is very great, and the farmers are not only prosperous, but wealthy.

"Of greatest interest to Portland is the fact that Portland goods have found their way into every store in the Coos Bay country. The wholesale houses of Portland find the merchants not only willing, but anxious, to put in goods from Portland. As one merchant put it, 'We live in Oregon, pay our taxes in Oregon, and it is to our interest to purchase all the goods we can in the state.'

"The second important thing is that a railroad which is no doubt the Southern Pacific is running a survey for a road from Drain, on the main line, to Marshfield. This company has had men in the field for the past three months carefully going over every foot of ground from Drain to Crescent City. Now a force of 22 men is making the survey, which follows Elk Creek to Elkton, then the Umpqua River to a point near Gardiner and direct across to Coos Bay, passing Ten-Mile Lake.

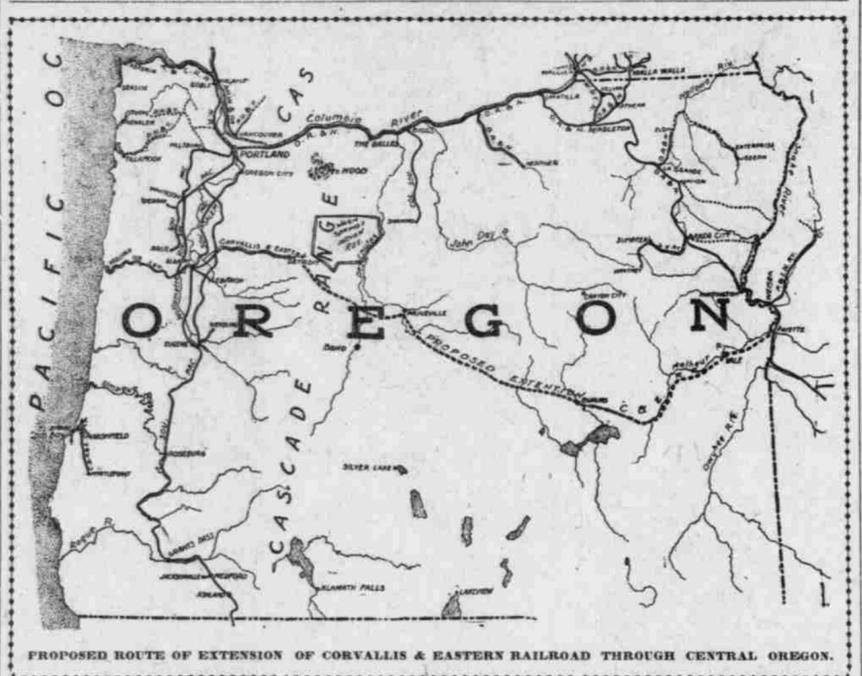
"The surveyors deny that they are connected with the Southern Pacific, but their instruments are all marked 'S. P. Co.' and they make their reports direct to the Southern Pacific Company in San Francisco.

"When the road is built it will open up the finest section of country in Oregon. The amount of fine timber is enormous, the valleys along the rivers and sloughs are exceedingly rich for both agriculture and dairying, and the whole country is underlaid with a good quality of coal."

THE OVERWORKED EYE.

The faded eye, the red and inflamed eye, the eye that needs care, relieved by Murine. Murine Eye Remedy Co., Chicago.

Cataract of the bladder and urethra are cured by Oregon Kidney Tea.



PROPOSED ROUTE OF EXTENSION OF CORVALLIS & EASTERN RAILROAD THROUGH CENTRAL OREGON.

Advertisement for Ghirardelli's Great Riddle Contest. Features a large '\$1000 FOR RIDDLES' headline and text promising to be the greatest contest ever given. Includes the slogan 'WATCH the Papers' and 'OUR GUARANTEE'.

Advertisement for Hazlewood Ice Cream. Promotes 'OUR GUARANTEE' of rich nutrition and easy digestion. Includes the slogan 'WATCH the Papers' and 'OUR GUARANTEE'.

Advertisement for Mellin's Food. Features an illustration of a baby and text stating 'Demand the Cigar with the Band that says Mellin's Food'. Includes the slogan 'Demand the Cigar with the Band that says Mellin's Food'.

Advertisement for Cremo Cigars. Features an illustration of a hand holding a cigar and text stating 'Demand the Cigar with the Band that says Cremo'. Includes the slogan 'Demand the Cigar with the Band that says Cremo'.

Advertisement for Last's Bitters. Features an illustration of a man and text stating 'Last's Bitters' and 'Blood Poison'. Includes the slogan 'Last's Bitters'.