NO CROUNDS FOR IT

Complaint of The Dalles Merchants Unfounded.

POSITION OF REGULATOR LINE

Company Has No Intention of Injuring the Business of Merchants of Any Locality-Race Between the Boats,

The most noticeable effect of the rate war between the steamboat lines on the Columbia is the increase in business, in which both companies share. Another feature that is apparent is the feeling that is cropping out between the contestants and their friends, which indicates that the trouble will not be terminated without a struggle.

Both the Bailey Gatzert and the Charles

R. Spencer started out on their second round trip yesterday morning with good passenger lists. The Gatzert carried 200 passengers, her full limit, and had to turn away 40 more. Arrangements have been made with the United States steamboat inspectors by which an excursion permit will be given the Gaizert tomor-row. That will enable her to carry 550 passengers. The additional lifepreservers necessary to comply with the regulations were sent up by the freight boot yesterday. Advices from The Dalles to the Regulator office are that 550 passengers will be down on the return trip of the Gatzert today, and 500 are in sight for

on her trip yesterday and had a good amount of freight for The Dalles and way points. Captain Spen.er, the manager of the company, has gone to The Dalles on business connected with the line.

The Spencer carried out 150 passengers

George W. Simons, auditor of the Reg-ulator line, speaking of the protest made by Dalles merchants against the cutting

of rates, said yesterday:
"We are friendly to The Dalles and to
its merchants. We are also taxpayers in Wasco County and have large interests there. We do not consider that the busi-ness men of The Dalles have any just grounds of complaint against our serv-ice, nor have they had in the past, aside from the congestion of traffic and Irregular schedule that was occasioned by the June flood. But that has nothing to do with freight rates. The whole trouble is that the people of The Dailes believe we belong to the O. R. & N. They are sorry they sold their stock to us, though we paid them their price.

"The Regulator Company continues to

advertise The Dalles, the Columbia River and the Inland Empire as they have never been advertised before.

"We have never had one single commit-tee meeting of merchants of The Dalles make complaint to us in a business-like

"There is enough business on the Co-lumbia River between Portland and The Dalles for only one company. That was proved when the White Collar Line handled the route in the most energetic manner for more than 15 months, expend-ing over \$20,000 in advertising for business, and then disposed of its property with plenty of experience and no profit. We have the boats and they are in excellent condition, and we mean to keep them so. The Regulator Company in-tends to give the people a splendid service at Regulator rates, that is, the ten years.

"If the merchants of The Dalles don't know the cause of the present condition of rates, let them ask themselves why by have taken for more than six onths special pains to divert the bulk of their freight shipments from the Regplator line to the railroad or to the op-

To prove our assertion that we intend to handle D. P. & A. N. Company's property as the Regulator Line, it seems hardly necessary to direct attention to the regular boats of this company main-taining the regular freight and passenger schedule to all the points on the river. We have no desire to injure the ousiness of the merchants of any locality through which we run, and do not intend to make concessions that will injure any We have rights and it is only proper that we protect ourselves.

SPENCER AND GATZERT IN RACE. Former Reaches Her Dock Two Bont Lengths Ahend.

THE DALLES, Or., Sept. 3.—(Special.)

The steamers Charles R. Spencer and
Balley Gatzert arrived at their respective landings in this city this afternoon at just 4 o'clock, after a neck-and-neck race from Crates Point, five miles below the city, the Spencer reaching her dock about two boat lengths ahead of her competitor. The docks and walks about the landings were lined with spectators to see the finish of the trip of the competing liners. About 300 passengers left the Gatzert according to the local agent. The pur-ser of the Spencer reports that about its limit of 200 landed at its dock.

The Spencer Company today cut their cassenger rate to 50 cents to Portland and way stations, charging \$1 for the round trip. This conclusion was reached after an amicable adjustment with the merchants' committee.

The town is crowded beyond all limits of comfort with excursionists tonight.

HOW SHE WILL GET OUT. Ship Two Brothers Is to Be Rolled

From Vancouver Into Deep Water. The captain of the ship Two Brothers came over from Vancouver yesterday to see about making preparations for getting his ship into deep water. The Two Brothers is the ship that went up to Van-couver to load during the June freshet. When the cargo was nearly all aboard it was found that the river had fallen so low that it was impossible to get the ves-sel out. Dredging of the bar below Vancouver was resorted to, but did not provessful, as the silt in the river bottom filled up the channel as fast as it was excavated. The skipper of the lumber vessel has about concluded to discharge his cargo onto barges and then take the ship over the bar light. This he can do by shifting ballast so as to roll the vesover on her side, in which posit she will not draw much over nine feet. Then when he gets into deep water he will reload his cargo and go on his way re

SAYS HE WAS SHANGHAIED.

Sailor Shipped on the Windsor Park Thinking It Was a Coaster.

The latest over-sea arrival in port, the British ship Windsor Park, is already short several of her crew. One of the men to take leave without the captain's permisison is a sallor named Sutherland shipped on the vessel while it was lying at Port Los Angeles. Sutherland belongs to the Coast Seamen's Union, of San Francisco, and declares that when he signed it was with the understanding that he was going aboard a coaster. Not until he got on the ship did he learn his mistake and then it was too late to get ashore. Consequently the sallorman ashore. Consequently the sallorman watched his opportunity and soon after the vessel reached this port he quietly slid over the side and disappeared. It is said he has shipped on the lumber

chooner Olga for San Francisco.

It is due to the captain of the Windsor Park to say that the sailor was shipped

OFFICERS OF MARBLEHEAD AND CONCORD ENTERTAIN PORTLAND AND VANCOUVER GUESTS.



SCENE ON THE UPPER DECK OF THE MARBLEHEAD DURING THE RECEPTION.

A notable reception was given on board the Concord and Marblehead by the officers of those vessels, to a limited number of guests yesterday. The affair lasted from 2 to 5 o'clock in the A notable reception was given on board the Concord and Marbiehead by the officers of those vessels, to a limited number of guests yesterday. The affair lasted from 2 to 5 o'clock in the afternoon. Light refreshments were served and there was dancing to the music of the Nineteenth Infantry band from Vancouver.

Captains Perkins and Phelps, respectively of the Concord and Marbiehead, had placed their vessels stern to stern, connecting them with a short foot bridge. Both boats were gaily decorated and hung with awnings of bunting and the flags of all nations. The crews were out in their newest uniforms, and the ships in holiday attire from stem to stern. The principal awnings covered the after decks of the ships. Here chairs were placed and comfortable nooks left for tete-a-tete. All the officers from Vancouver, the ships' officers, and several local military officials were in full uniform. The ladies were light Summer costumes, and all with the flags made a very charming picture in whatever direction one could look.

All the ships' small boats were kept busy throughout the afternoon carrying the guests to and from the foot of Stark street, so that much extra color and liveliness was added to that part of the river.

The reception was delightfully conducted and a great success. It was one of the most important social functions held here for some time.

Among the invited guests present were: General Funsion and the members of his staff from Vancouver; General and Mrs. Owen Summers, Mr. and Mrs. Theodore B. Wilcox, Mrs. Mather.

Mrs. C. J. Reed, Mr. and Mrs. Whitney L. Bolse, Mayor Williams, Mrs. H. D. Green, Mrs. Minot, Miss Frances Lewis, Miss King, Mr. and Mrs. W. B. Ayer, Mrs. Cabell, of Vancouver; Colonel Huston and Mrs. Huston, of Vancouver; Mrs. Summer, of Vancouver; Mrs. C. A. Dolph, Miss Johnson, of Vancouver; Miss Laura Dunne, Mrs. Judd, Colonel David Dunne, Mrs. Bowers, Mrs. Sam B. Archer, Miss Cornella Barker, Mrs. Bert Irwin, Miss Delia Watson, Miss Emma Blagen, Miss Fannie Brown, Miss Pease, Mr. and Mrs. George W. Hazen, Miss Dalianche Robinson, Mrs. H. E. Judge, Mrs. J. B. Montgomery, Mrs. C. A. Walton, of Vancouver, Miss Bryan, Miss Patsy Bryan, Miss Febiger, of Vancouver; Colonel James Jackson, Miss Jackson, D. Ellery, Miss Hattle K. Ellery and Master Ellery, Miss Jordan, J. McI. Wood, Holbrook Withington, Mrs. Miller, of Vancouver, and others.

any false representations had been made.

MORSE OUT OF QUARANTINE.

North Star and North King Have Violated Government Regulations.

ASTORIA, Or., Sept. 3.—(Special.)—The American bark Harry Morse, which ar-rived in last evening from Bristol Bay, Alaska, was kept in quarantine until this evening, when she was released by Gov-ernment Quarantine Officer Farle upon instructions from the Surgeon-General at Washington. The health of all on board

Late last evening the launch Star, with Herbert Berry, William Ross and Thomas Russell on board, went down to the Morse and brought Captain Reynolds, master of the vessel, ashore. On learning of it Dr. Earle went down to the bark and remained

of the quarantine regulations.

The steamer North Star, owned by the Alaska Fishermen's Packing Company, and the steamer North King, owned by the Portland-Alaska Packers' Associatio are also under the ban for violating the quarantine regulations. They arrived from Bristol Bay, Alaska, a few days ago, and, instead of stopping in the quarantine dis trict until after being examined, they came direct to the wharf and those on board went ashore.

Dr. Earle has just learned of this, and has notified the owners and masters of the vessels that they must explain. He has also informed the department of the vio-lations, with the request that the proper proceedings be commenced. law the lowest penalty for violations of quarantine regulations is a fine

GRAY'S HARBOR IMPROVEMENTS,

Government Engineer Board Will Meet in Portland September 13.

HOQUIAM, Wash., Sept. 3 .- (Special.)-The board of United States engineers, composed of Lieutenant Colonel W. H. Heuer, chairman, Major J. Millis, of Seattle, and Major W. C. Langfitt, of Portland, appointed to make recommendations and direct the Government work at Gray's Harbor, will meet in Major Langfitt's office in Portland, September 12. On the day prior, September 12, the board ex-pects to assemble at Hoquiam, which is nearest to the proposed improvements, to receive suggestions and hear protests from the property-owners directly concerned.

Major Millis, of the United States en

gineers' office, reports bids submitted for dredging the inner Gray's Harbor channel as follows: Pacific Coast Dredging & Reclamation Company, San Francisco, 20c per cubic yard; Seattle Bridge Company, 19c per cubic yard; Puget Sound Bridge & Dredging Company, 13.8c per cubic There is about 200,000 cubic yards to be dredged.

BREAKS HER CROSS HEAD.

Accident to the Lurline Causes Her to Change Routes,

The steamer Lurline, of the Kamm line, is now operating with one engine. On her trip down to Astoria Wednesday afternoon the cross-head of one of the en-gines broke just after the boat left Kalama. She proceeded on her way, however, and made the round trip, but yester-day the Undine was put on in her place. It will take about a week to repair the damage on the Lurilne and in the mean-time she will be operated in the place of the Undine on the Portland-Vancous ite, as she can do the work there fairly well with one engine.

MOVEMENT OF CHINA LINERS. Indravelli Arrives Down at Astoria

-Steamers on the Other Side.

with an average cargo.

The China liner Indravelli arrived down at Astoria at 1 o'clock yesterday after-noon and will probably sail for the Orient early this morning. The steamer Indrasamha, which left Portland August 6, arrived at Hong Kong yesterday, having called at all the way ports, and will sail for Portland about September 14. The Indrapura sailed from Yokohama on September 1 for Portland

EXPLOSION ON STEAMER.

Engineer Is Killed, Six Men Are Missing, and Ship Is Abandoned. LONDON, Sept. 3.—The captain and a ortion of the crew of the Danish steamer Klampenborg, from Blyth for Kronstadt, have been landed at South Shields, They report that the Klampenborg was abandthe Oregon Board of Pilot Commission-

by a San Francisco boarding-house man, oned on fire. The third engineer was killed and that the captain did not know that and six of the crew are missing.

The survivors had a thrilling experience. The state law the Commission of the Commission o

Fire, which had broken out on board, reached the petroleum tanks on Sunday and caused a terrific explosion, killing the engineer. The crew took to the boats during a violent storm. One boat with six occupants drifted away and was not seen of the storm. Afghanistan Lost Her Deckload. afterward. It is supposed that she was swamped in the high seas. The weather continued so bad that the survivers in the other boats took refuge again on the Klampenborg on Monday evening. On Tuesday, they had to take to the boats again and they were at the point of ex-haustion when they were rescued.

AMPLE ANCHORAGE AT ASTORIA. Chart of Lower Harbor Shows Few Shoul Places.

ASTORIA, Or., Sept. 3.—(Special.)—Pilot Wood today received a blueprint of the chart issued by the United States Engiwrote to United States District Attorney
Hall, requesting him to proceed against
Captain Reynolds and the three young
men who brought him ashore, for a breach
of the quarantine regulations. Point, which has extended quite a dis-tance to the west, and the spar buoy marking it will have to be shifted down

stream. depth of only 23 feet at extreme low water. It is directly opposite No. 7 buoy. This spot is to be marked with a beacon. authority for its establishment having been received from the Lighthouse Department in response to a request made by the

There is a ridge of comparatively shalwater that separates the main channel from the one caused by the current from Young's River, but on either side of it there is a good depth of water, with ample room for anchorage

BECOMES ASSISTANT INSPECTOR. Engineer Lord, of the Tender

Heather, Is Promoted.

ASTORIA, Or., Sept. 2.—(Special.)— Chief Engineer Lord Harry C. Lord, of the lighthouse tender Heather, has received notice of his appointment as as-sistant Government inspector of bellers for the Puget Sound district. His friends have made every effort to assist him in se-curing the appointment which was justly due him on account of his unquestioned ability and long and meritorious service Government. Mr. Lord has been connected with the

lighthouse service as chief engineer dur-ing the past 20 years. He first served on the Shawmut, then on the Manzanita and later on the Columbine, bringing her around the Horn from the Atlantic Coast. After superintending the construction of the new tender Heather, he became her chief engineer.

His retirement from the lighthous ender service will necessitate several changes. Chief Richards, of the Manchanges. zanita, will be transferred to the Heather and Assistant Engineer Wilson will become chief of the Manzanita.

Tonnage Tax Collections,

The Bureau of Navigation reports that the tonnage tax collected from vessels in the United States foreign trade during the al year ended June 30, 1903, amounted to \$883,434.77. Of this amount British vessels paid \$510,570.30, German \$122,311.10, American, \$71,970.20, Norwegian, \$36,515.12, French \$29,156,73, Italian, \$28,447.50, Spanish. 377.49, Danish, \$11,852.37, Belgian, \$10,599.24; all other vessels, \$38,274.12. The collections for the year were \$14,650.86 greater than 1902, and are the largest except for 1901, since the law was changed in 1884.

Last of the Hoppickers.

The last big crowd of hoppickers en route to the yards up the Valley started south on the Oregon City Transportation Company's steamer Pomona yesterday morning. The boat was well filled with pickers, who carried a great quantity of baggage and camping material. It will take two or three weeks to harvest the crop and then the boats will be taxed to their capacity in bringing the

Pilots Complete Soundings.

The Columbia River pilots have com-pleted their annual sounding of the lower river and returned to this city. Accord-ing to Captain Harry Emkin, a vessel drawing 22.6 can come up the river now without trouble. There are a few lumps at Martin's Island and at Reeder's and when these are taken out, which will be in a few days, there will be a 25-foot channel through to the sea.

Commissioners Visit Lightship.

SAN FRANCISCO, Sept. 3.-A telegram

received today reported that the British ship Afghanistan, from Puget Sound for Delagoa Bay, South Africa, had been spoken off Cape Recife, the captain reporting that the vessel had been damaged by ice off Cape Horn. Her decklead of lumber was lost some of the salls had of lumber was lost, some of the salls had been carried away and 12 of the crew had been injured. The Afghanistan proceeded after the speaking.

Whistling Buoy Not Sounding. Captain Milton, Lighthouse inspector at San Francisco, Issues the following no-

tice: It is reported that Blunt's Reef whistling buoy, painted red and marked "Blunt" in white letters, off Cape Mendecino, California, is not sounding. It will be repaired as soon as practicable.

Lumber for Alaskan Port. Leelenaw leaves this port tomorrow with 1,500,000 feet of lumber for Solomon, Alaska.

Domestic and Foreign Ports.

ASTORIA, Or., Sept. 3.—Arrived at 7:30 A. M. and left up at 10:30 A. M.—Steamer Robert Dollar, from San Francisco. Arrived at 6 A. M. and left up at 5:40 A. M.—Steamer Signal, from San Francisco, Arrived at 7:20 A. M. and left up at 10 A. M.—Steamer South Portland, from San Francisco. Arrived down at 9 A. M.—Schooner Endeavorer, Arrived at 10:30 A. M. and left up at 12:30 P. M.—Steamer A. M. and left up at 12.30 F. M. Steamer Aberdeen, from San Francisco. Arrived down at 12.30 A. M. and sailed at 2 A. M.—Steamer Despatch, for San Francisco. Arrived down at 1 P. M.—Steamer Indravelli. Arrived in at 6:20-Steamer Vosburg. Left up at 5 P. M. -Barkentine Tam O'Shanter. Condition of the bar at 5 P. M., smooth; wind; north; weather,

San Francisco, Sept. 3-Arrived-Schooner Chas. R. Wilson, from Portland. Arrived last night-Schooner Mabel Gale, from Portland. New York-Arrived Sept. 2-Calabria, from Marseilles. Salled—La Lorraine, for Havre: Mongolian, for Giasgow; Frederich der Grosse, for Bremen, via Plymouth and Cherbourg. Queenstown, Sept. 3—Salled—Majestic, from Liverpool, for New York; Haverford, from Liv-Liverpool, Sept. 3-Arrived-Saxonia, from

Glasgow, Sept. 3-Sailed-Carthagenian, for St. Johns, N. F., and Philadelphia.

Browhead, Sept. 3-Passed-Commonwealth, from Boston, for Liverpool; Victorian, from

New York, for Liverpool. Lizard, Sept. 3-Passed-Noordam, from New York, for Botteedam. San Francisco, Sept. 3-Arrived-Schooner Sall Francisco, Sept. 3-Arrived-Schooler Haicyon, from Gray's Harbor, steamer Rivat, from Willapa; schooner Albion, from Coquille River. Salled-Steamer City of Puebla, for Victoria; steamer Tellus, for Ladysmith; schooner Sacramento, for Siuslaw River; schooner C. A. Klose, for Siuslaw River. New York, Sept. 3-Arrived-Pretorian, from Hamburg.

Hamburg. Hamburg, Sept. 3—Arrived—Pennsylvania, from New York.

Plymouth, Sept. 3—Arrived—Auguste Vic-toria, from New York.

Liverpool, Sept. 3—Salled—Canada, for Bos-

ton, via Queenstown; Pretorian, for Montreal. Cherbourg, Sept. 3—Arrived—Auguste Vic-toria, from New York, for Hamburg, and pro-

Queenstown - Arrived Sept. 2-Common-vealth, from Boston, for Liverpool, and pro-Hoquiam, Wash,-Arrived Sept. 2-Steamer

Centralla, from San Francisco, for Aberdeen. Salled Sept. 2.—Schooner Dauntless, from Ho-quiam, for San Francisco. Senttle, Sept. 3.—Arrived—Steamer Bertha, from Valdes; schooner Sequola, from Nome; steamer Samson, from Skagway. Sailed-Steamer Ohio, for Nome; steamer James Dollar, for San Francisco.

lar, for San Francisco.

Tacoma, Sept. 3-Sailed-Steamer Queen, for San Francisco; schooner H. K. Hall, for Syd-New York, Sept. 3-Arrived-Germanic, from

DAYLIGHT POTTER TRIPS. From the Coast to Portland-Change

From the Coast to Portland—Change as to Service.

In order that those at the beaches may be given better accommodations the Potter will make the following daylight trips from liwaco and Astoria:

Friday, August 28—Leave Ilwaco 12 "Clock (noon); Astoria 1:15 P. M., arriving at Portland at 8:15 P. M.

Wednesday, September 2—Leave Ilwaco 3:30 A. M.; Astoria 10:45 A. M., arriving at Portland at 5:46 P. M.

Friday, September 4—Leave Ilwaco 9:30 A. M.; Astoria 10:45 A. M., arriving at Portland at 5:45 P. M.

Visitors to Portland Should not miss the delightful trips up and down the Columbia River. Particulars at O. R. & N. city ticket office, Third and Washington.

CARGO SENT DOWN RIVER the loot in Portland, but if so no trace of the stuff was secured. Kennedy main-

INDRAVELLI FREIGHT HAS TO BE LIGHTERED.

Below Slaughter's There Is Plenty of Water in the Channel for the Big Steamship.

Two hundred tons of the Indravelli's Two hundred tons of the Indravelli's Pain from indigestion, dyspepsia and too carge was lightered down the river past hearty eating is relieved at once by tak-slaughter's, 50-miles below Portland. The ing one of Carter's Little Liver Pills imsteamship left this city Wednesday, pilling one of Carter's Little Liver Pills imsteamship left this city Wednesday, pilling one of Carter's Little Liver Pills imsteamship left this city Wednesday, pilling one of Carter's Little Liver Pills imsteamship left this city Wednesday, pilling the part of the p steamship left this city Wednesday, plioted by Captain Pease. The lightered part of the cargo was taken down by the R. R. Thompson. The Indravelli drew 22½ feet and when she took on the 200 tons the draft was increased six or eight inches

Below Slaughter's the channel has plenty

Captain Conway, superintendent of water line of the O. R. & N., was impa-tient at the delay yesterday. He said that he could not see any good excuse for the river's being in such shape. The proper s opportunely applied, he said, would have obviated the delay in clearing the channel. He adverted to the fact that a month ago 800 tons of the Indrasamha's cargo had to be lightered also Several river pilots were sought for their opinions in the matter but only one Captain Harry Emken could be found. He did not deny that the delay might have been avoided, but he pointed out that the river channel now has more depth than ever before at this season of the year. "In two weeks," he remarked, "the chan nel will have a minimum depth of 25 feet all the way to Astoria. The two dredges are doing the business and doing it well. "How mucsh water did we have last year?" responded Captain Emken. "Ah-er, let's see," and he consulted a notebook in his desk. "This is the first week in Sep-tember, isn't it? Ah, here it is. The best water then was 21½ feet. That's one foot less than now. See, here it is just as I

worked it at the time." The channel has only three shallow places. These will be deepened right away If the dredges keep up their present rate of work. One is at Reeder's or Willow bar, where the dredge Columbia is now engaged; the second is at Martin's, where the dredge Portland is employed, and the third is at Slaughter's. Over all three places, the channel at high tide is 22%

At Reeder's, a more permanent channel is dredging than the old. The old course ran counter to the current, but the new follows the flow. The old was two miles long. The new is one mile and a quar-ter. The width of the channel is now 150 The dredge is doubling this width and is increasing the depth. As the river will fall about 2½ feet yet this season and as the depth of the channel at Reeder's is now 22% feet, the dredge will have to dig some five feet more.

At Martin's, intermittent dredging is necessary for a distance of about two miles. Slaughter's is the place that will make itself felt next as the river goes down. The length of channel there to be cut out is about one mile and a half. Martin's is about five miles above Kalama. Slaughter's is 11 miles further down stream, and Reeder's is 16 miles below Portland.

The channel is getting easier to maintain every year," said Captain Emken. "We can get a Z-foot channel for the lowest stages of water and even greater depth if money will hold out. And the oney required will not reach a tremen-us sum either. Major Langfitt and his engineers have the right ideas, and we all hope there will be enough money to carry out their plans. I may say in this connection that the channel is in good shape and that the worst trouble come here in Portland harbor

River pilots will be glad to know that Major Langfitt intends right away to re-move the dike which faces Coon Island at the mouth of the Willamette. This breakwater joins the dike which closes the upper mouth of the Willamette and is about three-fourths of a mile long. It was intended to prevent erosion of Coon Island, but its purpose was futile, and the pilots believe that it has aided the growth of the bar which has to be dredged out every year at the mouth of the Wil-imette. The dike causes the Willamette to flow into the Columbia at a right angle The removal of the breakwater will permit the confluence at a wider angle,

In Search of Kennedy's Plunder. Washington County officers spent Wednesday in the city looking for the jewelry which was stolen from the home of E. H. Warren at Hillsboro recently by Rev. R. H. Kennedy, a Congregational tains his innocence and will seek to prove an alibi.

Ship From Puget Sound Spoken. PORT ELIZABETH, Cape Colony, Sept 2.—A tug reports having spoken off Cape Recife the British ship Afghanistan, Captain Craigte, from Ballard, Wash, May 1, for Delagoa Bay. The Captain of the vessel reported that she had been damaged by ice off Cape Horn, that she had lost some sails and deckload and had had lost some sails and deckload and had

12 men injured.

the soap which began its sale in the 18th century, sold all through the 19th and is selling in the 20th.

SHE HIT THE NAIL ON THE HEAD.

Sells all over the world.

Who Says a Woman Can't Do It?

A lady living in Providence, R. I. whose 18-year-old son was taken down with stomach and bowel troubles during the hot spell in June has had an excellent opportunity to know the wonderful beneficial results from the use of Abbey's Salt of Fruits in just such cases.

She did not fool with drugs, did not pay a dollar for doctor's bills, but with a woman's keen wit she hit the nall square on the head at once by giving her boy the natural tonic laxative and stomach corrector-Abbey's Effervescent Salt of Fruits. The lady says:

"When my boy was taken iil and seemed on the verge of mental collapse, I at once gave him Abbey's Salt of Fruits. which I had used myself with excellent results many times before. I was not surprised to see how quickly his entire system responded to the magical power of your wonderful remedy. Most surprising of all was that while for many years he had no appetite, he seemed able after the first two or three days to eat and digest his food as well as he ever could. In ten days his stomach and bowels were as strong as ever, and he is now in perfect health. I am filled with gratitude and admiration for the wonderful properties contained in Abbey's Effervescent Salt, which on several occasions has brought happiness into my family.

For name and free sample, address The Abbey Effervescent Salt Co., Ltd., 9 Murray street, New York City; 144 Queen Victoria street, London, England; 712 Craig street, Montreal, Canada.

DIPLOMACY AND RUBBER Secretary Hay Has Adopted Rubber Heels.

If hustlers will let up awhile If hustlers will let up awhile
in their struggle after wealth;
Quit striving to increase their pile
And look out for their health;
They will be wearing rubber heels,
And make a demonstration
Of the easy way, like Sec'y Hay,
The diplomat of the nation,
To overcome the jars of life—
And show their friends the ones
That come the next to angels' wings
Are called O'Sullivan's.

Treasured energy is as necessary in diplomacy as in the more humble walks of life. If rubber heels are good enough for

Secretary Hay, they are good enough for But none of them are so good as minister. It was believed that the for-mer divine, who now occupies a cell on a robbery charge, might have disposed of Mass., if the dealer falls to serve you. Send to O'Sullivan Rubber Co., Lowell,

BEERS

Famous the World Over-Fully Matured.

Order from

Fleckenstein-Mayer Co.

Radway's Pills

CURE

Of all disorders of the Stomach, Liver, Bow-els, Kidney, Bladder, Nervous Diseases, Loss of Appetite, Headache, Constitution, Costve-ness, Indigestion, Billiousness, Fever, Inflam-mation of the Bowels, Piles and all other derangements of the Internal Viscera, PERmation of the Bowels, Piles and all other derangements of the internal Viscera FER-FEUT DIOESTION will be accomplished by taking RADWAY'S PILLS. By so doing

DYSPEPSIA

Sick Headache, Foul Stomach, Billousness will be avoided, as the food that is enter contributes its nourishing properties for the support of the natural waste of the body. Price 25c a Box, Sold by Druggists or Sent by Mall. to DR. RADWAY & CO., 55 Elm st., York, for Book of Advice.

Life Caused Chronic Headaches.

Stomach Trouble All His Life.

Dr. Miles' Anti-Pain Pills Cured Him of Both.

As is very frequently found the stomach trouble and headache in the following case came from the same cause. Dr. Miles' Anti-Pain Pills, like all of Dr. Miles' Remedies, are designed to cure the disease, not the symptoms. This readily explains why these sterling medicines can cure such a variety of sterling medicines can cure such a variety of diseases. There is no remedy, formula or prescription which in any way equals Dr. Miles' Anti-Pain Fills for the speedy cure and reli. I of headache and kindred ailments.

"Up to the age of twenty-three my son was greatly troubled with severe pains in the stomach. After he had served his term of eulistment with the army in the Philippines he came home and was unfit for anything because of terrible headaches. He found that Dr. Miles' Anti-Pain Pills not only revent an attack if taken in time. ued their use for some time and to his sur-prise and delight he found they had cured the stomach trouble also. You may imagine how grateful both he and myself teel to you for the good the Anti-Pain Pills have done him. I may add that I have used your medicines in our family for many years and keep a bottle of Nervine in the house all the time. a bottle of Nervine in the nouse all the time.

I think it an ideal household remedy and all the remedies are just what you recommend them to be. You have my permission to publish this."—MRS. M. L. FARRAR, Walla Walls Wall

Walla, Wash. All druggists seil and guarantee Dr. Miles' Anti-Pain Pills. They are non-laxative; contain no opiates, never sold in bulk, 25 doses, 25 cents. Dr. Miles Medical Co., Elkhart, Ind

HAND SAPOLIO

It ensures an enjoyable, invigorating bath; makes every pore

respond, removes dead skin, ENERGIZES THE WHOLE BODY starts the circulation, and leaves

a glow equal to a Turkish bath. ALL GROCERS AND DRUGGISTS



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