SUBWAY IS A SWAMP

New York's Rapid Transit System Demoralized.

PUMPING OUT BIG TUNNEL

Passengers Suffer Reverse of Pleasures of Life in Huge City--Wade Through Tunnel Dodging Deadly Third Rail.

NEW YORK, June 12.—Under the most favorable conditions it was admitted by the management of the subway tonight that the road, which was blocked yesterday afternoon by the bursting of a water main at Forty-second street, could hardly be opened for through traffic before the rush hours tomorrow morning. During the day underground travel was practically suspended, although some trains were run below Fourteenth street and above the point of blockade, leaving a gap of over a mile in which the tracks were under water and the tunnel filled with the fumes of charred insulation. Powerful steam pumps installed yesterday were still at work tonight and had materially reduced the depth of water, but not sufficiently to determine the full extent of the damage to the roadway.

The few trains that were run were scantily patronized, and as a result traffic was diverted to the elevated and surface lines, whose capacity was taxed to the utmost. During the afternoon the elevated railroad running through Fulton Station, Brooklyn, was put out of commission by an accident similar to the one that disabled the subway. Heavy rains poured such a torrent into the subway extension in course of construction in Fulton street, as to threaten the stability of the pillars of the elevated structure. Traffic was suspended until the flood had subsided.

Water Officials Badly Rattled.

The flow of water on Sunday continued uninterrupted four and one half hours, while subalterns of the city water department wandered about in the vicinity of Park avenue and Forty-first street turning off one gate after another in a futile search for the proper shutoff to stop the destructive flood. Officials of the subway frantically telephoned in all directions, but say they failed to find anyone in authority with the requisite knowledge of the mains. The damage was finally checked through information furnished by a private citizen employed by a contracting firm.

It is estimated that the loss to the subway alone will be $100,000. Hundreds of persons were caught in the blockaded trains and almost smothered before they were able to reach fresh air, by wading through 18 inches of water to the nearest station. Many women and their clothing practically ruined by water, which spattered through the open windows.

There were thousands of persons waiting along the entire line for trains, and much time elapsed before news of the blockade reached them. Consequently, many travelers bound for the Grand Central and other railway stations missed their trains out of town.

Disorder at Brooklyn Bridge.

There were scenes of considerable disorder at the Brooklyn Bridge station. Coming from the beaches and other resorts, great crowds poured into the underground stations, and for half an hour after the trains stopped they continued to gather, tickets being sold as usual. Then the agents began giving out "blockade transfers," and guards were stationed at the entrance to warn away the would-be passengers, but the crowds from Coney Island brushed them aside and continued to enter. After much delay a short train service was established as far north as Fourteenth street. To further complicate the situation, a car jumped the track on the spur from the City Hall to Rector street and blockaded traffic on that section. It was then found necessary to close the stations south of the City Hall.

Unfortunately, for the traveling public, the subway tracks, just where the water main loosed its torrents are depressed four or five feet below the average grade and this quickly filled, making it absolutely necessary to pump out the tunnel, as there was no outlet. A big steam pump was quickly rigged, and at an early hour this morning was slowly gaining on the water, with the promise that the third rail would be free in time to permit operations during the morning rush down town.

Wading in Dark to Safety.

Persons who were caught in the trains near the flood when the power failed had a terrifying experience. All lights were suddenly extinguished, following a series of loud explosions. Men, women and children, who filled the cars, were thrown into a panic of dread as the tunnel suddenly became intensely dark. There was a rush for the doors when water began to spray through the open windows, but the guards held their ground and closed the windows. The temperature quickly became stifling, and finally the guards were unceremoniously pushed aside while the passengers plunged into the water and made their way to the nearest stations, groping along the walls in order to avoid the third-rail current.

Hundreds were afraid, however, to risk their lives, and workmen were soon on the spot with lanterns. The faint glow from this source heartened the imprisoned passengers and soon long lines of the frightened men, women and children were treading their way between the rails until the nearest platforms were reached.

A condition that attracted the attention of nearly everyone who was not too scared to observe it, was the sudden oppressiveness that filled the tunnel and stifled those in the cars. Within five minutes after the trains stopped moving, the temperature appeared to rise many degrees, until the cars were like the hotroom in a Turkish bath. Open windows gave little relief, and many persons emerged from the stations in a limp and exhausted condition.

Earnings of the Amalgamated.

BUTTE, Mont., June 12.—For the year ended June 1, the Amalgamated Copper Company earned $6,240,124.54, $2,462,218.96 more than for the year ending June 1, 1904. The statement was filed with the Assessor of Silver Bow County for taxation purposes as follows:

Anaconda	$1,260,875.91
Parrot	223,964.68
Trenton (Colorado)	74,822.35
Butte & Boston	96,853.48
Boston & Montana	4,574,456.12

Fire Loss at Walla Walla.

WALLA WALLA, Wash., June 12.—(Special.)—Fire here last night destroyed $75,000 worth of property. The fire started in an outbuilding in the rear of the John Smith implement house, on East Main street, and spread to buildings on Rose street, burning out an entire block on that street.

GO RIGHT TO WORK.

Tax Commission Elects Clyde Atchison Secretary.

SALEM, Or., June 12.—(Special.)—The Oregon State Tax Commission held its first meeting here today, and organized by electing F. W. Mulkey, of Portland, chairman, and Clyde Aitchison, of Portland, secretary.

The Commission disposed of a large amount of business of a preliminary nature, showing that it is the intention to make a most thorough study of the subject of assessment and taxation and prepare a tax code which shall embody the best that can be obtained after an investigation of the practical workings of the tax systems of other states.

The secretary has been instructed to secure the tax codes of other states; the proceedings of tax commissions in other states, and any other matter obtainable touching on the subject, that may be of use to the Commission. Particular study will be made of the tax laws of New York, Massachusetts, Pennsylvania, Illinois, Michigan, Minnesota, Delaware, California, South Carolina and New Jersey. It will probably take two or three weeks for the secretary to gather this material and the Commissioners will not begin holding regular meetings until then. From expressions heard at the meeting today, it is apparent that the members will give a large portion of their time to the work of the Commission for the next 12 months, and not, as some have assumed, leave the work largely to the secretary.

The organization of the Commission was accomplished without delay. Just before 12 o'clock the three members, F. W. Mulkey, of Portland; Wm. J. Lachner, of Baker City, and E. B. Seabrook, of Marshfield, took the oath of office before the Secretary of State, and immediately met in a room in the rear of the Senate Chamber. Upon motion of Mr. Lachner, Mr. Mulkey was chosen chairman. In accepting the position Mr. Mulkey expressed his gratification over the honor conferred. Mr. Seabrook was chosen temporary secretary.

Before proceeding to elect a secretary, the Commission discussed the question of salary. It was the unanimous opinion that $100 a month would be a sufficient compensation and that a competent man could be secured for that sum. The salary was fixed accordingly. Four applications were received, the applicants being Frank Davey, of Salem; Frank Middleton, C. C. Palmer and Clyde Aitchison, all of Portland. The recommendations filed were discussed at some length, and a viva voce vote taken, with the result that Mr. Lachner voted for Davey and Messrs. Mulkey and Seabrook for Mr. Aitchison. The election of the latter was then made unanimous.

Mr. Aitchison is tax expert in the office of the Title Guarantee & Trust Company, of Portland, is a practicing attorney, and an expert stenographer and typewriter. He has made a study of the subject of assessment and taxation, and has quite a collection of books on the subject.

It being deemed advantageous that the meetings of the Commission be held in Portland for some time, it was ordered that all meetings be held there until otherwise ordered. The meetings will probably be held at the call of the chairman unless adjournment be taken to a specified date.

The law creating the Commission authorizes the summoning of witnesses and the taking of testimony regarding tax matters. In order that investigations may be conducted systematically, Messrs. Mulkey and Seabrook were appointed a committee to draft a set of rules and regulations governing the procedure and also the administration work of the Commission. The committee will report at the next meeting.

At its meeting today the Commission did not outline its plan of work, but adjourned to meet this evening in Mr. Mulkey's office in Portland, when the matter will be further discussed. The Commission will study not only the statutory but the constitutional provisions of other states on the subject of taxation, and after getting this material well in hand, will hold meetings at which citizens of Oregon will have an opportunity to present to the Commission their views upon the subjects under consideration. The assessment and taxation of real property, personal property, railroads, express, telephone and telegraph companies, franchises, inheritances, corporations and the manner of making assessments, collecting taxes, making tax sales, etc., will all come up for consideration.

The Commission must complete its labors and file its report not later than July 1, 1906. Its report, with the tax code it suggests for adoption, will be published in pamphlet form for free distribution to the people of Oregon.

USED BRITISH TARGET RANGE

Umbria's Shells Did Not Do Damage to Property.

VANCOUVER, B. C., June 12.—Captain Camillo, commander of the Italian cruiser Umbria, at present in this port, has received from Rome the following cablegram:

"Reported in English papers that you bombarded Pender Island. What have you to say in explanation?"

At Pender Island are located the targets which the British ships at Esquimalt use for target practice, and at the suggestion of the commander of the British cruiser Egeria, the Umbria's crew had target practice there last week. No property was injured during the practice and no complaint of the target practice was made by the residents of Pender Island.

Armstrong Is Again Sentenced.

ABERDEEN, Wash., June 12.—(Special.)—Judge Irwin today sentenced A. A. Armstrong, who killed Robert Patton, a farmer, to be hanged in the prison at Walla Walla. This is the second time Armstrong has been sentenced to die. His case was appealed to the Supreme Court, which affirmed the decision. An attempt will be made to get his case before the Supreme Court again.

Senator Arrives at Nome.

SEATTLE, June 12.—A cable message was received by the Pacific Coast Steamship officials tonight from Nome, announcing the arrival there yesterday of the steamer Senator, the first of the regular liners to reach that port. No ice was encountered in Bering Sea.

The Oregon, Ohio, Victoria, Olympia, Zealand and Valencia are due.

Packers Expect a Big Season.

SEATTLE, Wash., June 12.—(Special.)—Puget Sound packers are prepared to handle 1,500,000 cases of salmon this year. If expectations are fulfilled, this will be the best season the Sound packers have ever had, for the next best record was made in 1901, when 1,435,000 cases were packed.

To Extend Road to Fort Steele.

VANCOUVER, B. C., June 12.—It is announced today that the Canadian Pacific Railway will build this Summer the projected line from Golden, B. C., to Fort Steele, near the line of the Crow's Nest Pass Railway. The branch line will be known as the Kootenay Central Railway.

SCHOOL TEACHERS' RATES.

On June 14, 15, 16, 17, the Great Northern Railway will sell excursion tickets to St. Paul, Minneapolis, Duluth, Milwaukee, Chicago, St. Louis, Omaha, Kansas City, Winnipeg, etc., at rate of one first-class fare plus $10 for round trip. Tickets allow stopovers going and returning, good for three months.

For full information call on or address H. Dickson, C. P. & T. A., Great Northern Railway, 122 Third street, Portland, Oregon.

CABLE IS SPLICED

Message Sent Over North Head Line Across Bar.

BROKEN FOUR MONTHS AGO

Weather and Shipping May Now Be More Quickly Sent From the Station at the Mouth of the Columbia.

Broken February 19 and useless ever since, the Government cable from Fort Stevens to North Head, Wash., was yesterday connected up and a message telegraphed from the weather station on the headland to the Weather Bureau office here.

District Forecaster Beals has been working on the cable for the past ten days continuously. The Callender tug Melville and a scow have been used on this last attempt, as it was found that the lighthouse tender Manzanita, employed on other occasions, did not answer the purpose.

A few minutes before noon yesterday the first message over the long-silent wires was sent from North Head to Astoria. Later in the afternoon the direct wire to the Portland office was brought into play, and the daily report was transmitted without difficulty.

The Government established the telegraph line at considerable expense to facilitate the sending of weather and shipping reports from the lookout station to Astoria and Portland, the telephone wire being unreliable when most needed. The cable circles out from Fort Stevens on the Oregon side, and as it passes over a part of Peacock Spit, those who have been trying to splice the broken ends were in reality working while rocking on the bosom of the ocean. On February 19 the cable was broken by the dragging anchor of the schooner Virginia, it has always been believed.

Day after day has been spent without results. One piece of the cable was found so firmly imbedded in the sand that it was abandoned, and a new section laid on. Every shipping man in the city will be thankful if the splices hold and the cable remains in working order.

NO QUARANTINE AT NOME.

Service Abolished Despite Protests of Citizens.

SEATTLE, Wash., June 12.—The quarantine service at Nome has been abolished on an order issued by Secretary Shaw, of the Treasury Department, and the citizens of Nome are protesting vigorously.

As the steamships from Seattle, carrying thousands of passengers, many of them in the steerage, are due in Nome in a short time, the citizens of that camp think the passengers should be inspected to save the camp from an invasion of contagious diseases.

For the past two years all vessels have been inspected, and as the work was done promptly there was little or no delay to the steamship companies. The Chamber of Commerce and the City Council of Nome have sent protests against the new order to Washington. Three years ago a number of cases of smallpox were found on one of the big steamers, and the citizens fear that some infectious disease will be brought in now that the quarantine service has been abolished.

GATZERT BACK FOR REPAIRS

Engine's Rocker Goes Wrong in the Rapids Below Locks.

While off Sheridan's Point, two miles below the Cascade Locks, and where the Columbia runs at express-train speed, a rocker on the engine of the big steamer Bailey Gatzert broke, and the steamer was compelled to return to Portland for repairs.

The accident occurred at noon yesterday. The Gatzert got through the rapids without much difficulty, though the water is at a high stage, and transferred her passengers and freight in the locks to the Regulator of the same line, which was on her way from The Dalles to Portland. The Regulator went back to The Dalles, and the Gatzert came to Portland, arriving at 8 o'clock. Repairs were being made late last night, and it was hoped she could go out in the morning. If not, she will take out the California Promotion Committee tomorrow morning.

TAKES LUMBER TO MANILA

Bark Hecla Is Finally Ready to Go to Sea.

The first cargo of lumber to go to Manila for some time aside from the Government shipments will start today or tomorrow. The American bark Hecla cleared at the Custom-House yesterday with 1,079,422 feet of rough pine lumber, 41,790 feet of dressed lumber and 70,000 feet of laths, the total value of which is $10,667.89.

Delay in obtaining sailors kept the Hecla back several days. A crew was finally obtained on Puget Sound. The schooner J. W. Clise, which will carry Government lumber for Fort William McKinley, is still in the stream.

CHICAGO AND BOSTON SAIL

Cruisers With Marblehead and Wyoming Will Have Annual Practice.

SAN FRANCISCO, June 12.—The cruiser Chicago, flying the flag of Rear-Admiral Goodrich, sailed today for Portland, accompanied by the cruiser Boston.

The cruiser Marblehead is already at Portland, and after spending a few weeks in the North, the three vessels, with the monitor Wyoming, soon to return from Panama, will proceed to Port Angeles for annual target-practice.

Marblehead Sails Tomorrow.

Sailing orders having been changed, the cruiser Marblehead will not leave today as expected. The cruisers Chicago and Boston have been delayed, and yesterday Commander Holmes received word to remain in Portland until Wednesday. His son was to arrive here tomorrow, and Commander Holmes had feared that he would miss the ship. The delay in the departure of the other cruisers was the cause of the extension of the time, however.

Loads at Unusual Port.

The announcement that the French ship David d'Angers was to load at Southampton for Portland was at first scarcely credited by local shipping men. This is the first time for many years that a vessel has loaded at that port, as little freight originates in the vicinity of Southampton. The cargo of the d'Angers will be shipped by rail to Southampton instead of the vessel going to one of the usual loading ports.

Cattle Steamer Fast in Sand.

HALIFAX, N. S., June 12.—Word was received here tonight that the Leyland line steamer Tampican, from Montreal, went hard aground in the St. Lawrence soon after leaving port today. She was heavily laden with a general cargo and 400 head of cattle. She is firmly imbedded in the sand and six tugs failed to float her.

NEW YORK, June 12.—The Tampican is in command of Captain Harrison and was bound to London and Leith. She is an iron vessel 430 feet long, and with a tonnage of 4823. Frederick Leyland & Co., of Liverpool, are her owners. Formerly she was the White Star liner Runick. She had two compartments and is equipped with electricity.

Cargo of Wrecked Sudden.

ABERDEEN, Wash., June 12.—(Special.)—The barkentine Robert Sudden was loaded with lumber from the West & Slade lumber mill, and the Aberdeen Lumber & Shingle mills, when she went ashore near the Golden Gate. The lumber is valued at from $12,000 to $15,000, and is not insured.

Liners on the Way.

On July 8 the Portland & Asiatic liner Aragonia will be due here. She left Hongkong June 9 at 5 A. M. and will stop for two or three days in Yokohama. The liner Arabia should reach the Columbia in ten days.

Minnesota to Be Drydocked.

SEATTLE, Wash., June 12.—(Special.)—The steamship Minnesota, of the Hill Oriental fleet, cleared today from Shanghai for Hong Kong. On her return trip the Minnesota is to go in dry dock at Nagasaki for three days.

Dix to Carry Mules.

HONOLULU, June 12.—Cable orders have been received here to rush the transport Dix, which has been lying here for some time, to Seattle. It is said she is to be used for the transportation of mules to Panama.

Marine Notes.

The steamer Canby underwent a number of minor repairs yesterday.

A. O. Newton is to be the agent for The Dalles Transportation Company, vice Scott Swetland, who has resigned.

Laden with crude oil, the schooner Monterey, in tow of the tug Dauntless, is on her way up the river. She will discharge at the National Oil tanks at Linnton.

It is reported from British Columbia that Captain Saunders, of the steamer Coquitlam, will be placed on the Camosun, the Clyde-built steamer on her way up the coast from San Francisco.

Harbormaster Biglin yesterday served notice upon a launch captain that no more freight is to be permitted upon the new city landing at the foot of Stark street, which was built for pedestrians only.

Domestic and Foreign Ports.

ASTORIA, Or., June 12.—Arrived at 8 A. M.—Schooner Allan A., from San Francisco. Arrived at 10 A. M.—Schooner Monterey, in tow of tug Dauntless, from San Francisco. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, cloudy.

San Francisco, June 12.—Arrived—U. S. transport Thomas, from Manila; steamer Despatch, from Astoria; steamer Cascade, from Astoria; yacht Lucero, from Seattle; barkentine Gleaner, from Coos Bay; steamer Meteor, from Seattle. Sailed—Steamer Centennial, for Unalaska; steamer Santa Monica, for Seattle; U. S. S. Chicago, for Portland; U. S. S. Boston, for Portland; steamer Athas, for Portland.

Episcopal Diocese Convention.

Episcopalians all over Oregon are interested in the convention of the diocese, which convenes Thursday morning at Trinity Chapel, and on the evening of that day it is expected that Bishop Morris will give his annual address, and mention that he wishes the assistance of a bishop-coadjutor, to whom he will surrender administrative control. Business will keep the convention occupied until Sunday. That morning, Rev. George Griffith, of Baker City, will preach at St. David's Church, Bishop Morris at Trinity, and Bishop Keator at St. Mark's. At 3 o'clock, Sunday school services will be held at Trinity and St. David's churches, and in the evening there will be union services at Trinity, St. David's, St. Mark's and the Church of the Good Shepherd. The clergy will observe a quiet day of prayer tomorrow at St. Stephen's Chapel.

Golf Tournament Entries.

Entries for the big tournaments to be held at the Waverly Golf Club for the championship of the Pacific Coast close Friday. So far, many good entries have been made from all parts of the Coast, and the championship will really be what it purports to be. But the local players have been rather slow about handing in their names. A request is made to them to do so immediately.

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ALL HAVANA ALL HAVANA
40 Sizes, 10c to 50c Each.
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GOES LIKE THE WIND

Pennsylvania Train Breaks Record Both Ways.

3 MILES IN 85 SECONDS

Speed Contest Between New York and Chicago Shows Wonderful Power of Engines—Further Reduction of Time.

WORLD-FAMOUS LONG-DISTANCE TRAINS.

Sud Express, between Paris and Bayonne, 486¼ miles, in 8 hours and 59 minutes.

Empire State Express, between New York and Buffalo, 440 miles, in 8 hours and 15 minutes.

Fast Express, between London and Edinburgh, 393½ miles in 6 hours.

West Coast Express, between London and Glasgow, 401 miles, in 8 hours.

CHICAGO, June 12.—On its initial run from New York, the Pennsylvania's 18-hour "flyer," the fastest long-distance train in the world, arrived in this city at 8:32 o'clock this morning, three minutes ahead of schedule time. In order to accomplish this feat, extraordinary achievements in the way of fast running were necessary.

After leaving Pittsburg the tender of the big Atlantic type engine, which had been attached at that city for the run to Crestline, O., developed a hot box about 20 miles east of Mansfield, O. The engineer stopped his train, and 15 minutes were lost in futile efforts to cool the troublesome axle. Finally a freight engine was attached and the train limped into Crestline. Here the regular engine was in waiting and when the "flyer" left the latter place, it was 26 minutes late. The run to Fort Wayne, 121 miles away, was made in 114 minutes, an average of 58 1-10 miles an hour.

When the train pulled out of Fort Wayne for the last lap of the long journey, it was only 3½ minutes late, 16½ minutes of the lost time having been made up. Miles were frequently reeled off in from 44 to 50 seconds, and an average speed of a mile a minute was easily maintained over long stretches of track.

President Underwood, of the Erie Railroad, was a passenger. Already the Pennsylvania Railroad officials are discussing the possibility of reducing the running time between Chicago and New York to 16 hours.

BEATS EASTBOUND SCHEDULE

Train From Chicago Three Minutes Ahead of Time.

NEW YORK, June 12.—The first eastbound train of the Pennsylvania's new 18-hour service between New York and Chicago arrived in Jersey City at 9:22 A. M. today, three minutes ahead of schedule time.

The running time of the train from Chicago to Jersey City was 17 hours and 37 minutes. The engineer of the train said on arriving that a short distance east of Hobart, Ind., the train covered a mile in 35 seconds.

SHOOTS THROUGH INDIANA.

Time Lost by Hot Box Made Up by Flying.

FORT WAYNE, Ind., June 12.—The westbound Pennsylvania flyer passed through here today 17 minutes late, but the train was running on schedule at Plymouth. The 121 miles from Crestline, O., to Fort Wayne, were covered in 115 minutes. The fastest time was made near Ada, O., where three miles was covered in 85 seconds, or at the rate of a mile in 2 1-3 seconds, breaking all records. This is at the rate of 127.3 miles an hour.

RECOGNITION IS ASKED.

Annexed Territory Wants Place on the Executive Board.

At the annual meeting of the Mount Tabor Improvement Association held last night in the Woodmen of the World Hall, officers were elected for the coming year, and steps were taken to demand recognition from the city of Portland. Officers are as follows: President, G. Evert Baker; vice-president, W. G. Kern; secretary, H. W. Hodges; J. A. Eastman, treasurer.

H. G. Platt, P. P. Dabney and P. Beuchner were appointed to call on Mayor-elect Lane at once and ask that the portion of Mount Tabor annexed be given a representative on the Executive Board, so it will have a representative in the city government. It is supposed that the annexed district will become a part of the Eighth ward, or be made a ward of itself.

President Baker was authorized to appointed a committee to wait on the Water Board as soon as possible, and ask that Bull Run water be provided the people of Mount Tabor. This committee was considered of much importance, as it was thought that it might take some work to get the water.

The president will also name a committee to call on the Council and ask for electric lights and for the proper marking of the streets of Mount Tabor. There was a large and enthusiastic attendance, and the disposition was shown to make the most of annexation to Portland, as soon as the status of the territory has been decided.

L. E. Woodworth Dying.

The friends in this city of L. E. Woodworth will be pained to learn of his serious illness in Philadelphia, Pa. His physicians have given up hopes of his recovery.

Mr. Woodworth graduated at the Oregon State University in 1890 and afterwards took a course in law in this city. For several years he was connected with the Pacific Coast Home Supply Association. He was one of the active members in the First Baptist Church and prominent in Sunday school work.

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10c, 25c, 50c. THEY WORK WHILE YOU SLEEP All Druggists 707
PREVENT ALL SUMMER BOWEL TROUBLES

Twenty Years of Success
In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.

Kidney and Urinary
Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

Diseases of the Rectum
Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement.

Diseases of Men
Blood poison, gleet, stricture, unnatural losses, impotency thoroughly cured. No failure. Cure guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society, which deprive you of your manhood, UNFIT YOU FOR BUSINESS OR MARRIAGE.

MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody urine, Gleet, Stricture, Enlarged Prostate, Sexual Debility, Varicocele, Hydrocele, Kidney and Liver troubles cured without MERCURY OR OTHER POISONING DRUGS. Catarrh and rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call or address

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MISS MARIA DUCHARME.
Every Woman in America is Interested in This Young Girl's Experience.

PELVIC CATARRH WAS DESTROYING HER LIFE. PE-RU-NA SAVED HER.

Miss Maria Ducharme, 182 St. Elizabeth street, Montreal, Can., writes:

"I am satisfied that thousands of women suffer because they do not realize how much they really need treatment and feel a natural delicacy in consulting a physician.

"I felt badly for years, had terrible pains, and at times was unable to attend to my daily duties. I tried to cure myself, but finally my attention was called to an advertisement of Peruna in a similar case to mine, and I decided to give it a trial.

"My improvement began as soon as I started to use Peruna and soon I was a well woman. I feel that I owe my life and my health to your wonderful medicine and gratefully acknowledge this fact."—Maria Ducharme.

Address Dr. Hartman, president of The Hartman Sanitarium, Columbus, Ohio, for free medical advice.

All correspondence held strictly confidential.

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Correct Clothes for Men

"Manhattan"

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Just right to "Knock-about town" in. Sturdy, little coverts, full of the individuality that made this label

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Removes Tan, Pimples, Freckles, Moth Patches, Rash, and Skin Diseases, and every blemish on beauty, and defies detection. It has stood the test of 57 years, and is so harmless we taste it to be sure it is properly made. Accept no counterfeit of similar name. Dr. L. A. Sayre said to a lady of the haut-ton (a patient): "As you ladies will use them, I recommend 'Gouraud's Cream' as the least harmful of all the skin preparations." For sale by all druggists and Fancy Goods Dealers in the United States, Canada and Europe.

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FOR TOILET AND BATH

It makes the toilet something to be enjoyed. It removes all stains and roughness, prevents prickly heat and chafing, and leaves the skin, white, soft, healthy. In the bath it brings a glow and exhilaration which no common soap can equal, imparting the vigor and life sensation of a mild Turkish bath. All Grocers and Druggists.

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Baja California Damiana Bitters is a great restorative, invigorator and nervine. The most wonderful aphrodisiac and special tonic for the sexual organs of both sexes. The Mexican remedy for diseases of the kidneys and bladder. Sells on its own merits.

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