GRACE & CO. FILE SUIT FOR DAMAGES

Steamship Admiral Borressen Detained at Astoria Until Captain Gives Bond.

FAILS TO KEEP CONTRACT

Plaintiff Alleges He Was Damaged in Sum of $15,000 by Steamer Not Calling at Antofagasta, According to Charter.

W. R. Grace & Company, steamship agents, of San Francisco, have filed suit in the Circuit Court against V. Torkeldsen, owner of the Norwegian steamship Admiral Borressen, for damages in the sum of $15,000. The vessel was detained at Astoria Tuesday night and yesterday morning Captain Wisness filed a bond and the craft was permitted to proceed to Shanghai. She has on board a cargo of lumber. Williams, Wood & Linthicum appear as attorneys for plaintiff. Balfour, Guthrie & Company, dispatched the steamer from Portland.

Grace, in the complaint, alleges that the steamship Admiral Borressen, 4068 net tons, was under charter to carry a part cargo of nitrate to Tacoma from Antofagasta, Chile, which defendant failed to do. On October 17, 1908, so the complaint reads, defendant delivered to plaintiff his contract that the steamship above mentioned, then lying at Huasco, on the Chilean coast, should proceed at once to Antofagasta, Chile, and there load for plaintiff with nitrate and copper pyrites, destined for Tacoma, Wash., and further agreed that said steamship would carry same cargo safely to port of destination.

Grace & Company further allege that they were under contract to make prompt delivery of cargo which fact was well-known to defendant. Torkeldsen failed to keep the contract and dispatched the steamship direct to Puget Sound without calling at Antofagasta or without providing another suitable vessel to transport said nitrate and copper pyrites.

DREDGE SUPPLIES ORDERED

Port of Portland Commission Prepares for Next Season.

At the meeting yesterday of the Port of Portland Commission contracts were awarded for fittings for the dredges Portland and Columbia. The awards were as follows: Portland Iron Works, six steel liner plates for dredge Columbia, $686, and six high-pressure cylinder, $495; John Wood Iron Works, for lot of cast iron pipe for dredge Portland, $890; Portland Iron Works, logger head and cutter for dredge Portland, $2080; Smith & Watson Iron Works, for various repairs to machinery of dredge Portland, $742.

Bids on lumber were referred to the engineer for tabulation. The engineer was authorized to procure additional pontoons for use of both dredges in order to enable longer pipe line to be installed on the dredges and thus dispose of the dredged material farther from the ship channel when operating in the lower river.

The commission announced that the tax levy for the coming year will be 1.2 mills for all purposes.

The audited bills were ordered paid.

WILLIAM A. BAKER RESIGNS

General Agent of Portland & Coos Bay Line Will Retire.

William A. Baker, for several years agent on the Oak-street dock, has resigned. He will sever his connection January 1, at which time the Open River Company will assume charge of the premises. The transportation company will place A. S. Whiting in charge. He will handle the local business.

The Oak-street dock is owned by W. P. Fuller & Co., and Baker acted as agent for them. In that capacity he handled the steamer Breakwater and a number of coasters which docked there. The Breakwater will land at Ainsworth after the first of the year and J. W. Ransom will handle the Portland business.

Tacoma Shipping News.

TACOMA, Dec. 10.—The British ships Craigmore and Agnes Oswald arrived today from Port Townsend. The Agnes Oswald loads wheat for Kerr, Gifford & Co., and the Craigmore takes lumber for W. R. Grace & Company.

The steam schooner Fairhaven is loading lumber at the North End Mill.

The French bark Emma Laurans completed her grain cargo today. She is loaded for the United Kingdom.

The steamer Buckman returned to Seattle this morning after loading freight for San Francisco.

The American-Hawaiian liner Nevadan will arrive in port in the morning for general freight. The Alaskan will not come to Tacoma before Sunday.

Endeavor Fixed for Lumber.

The schooner Endeavor has been chartered to load lumber at the North Pacific Mills for California. The vessel is now bound north from San Pedro. She is the first fixture for a full cargo southbound for some time and marks an increase in the shipments coastwise. Lumbermen in California have allowed their yard stocks to drop down as low as possible, and, with a renewal of building operations it will be necessary for them to stock up.

Strathnairn Reaches Port.

The British steamship Strathnairn, under charter to Balfour, Guthrie & Co., arrived late last night. She will load wheat for Europe. The big vessel came north from San Francisco. She is the first charter for grain loading which has been made for some time. Sailing ship rates are still up to 27 shillings 6 pence, while steam tonnage is close to 24 shillings. There is little grain moving.

Bar Licenses Granted.

ASTORIA, Or., Dec. 10.—(Special.)—The State Board of Pilot Commissioners held an adjourned meeting here this afternoon with all the members present. Aside from acting on routine matters, the only business transacted was to renew the bar branch held by Pilot C. S. Gunderson and to grant licenses to G. W. Wood and Arthur Leighton, bar pilots, who formerly held branches from the Washington State Commission.

Lumber for Panama.

Specifications were yesterday received by the Chamber of Commerce from the Isthmian Canal Commission covering certain lumber requirements at the canal. The circular specifies that the lumber shall be Douglas fir, and the amount for which bids are asked aggregates 1,000,000 feet. Bids must be entered not later than December 28.

Steamer Borressen Released.

ASTORIA, Or., Dec. 10.—(Special.)—The Norwegian steamship Admiral Borressen, which has been held for several days by Sheriff Pomeroy under attachment in the sum of $15,000, issued by the Circuit Court in Portland, in the case of W. R. Grace & Co. against the owner of the steamer, was released this evening, the required bond having been furnished. The vessel will go to sea tomorrow.

Nevadan Libeled by Stevedore.

M. Macovitch, a stevedore, has filed a libel for $15,000 against the steamship Nevadan for injuries alleged to have been sustained last week while at work on that vessel. Complainant alleges that owners of the vessel were responsible for the accident and that the injuries received will remain with him for life.

Transport Thomas Makes Fast Trip.

SAN FRANCISCO, Dec. 10.—The United States Army transport Thomas arrived today from the Philippines after a very quick passage of 25 days. She brought a number of officers and troops returning from service in the islands.

Big Silk Shipment Reaches Victoria.

VICTORIA, B. C., Dec. 10.—With silk to the value of the big liner on board and 2000 tons of general cargo, the Nippon Yusen Kaisha Aki Maru arrived this morning from Yokohama.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Senator	San Francisco	In port
Geo. W. Elder	San Pedro	In port
Nome City	San Francisco	In port
Alliance	Coos Bay	Dec. 11
Nebraskan	Salinas Cruz	Dec. 12
Rose City	San Francisco	Dec. 14
Roanoke	Los Angeles	Dec. 15
Numantia	Hongkong	Dec. 15
Breakwater	Coos Bay	Dec. 15
Nevadan	Salinas Cruz	Dec. 28
Nicomedia	Hongkong	Feb. 1
Alesia	Hongkong	Feb. 10
Arabia	Hongkong	Mar. 1

Scheduled to Depart.

Name.	For.	Date.
Geo. W. Elder	San Pedro	Dec. 11
Senator	San Francisco	Dec. 11
Alliance	Coos Bay	Dec. 12
Nebraskan	Salinas Cruz	Dec. 15
Breakwater	Coos Bay	Dec. 16
Roanoke	Los Angeles	Dec. 17
Rose City	San Francisco	Dec. 18
Nevadan	Puget Sound	Dec. 28
Alesia	Hongkong	Feb. 24
Numantia	Hongkong	Dec. 25

Marine Notes.

The French bark Sully, from Hobart, arrived up yesterday.

The steamship Senator, for San Francisco, will sail this afternoon.

The steamship Alliance arrived up at an early hour this morning from Coos Bay.

The steam schooner Marshfield is due at Astoria tomorrow from San Francisco.

The steamship Geo. W. Elder will sail for San Francisco and San Pedro this evening.

Robert Warrick, Assistant United States Engineer, is inspecting work on Puget Sound and Grays Harbor.

Arrivals and Departures.

PORTLAND, Dec. 10.—Arrived, British steamship Strathnairn, from San Francisco; steamship Cascades, from San Francisco; French bark Sully, from Hobart; sailed, steamship Talisman, for San Francisco.

Astoria, Dec. 10.—Condition of the bar at 5 P. M., smooth; wind east 10 miles; weather clear. Arrived down and sailed during the night, steamer Eureka, for Eureka. Arrived down at 9:50 and sailed at 11:40, steamer Breakwater, for Coos Bay. Arrived down at 9 A. M., steamer Elmore; sailed at 11:20 A. M., steamer Homer, for San Francisco. Arrived at 11 A. M., and left up at 12, steamer Cascade; at 1:30 P. M., steamer Strathnairn, from San Francisco. Arrived at 1:25 P. M., and left up at 2 P. M., steamer Alliance, from Coos Bay. Sailed at 5 P. M., tug Voseburg, with barge, for Nehalem.

San Francisco, Dec. 10.—Sailed, at 10 A. M., steamer Ascuncion; at 1 P. M., French ship Asnieres, for Portland.

Philadelphia, Dec. 10.—Sailed December 9, U. S. dredge Clatsop, for Columbia River.

Eureka, Dec. 10.—Arrived, steamer Argo, from San Francisco for Portland.

Tatoosh, Dec. 10.—Passed in, German bark Magdalene, from Acapulco.

San Francisco, Dec. 10.—Arrived, steamer Fifield, Coquille River; steamer M. F. Plant, Coos Bay; steamer Thomas, Manila; steamer Wellington, Ladysmith. Sailed, steamer Asnieres, Astoria; steamer Asuncion, Astoria; schooner Dauntless, Grays Harbor; steamer Cuyahoga, Moji; schooner Espanson, Willapa Harbor; schooner A. B. Johnson, Grays Harbor; steamer Claremont, Nanaimo.

San Pedro, Dec. 10.—Arrived—Steamer Stanley Dollar, from Grays Harbor; steamer Charles Nelson, from Everett; steamer National City, from Fort Bragg; steamer Yosemite, from Columbia River. Sailed—Steamer Roanoke, for Portland; steamer Bee, for Coos Bay; steamer Bowdoin, for Grays Harbor.

Tides at Astoria Friday.

High.		Low.	
3:33 A. M.	6.9 feet	9:09 A. M.	3.7 feet
2:38 P. M.	6.3 feet	9:40 P. M.	0.1 foot

FORM SPECIAL COMPANY

New Concern Will Handle Gas Fixtures and Supplies.

Articles of incorporation have been filed with W. M. Kapus, E. H. Corbett and R. McMichler as the incorporators, of a company to be known as the Northwest Gas Equipment Company. The purpose of this company is to handle all lines of fixtures and appliances used in illuminating gas consumption, and the various mechanical uses in which gas is employed, and to do engineering work along the same lines.

Beginning January 1, the Portland Gas Company will not engage in the business of furnishing these devices, a branch of the business which they have followed for some years; and the operations of that company will be more closely restricted to the manufacture and distribution of the product of its plant.

The newly organized company is to be entirely distinct from the gas company, although the officers of the new organization are former employes of the gas company, but have resigned, to take effect January 1. Mr. Kapus, the secretary and treasurer of the new company, has been for 14 years connected with the gas company; Mr. Corbett for several months, and Mr. McMichler for about 10 years.

The new concern will have separate quarters, probably in the vicinity of the gas company's office, but its business will be an entirely new enterprise and is said to be only incidentally connected with the producing company. The new company expects to enter into the business of selling all the appliances referred to as soon as possible after the first of the year.

The officers of the company are the incorporators: President, R. McMichler; vice-president and general manager, E. H. Corbett; secretary and treasurer, W. M. Kapus.

MEN'S WOOL COATS, $1.00

If you are at all interested in buying your clothing at half price, don't delay in visiting the closing-out sale of the wholesale clothing stock at Front and Oak streets. Men's wool coats, $1.00; men's wool vests, 50c; men's good pants, $1.00; boys' knee pants, 25c; men's wool suits, $5.00. On sale at northwest corner Front and Oak streets, in the center of the wholesale district, where rents are low.

HILL ROADS READY TO SETTLE FIGHT

Portland Depot Troubles Should Be Compromised on Coast, He Says.

N. P. HAS NEW DEPOT SITE

President Hill, of Great Northern, Declares Two Roads Will Build Separate Stations Here if Matters Are Not Soon Adjusted.

That the Hill railroad systems entering Portland are ready to build a separate passenger station for the use of their own trains and have already secured the property upon which to erect such a structure was the statement of Louis W. Hill, of the Great Northern, last night. President Hill says, however, that in deference to public convenience, the interests he represents have been delaying such action to see if the terminal differences in Portland could not be adjusted. He says this depot may never be built, but declares the Hill roads are ready to put up a passenger depot here that would be a credit to a city much larger than Portland.

Mr. Hill says he would prefer a separate passenger station, but that Portland interests would rather have the passenger traffic of the city centralized in one depot. He says the location decided upon for a passenger station is the tract of land between Ninth and Tenth streets and lying between Lovejoy street and the riverfront. This property is already owned by the Hill interests and it lies northwest of the tract of the Northern Pacific Terminal Company.

"It is good sentimental advertising for our company to be kept out of the Union Depot," said Mr. Hill. "Personally I would rather we had a station of our own, but there is not a citizen of Portland, whether connected with the railroads or not, who does not think it best for the city, and most convenient for the people, to have one central passenger depot.

Regrets Outside Control.

"But we can do nothing to remedy the present situation, because the railroad officials here have no authority to act. The New York boards of directors of all lines interested think it is up to them to settle this matter. It is something they are not fully informed upon or can handle intelligently. Furthermore, they are too far from headquarters to realize all the matters at issue. If the matter of a settlement of the terminal question here were left in the hands of Mr. O'Brien or Mr. Cotton by the Harriman lines, I believe it would be settled right away. We can settle it out here, if given the authority, within a very short time. But the settlement is not in the hands of anybody except the New York boards. The Great Northern is the only line that has authority to act in the matter as yet."

President Hill reached Portland yesterday morning at 7:50 over the Northern Pacific from Seattle. He is traveling in his private car, Great Northern car A 22, and left the city at 7:45 last night over the Southern Pacific for California. He will make a short stay there and then return to St. Paul. While here he took occasion to deny the report that his trip has anything to do with the attempted settlement of the local terminal tangle. As to the proposed meeting of the arbitration committee of the Northern Pacific Terminal Company, which was reported to be on the schedule for today, Mr. Hill said he had never even heard of this committee.

Mr. Hill is an enthusiastic automobilist and takes his machine, a first-class type of American car, everywhere with him that he can on his trips. He has the auto along on this jaunt and used it in interior Washington, making a five-day trip in the machine. He has used the car to spy out projected railroad lines, as well as for his own pleasure.

Other Officials Come.

C. M. Levey, vice-president of the Northern Pacific and general manager of the lines east of Trout Creek, Mont., accompanied by C. W. Nutt, general manager of the lines west of Trout Creek, and A. D. Charlton, assistant general passenger agent of the Northern Pacific, arrived in Portland later in the day by special train, Mr. Charlton having gone to the Sound to meet the two other officials and accompany them to Portland.

A. L. Craig, general passenger agent for the Great Northern, with headquarters at St. Paul, and Assistant General Passenger Agent Ross, of Seattle, were also in Portland yesterday. The presence of so many Hill officials in the city gave rise to the report that a settlement of the terminal troubles and the gathering of the clans was for arbitration. This rumor was denied in detail by the various members of the party.

"I have not seen Mr. Hill," said Vice-President Levey. "There is no progress to report in the terminal matter. That is not what we are here for. Our train is to go over the new track between Vancouver and Kalama, and we want to get in touch with local conditions. I have not been in Portland for some time, and as my family is in Tacoma, I like to get out this way as often as possible."

Mr. Nutt, too, disclaimed any participation in the terminal settlement. "We have no expectation of accomplishing anything in that matter on this trip," he said. "That has got to be settled in New York. I came down with Mr. Levey. Our train will go out tomorrow and will be run over the new Northern Pacific track between Vancouver and Kalama. This track, while just rebuilt, is in better shape than might be expected, and Northern Pacific trains will use it on the run between Portland and Puget Sound within the next few weeks. Just how soon I am unable to say, but the new route will be followed just as soon as it will be allowed by the interstate commerce regulations. We have given the required 30-day notice by filing tariffs, but I do not remember the exact date the notice was given, so I cannot say how soon the 30 days will be up. When that time comes the new road will be opened and the Northern Pacific ferry between Kalama and Goble will be abandoned by the Sound trains."

TRADE EDITORS SEE GOOD YEAR.

Reports of High-Class Trade Papers Show Increase of Business Confidence.

New York Herald.

That with a general tone of increased confidence the outlook is bright for a gradual resumption of normal trade is the almost unanimous opinion of the editors of 33 high-class technical and trade papers in the East, who, in response to a request from the American Trade Press Association, have given reports on the actual condition of business during the last few months and the prospects for 1909 in their respective fields. Extracts from these reports have just been made public, and are as follows:

American Grocer—"The grocery trade feels a depression less than any other line of business, and it changes in character rather than volume. The policy at present is to carry light stocks and make frequent purchases. There has been a tremendous decrease in sales on contract, which has forced manufacturers generally, and packers of canned goods in particular, to carry their output. The result was a decided decline in prices until some lines were forced to sell below cost of production."

Dry Goods Economist—"The retail dry goods trade is now in a very healthy condition. Purchases have been held down all this year and stocks are low and clean. Given seasonable weather and a rest from the distractions of politics, the retail dry goods trade of the country as a whole for November, 1908, will probably equal, if not surpass, that of any preceding November in our history."

Northwestern Miller—"The present condition and future prospects of the milling business are satisfactory and encouraging. We hope for a larger export trade in flour this year than usual."

Tea and Coffee Trade Journal—"Evidences of better business conditions are plentiful on every side."

Fiber and Fabric—"We look for a decided improvement in business between now and Spring. Already there are evidences of improvement."

Textile Manufacturers' Journal—"It will be surprising if there is not a healthy increase in all divisions, with a more extensive margin of profit possible to the manufacturer and more general operations for the laborer."

Mills Running Full Time.

Textile World Record—"In texille manufacturing circles there is a sincere feeling of improvement in business, which is backed by the cheering evidence of more mills starting up on full time, more orders for machinery and a general tone of increased confidence."

Boot and Shoe Recorder—"The prospects are that 1909 will be one of the most successful business years in our history."

Shoe and Leather Reporter—"There is every reason to prophesy a steadily increasing business for the shoe and leather industry."

Jewellers' Circular—"With the election over it is now confidently expected that business will pick up in all lines somewhat rapidly, but not in a rush."

Manufacturing Jeweler—"There is an optimistic feeling abroad in industries that is very pleasing."

House Furnishing Review—"It cannot be said that there is any 'boom,' but a steady growth is certainly apparent."

Music Trade Review—"We face the future with much confidence and with a fixed belief that 1909 will be a year of magnificent business proportions."

Tobacco Leaf—"The trade is now about normal."

Coal Trade Journal—"There has been a considerable improvement in the coal trade in the last six weeks."

Expect Material Improvement.

Mines and Minerals—"Reports from our field men seem to indicate a general improvement of conditions in the lines with which we are familiar, and we shall be greatly surprised if business conditions do not show a very material improvement between now and the first of the year."

Lumber Trade Journal—"We are going to have a good lumber business. The market will rise steadily."

Iron Age—"We are hopeful of a return to normal conditions, which is far more conducive to the permanent welfare of the industry than short outbursts of frenzied activity and long periods of almost hopeless depression."

Iron Trade Review—"We do not believe that we can look for permanent improvement to any large extent until after the new tariff law has been enacted."

Electrical Review—"Do not see any signs of 'boom,' but do see an encouraging increase in business, and the desire to transact business."

Electrical World—"There is every reason to believe that early in 1909 the output will be equal to anything known during the best period of 1906, when high water mark was attained."

Electric Railway Journal—"Restoration of industrial activity, which is now assured by the election, will restore gross earnings of railways rapidly to at least the point at which they stood before the business depression began to be general; but the hostility against public utilities which has been indulged in during so many months will have to be abandoned if corporations offering service to the public are to feel the beneficial results of a return of business prosperity. Improvement in these conditions will produce a confidence which will permit again the investment of money for constructing new lines and extending existing properties."

Building Money Plentiful.

Railroad Age Gazette—"While the election has only just been decided, the result is highly satisfactory to the industry we represent."

American Architect—"Money for building operations is now plentiful."

Record and Guide—"The outlook for the coming year is most encouraging."

Municipal Journal and Engineer—"Municipal bonds are finding a ready market."

Insurance Press—"Better conditions are hoped for."

Paper Trade Journal—"Mills will be swamped with business which they cannot fill on time."

American Printer—"Conditions in the printing-trade field are improving all over the country."

Automobile—"Present prospects are encouraging."

Blacksmith and Wheelwright—"Unquestionably, conditions are much improved."

International Marine Engineering—"There will be a large volume of repair work to floating equipment during the coming year, and a considerable amount of new work."

Boilermaker—"The boilermaking field has shown a considerable improvement."

DAILY CITY STATISTICS

Building Permits.

MAX ASMUS—To erect two-story frame on Rodney, between Emerson and Killingsworth; $2000.

A. B. CASTOR—To erect one-story frame on Ivon, between East Twenty-third and East Twenty-fifth; $2000.

M. M. LEE—To erect one-story frame on East Thirty-sixth, between Stephens and Harrison; $1500.

W. M. GRAY—To alter three-story frame on Morrison, between Third and Fourth; $10,000.

T. H. POWELL—To erect two-story frame on East Thirty-seventh, between Hawthorne and East Market; $2000.

G. H. KIECKER—To erect two-story frame on Mallory, between Failing and Shaver; $2000.

MRS. F. A. STOLDT—To erect two-story frame on Harding, between Railroad and Loring; $2000.

JACOB HOHN—To erect two-story frame flats at Seventh and Clifton; $10,000.

Articles of Incorporation.

NORTHWEST GAS EQUIPMENT COMPANY—Incorporators, W. M. Kapus, R. McC. Michler and E. H. Corbett; capital $50,000.

CAREY'S SANITARY MILK & CREAM COMPANY—Incorporators, H. H. Carey, W. W. Terry and D. A. Jones; capital $5,000.

J. C. ENGLISH COMPANY—Incorporators, J. C. English, J. V. Beach and N. D. Simon; capital $20,000.

MEDFORD GROCERY COMPANY—Incorporators, H. G. Brown, R. W. Pattengill and C. H. Dell; capital, $50,000.

BLACK CHANNEL MINING & DEVELOPING COMPANY—Incorporators, D. H. Brown, R. M. Wilson and A. King Wilson; capital, $500,000.

Marriage Licenses.

OESCH-OPITZ—Richard L. Oesch, 25, city; Anna L. Opitz, 24, city.

WEBER-KOEHLER—Fred Weber, 59, Pendleton; Minnie Koehler, 45, city.

SENNE-RUNDE—Harry J. Senne, over 21, San Francisco; Effie A. Runde, over 18, city.

GUNARY-GUNNARI—George Gunary, 21, Kelso, Wash.; Minnie Gunnari, 21, city.

DWYER-SHARRARD—Hedley A. Dwyer, 27, city; Lula Sharrard, 20, city.

GUNNESDAL-SCHELLERUD—Ole Gunnesdal, 32, city; Julia Schellerud, 25, city.

KINNEBERG-KNUTSON—Alex Kinneberg, 33, Fairview, Nev.; Sophia Knutson, 21, city.

JOYCE-M'MULLAN—George H. Joyce, 57, city; Margaret McMullan, 58, city.

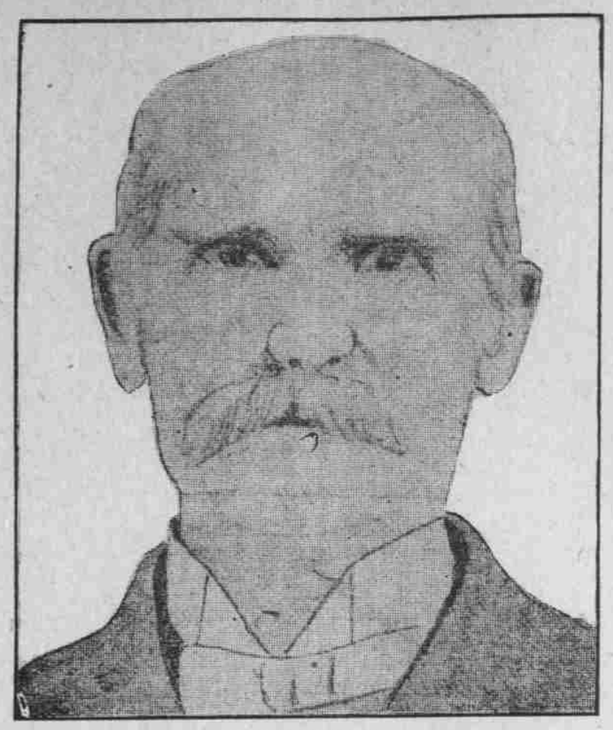
STIPE-VEHRING—Ralph R. Stipe, 27, city; Bertha D. Vehring, 24, city.

MEYERS-RAMSTEAD—J. Meyers, 22, city; Nellie Ramstead, 22, city.

Wedding and visiting cards. W. G. Smith & Co., Washington bldg., 4th and Wash.

Max M. Smith, florist, 150 Fifth st., opp. Meier & Frank. M. 7215.

Lungs and Throat Cured



MR. I. P. SWORDS

Mr. I. P. Swords, of Washington, D. C., who is 70 years old, praises Duffy's Pure Malt Whiskey for curing his lung and throat trouble, from which he had suffered for two years. Mr. Swords says that it is a fine tonic for building up the system.

In a recent letter he writes: "I am an old soldier of 70 years. My trouble is with my throat, and general debility. Have read a good deal about Duffy's Pure Malt Whiskey and the good it has done many. While I hesitate to have my name in print, I cannot refrain from giving my testimony regarding the great benefit I have received from the use of Duffy's Pure Malt Whiskey. During the last two years, my lungs and throat have given me much trouble. Taking Duffy's Pure Malt Whiskey according to the directions on the bottle, I found helped me wonderfully. It is a fine tonic for building up the system." —I. P. Swords, Washington, D. C.

Mr. Swords, like thousands of others who have been cured by Duffy's Pure Malt Whiskey, is glad to tell of it, so that others who are sick may know of this great medicine.

Duffy's Pure Malt Whiskey

is an absolutely pure distillation of malted grain; great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a predigested liquid food in the form of a malt essence, which is the most effective tonic stimulant and invigorator known to science; softened by warmth and moisture its palatability and freedom from injurious substances render it so that it can be retained by the most sensitive stomach.

It cures nervousness, typhoid, malaria, every form of stomach trouble, diseases of the throat and lungs, and all run-down and weakened conditions of the brain and body. It is prescribed by doctors and is recognized as a family medicine everywhere.

CAUTION.—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the only absolutely pure medicinal malt whiskey and is sold in large sealed bottles only; never in bulk. Price $1.00. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Write Consulting Physician, Duffy Malt Whiskey Co., Rochester, N. Y., for free illustrated medical booklet and free doctor's advice.

How Babies Hate Light.

Dr. Woods Hutchinson in Success.

The attitude of the baby toward light is widely different from ours. He goes on:

"Light is one of the most stimulating and attractive things in the world to us; and the brighter, the better. Witness the glitter of the gin palace and the blaze of Coney Island. But to a poor, blinking tot of a baby it is as dazzling and irritating as it is grateful to us. His chief objection to the new world in which he finds himself, if he could put it in words, would be, 'It's too beastly light.' He is born a caveman in more senses than one. While the rooms which he occupies should get plenty of sunshine, this should never be allowed to shine directly into his eyes or full upon his face. He has neither pigment in his tender skin nor hair on the top of his pink little head to protect him against the light rays; and it is little short of 'cruelty to animals' to lay an unfortunate baby on his back in a trough-like perambulator or baby buggy, so deep and well padded that he can not even squirm; to load him down with clothing and wraps, or even actually strap him down, so that he can lift neither hand nor foot; and then to wheel him about for hours with his little face turned up to the full glare of the light and even the direct rays of the sun. Here is where the foundation of many a case of headache, of irritable nerves, of fretfulness—with its accompanying indigestion and sleeplessness—is laid. Look at the faces of these poor little human cocoons and you will see, three times out of five, that while they are bravely trying to make the best of it and to accept it good humoredly, their tiny countenances are wrinkled into one universal frown of perplexity and protest. By all means get the baby into the open air, day and night, but see to it that his eyes are protected from the direct glare either by hood or sunshade or by turning his back to it."

EXPLAINS TO THIN LADIES

A Simple But Sure Method of Developing a Well-Rounded Bust and Figure.

It is a simple but sure method of developing the bust, arms, neck, hips and shoulders of women, who through some defect of nutrition and circulation are forever being humiliated by their more fortunate sisters. First, it must be understood that the human skin is an enormous gland, richly endowed with nerves, secreting and excreting organs, and a network of minute blood vessels which contain at one time over one-third of all the blood in the body—that is, if nature is perfect.

The relation of the skin to the vital organs through the nervous system in controlling the blood supply is such as to put them as a team working together.

Get separately two ounces glycerine, three ounces of rosewater, one ounce tincture cadomene compound and five cents' worth of borax. Mix the glycerine with tincture of cadomene, shake and let stand two hours; then add a teaspoonful of borax and the rosewater. Apply to the parts needing development morning and night, rubbing until thoroughly absorbed; then wash off with hot water and soap and dry.

It is believed by expert dermatologists to be the most effective prescription ever conceived for the purpose.

LaGrippe Weakness

"After a spell of La Grippe I was so weak and exhausted I could hardly stand. I began taking Dr. Miles' Nervine and was soon better in every way."
MRS. F. J. NORTON, Freeville, N. Y.

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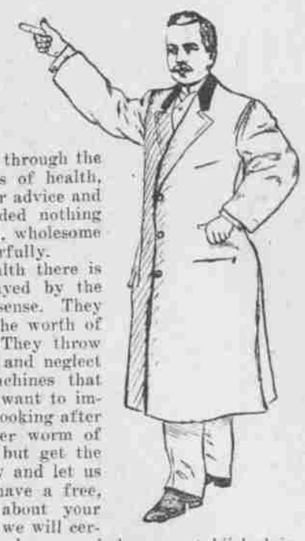

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