

Y. M. C. A. OF TWO CITIES TO COMPETE

Portland and Seattle Again Arrange Campaign for Men and Boys.

CONTEST OPENS MONDAY

W. F. Woodward to Lead Forces of Workers Who Will Visit 5000 Prospects and Invite Them to Join Association.

The annual membership battle between the Portland Y. M. C. A. and the Seattle organization will start Monday morning.

Seattle is still suffering from the defeat administered by the Portland organization in a similar competition last year and yesterday the "Y. Mers" on the Sound forwarded a challenge to Portland, which was readily accepted.

Saturday at noon the Portland forces will assemble at the Y. M. C. A. to plan another campaign. The fighting brigade will be formed by General William F. Woodward, with Charles N. Womacott as secretary. Colonel Edward Werlein will command one army and Colonel O. W. Davidson another. Each colonel will be placed in charge of lieutenant-colonels, captains, and each captain will be placed in charge of 10 men.

Grand Rally Closes Contest. The scrimmage will begin at 10 o'clock Monday morning, when all of the workers will assemble at the Y. M. C. A. headquarters for final instructions.

Each man has been pledged to devote at least two hours each day from March 27 to April 3, inclusive, to solicit memberships for the Y. M. C. A. The contest will close Monday night, April 3, at 9 o'clock, with a big rally at the Y. M. C. A. building, when final reports will be exchanged with Seattle.

The present competition is part of a Nation-wide movement to add 1,000,000 members. In Portland the movement has been carefully planned and the survey made yesterday gives the workers a list of names of more than 5000.

This is the sixth contest in which Portland and Seattle have engaged for Y. M. C. A. memberships. Portland has heretofore won three contests and lost two. The methods of scoring adopted this year make it absolutely impossible for any wealthy admirer of either Y. M. C. A. to come to the aid of the payment of a large sum of money for memberships at the last moment.

Scoring System is Adopted. In the contest a total of 200 points is allowed for each senior membership. A boy from 15 to 24 is worth 200 points also. The reason is that there is hope of doing something for a boy of that age.

The membership of the Portland Y. M. C. A. is approximately 4000, 1100 of whom were put on in last year's contest, which was the largest number secured in any of the competitions. A mighty effort is being made to make this year to exceed the record established in 1915.

"The Y. M. C. A. organization is the greatest manhood factory in the world, and in this contest the organization should have the enthusiastic and unanimous support of every intelligent in the city of Portland," said General William F. Woodward.

Workers are Assigned. "As indicative of the work that is now being done, the following point out the one fact that hundreds of men can be seen in the Portland Y. M. C. A. every night of the week engaging in studies, reading, technical reading and writing to technical engineering."

The list of captains already signed up is as follows: General W. F. Woodward, Secretary, Charles N. Womacott, Colonel, J. E. Werlein, Lieutenant-Colonel, M. Griley, R. E. Randall and L. R. Wheeler, Captain, H. H. Churchhill, C. Christensen, R. G. E. Corbett, H. G. Fleming, James L. Gault, Chester Hogue, Harold Jones, H. R. Lester, E. T. Mische, Captains, H. V. Newlin, B. Lee Paetz, M. Ringler, I. Ritzas, H. E. Smuts, J. E. Stevenson, George A. Taylor, G. Thirman, F. H. Wistler, Harry Zankewich, Colonel, O. W. Davidson, Lieutenant-Colonel, O. M. Angler, J. W. Palmer, H. E. Whitman, Sidney G. Lathrop, Captain, J. D. Nichols, Captain, Huntington, J. C. Cunningham, A. B. Carlson, George Moore, Y. H. Broese, J. H. McKinnon, C. J. McCann, James L. Duffy, M. G. ...

2396 TO BE GRADUATED

Manual Training Attracts 122; Domestic Science and Art 284.

SALEM, Or., March 23.—(Special.)—Statistics gathered by J. A. Churchill, Superintendent of Public Instruction, show that of the 2396 students who will be graduated from the high schools of the state next June, 1828 are studying English, 491 German and 271 Latin. There are 1423 taking United States history and civics and 584 have elected a course in mathematics. The manual training departments have drawn 172; domestic science 224, domestic art 160, shorthand 190, typewriting 257, bookkeeping 134 and teachers' training 678.

TAX LEAGUE IS ORGANIZED

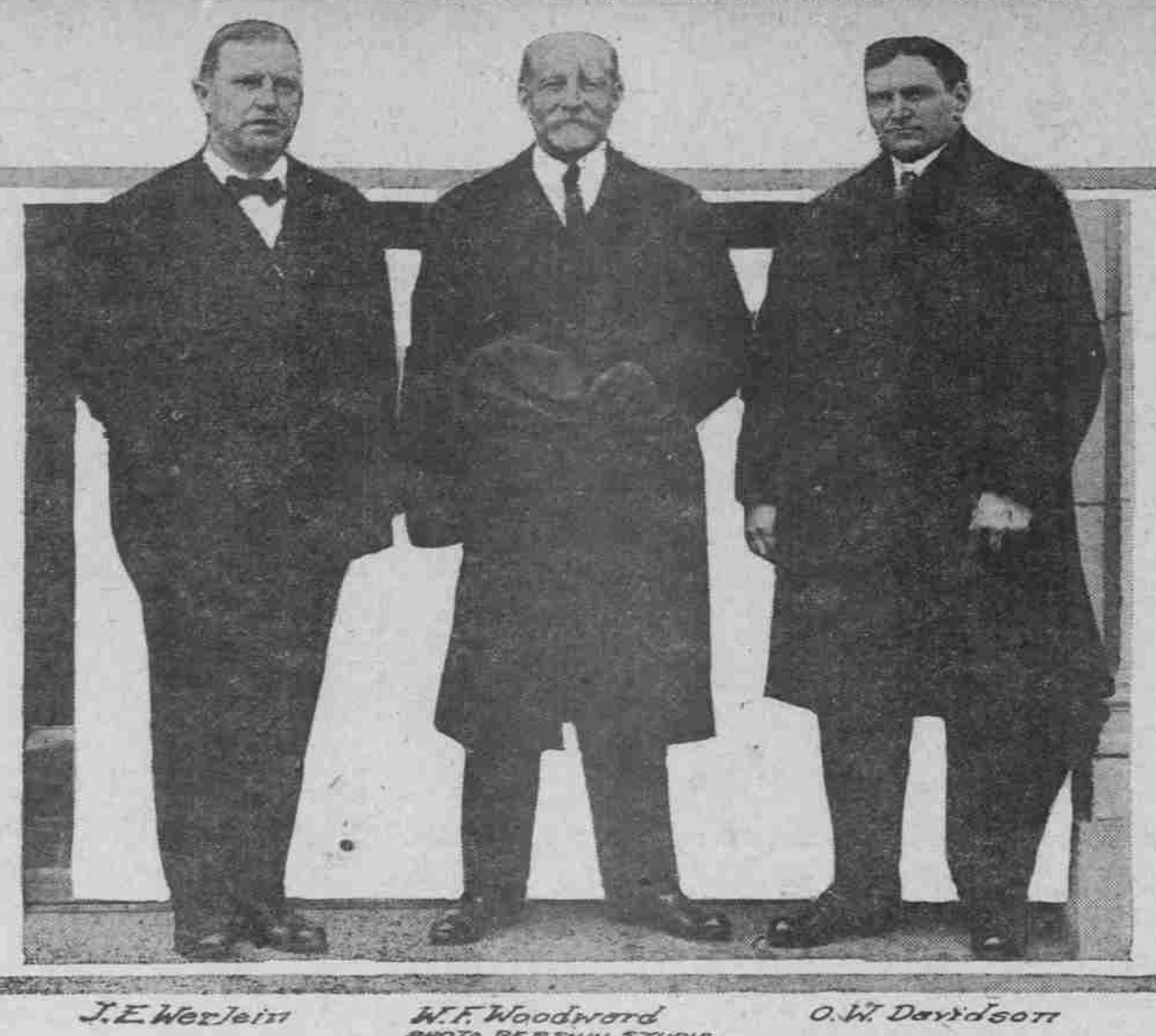
Benton County Farmers to Hold Convention April 15.

PHILOMATH, Or., March 23.—(Special.)—Benton County farmers have organized the League to Abolish Taxation, with about 400 members, with the view of working for a reduction of taxes. The league will hold its convention at Corvallis April 15 when it is expected the membership will total 500. Permanent officers will be elected at the convention. Temporary officers are Professor H. L. Mack, of Belknap, president, and M. J. Brown, of Corvallis, secretary.

Mothers' Meeting is Today.

All mothers are invited to attend the meeting at the home of Mrs. E. M. Hillton, 1945 Hazel Fern Place, this afternoon. "Helps to Mothers" will be the topic of the address by Mrs. A. P. Mead. The meeting will be the first to be held under the auspices of the mothers' committee of the Central W. C. T. U. since Mrs. C. C. Taylor was made supervisor. There is to be a question box, and the mothers are asked to bring their perplexing problems to be discussed.

Y. M. C. A. OFFICERS WHO HOPE TO BEST SEATTLE IN MEMBERSHIP CAMPAIGN.



J. E. Werlein, W. F. Woodward, O. W. Davidson

SHIPS IN DILEMMA

Two Foreign Vessels Wait in Vain for Sailors.

SEAMEN'S LAW IS CAUSE

Chamber of Commerce Places Difficulty Before Washington Bureau, Asking Relief or Solution for Problem.

Facing a dilemma in not obtaining sailors as a consequence of the stringent provisions of the new seamen's law, which prevents advances being paid sailors on foreign as well as American vessels, also allotments of any kind save for the benefit of relatives, thereby eliminating the customary source of revenue for those supplying sailors, the Chamber of Commerce yesterday appealed to Secretary Redfield, of the Department of Commerce, for temporary relief from the law being enforced.

To place the matter squarely before him the following telegram was sent: "Foreign ship Trinidad held in river 12 days trying net crew. Foreign ship Holt Hill in stream now waiting for crew. No prospect of success. These conditions due to new seamen's law. Will you either have fine remitted if fine necessary against captain in securing his crew or suspend application seamen's law to such vessels until Government can either furnish crews or help work out conditions wherein ships could get crews promptly under present conditions? Injury to our commerce threatens to be very serious and we have suffered enough from other causes already."—Portland Chamber of Commerce."

The action was taken when the seriousness of the situation was shown by Holt Hill, charterer of the Holt Hill. She has a grain cargo aboard for the United Kingdom, having been anchored in the stream for several days ready to leave for sea, but short of men. The law insists that 40 per cent of the crew must be able seamen. The Chamber of Commerce is in compliance with the first provision they may be called upon to furnish crews. Sailors are being paid higher wages in shipping from Portland than has ever been the case, and it is difficult to obtain the right kind of men without being hampered by the law," said Shipping Commissioner Jack Grant yesterday. "Honesty of the fact advances are prohibited we are doing all possible to fill crews and hope to get 12 sailors required aboard the Holt Hill in a few days."

But with the law continuing in force, another delay is looked for when the Norwegian bark Musselcrag, now loading, is finished, also the Norwegian bark Olivebank, which is loading and will have the last of her load stowed away as to be ready to sail for Seattle early in the week. Following her will be the British ship Alton A. Leigh and the French bark Bonnet.

Complaints have been general on Puget Sound, also at San Francisco, as to the new law and so far appeals to Washington have had no effect.

OAKLAND IS HIGH AND DRY

Stranded Lumber Schooner is Not Breaking Up, as Reported.

RAY CITY, Or., March 23.—(Special.)—The derelict schooner Oakland, which stranded on Manzanita Beach last night, is high and dry at low tide today. Although the first reports were that the vessel was breaking up, examination today indicated that there was little danger to be feared.

George Williams, of the Brighton mill, had taken charge of the lumbermen's work for her crew, the Elye Lumber Company, of San Francisco, for which port she was bound from the Coquille River when abandoned on Tuesday. Her crew of seven men was taken off by the steamer Saginaw and landed at Everett, Wash.

The three masts of the vessel are standing and one sail is set. The cabin is smashed. The deckload is missing. The cargo consists of Port Arthur railroad ties.

The rising tide early today shifted the position of the stranded schooner somewhat, and her stern was carried higher up on the beach, with the bow pointed around to sea. Although the vessel pointed somewhat, she did not appear in any danger of going to pieces. The sea was comparatively quiet.

Marine Notes.

That the Willamette River will reach a stage of 13.5 feet here today is predicted by the Weather Bureau, and it is believed the crest of the high water will arrive on the stream will be fairly stationary tomorrow and Sunday, falling 1.5 feet in 24 hours, the river was 14.7 feet above normal at 8 o'clock yesterday morning.

With 680 tons of general cargo, the steamer Davenport arrived last night from San Francisco and should be followed today by the steamer Portland, which has 467 tons of merchandise and 150 tons of asphalt.

LOCAL CARGO SUNK

Lindfield, Grain Laden, Goes Down on Way to England.

30 OF CREW ARE RESCUED

Japanese Vessel From This Harbor is Missing Also—Victim Elevation of Portland Fleet to Be Lost in War Zone.

LONDON, March 23.—The Norwegian bark Lindfield has been sunk. Thirty of the crew were rescued and are aboard the Norwegian bark Silas, which is approaching Queenstown. The Lindfield was of 2775 tons gross and owned by the Lindfield Company, with Porsgrund as port of entry. She left Portland, Or., November 7 last for United Kingdom ports.

Including the Norwegian bark Lindfield, sunk according to a cable received yesterday from London, nine grain vessels from Portland have fallen victims to war operations since hostilities began in Europe. In that time one, the British steamer Rosalie, was attacked on leaving England for Portland and was beached. She has been repaired. The Danish bark Bertha was wrecked May 23, 1915, on the way from here with a grain cargo.

The first listing for the Germans was in the destruction of the Dutch steamer Maris, wheat-laden, which was sent to the bottom prior to October 22, 1914. The British bark Invercoe was destroyed February 12, 1915, and prior to February 23, 1915, the Norwegian bark Samanthe fell a victim. The Russian bark "Combing" was sent to the bottom June 10, 1915, and the Norwegian ship Cambuskeneth June 25, 1915. The French bark Francois and the Norwegian bark "Horn" were numbered with those sunk August 11, and the same day the Rosalie was struck and beached. Preceding the Lindfield, the Japanese steamer Kokoku Maru had been heard from since leaving Singapore December 20, where she touched Portland on the way to the Cape Horn of Good Hope. She has been posted as missing.

The Lindfield left the Columbia River November 9, the same day the Beaver had also landed the Francois, Frye, the latter having been dispatched from Puget Sound. The Frye was sunk also.

Yesterday's cables also reported that the French bark Bougainville had gone down after a submarine attack. She was on her way to the Golden Gate and for London with a grain cargo and left Portland early last month, her destination not being given. She has been loaded here several times.

SCHOONER'S ENGINES HERE

City of Portland to Be Launched Soon at St. Helens Plant.

First of three carloads of machinery for the new auxiliary schooner, City of Portland, under construction at the yard of the St. Helens Shipbuilding Company, has arrived and the others are close by, so no detention is looked for in getting her motor equipment placed. She will have twin screws driven by two four-cylinder Bolinger engines of the semi-Diesel type, each of 250 horsepower.

The City of Portland will be the first of the new Pacific Coast motor fleet of her distinct type to take the water.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

Name, From, Date. Breakwater, San Diego, In port Mar. 23. Beaver, Los Angeles, Mar. 23. Northern Pacific, San Francisco, In port Mar. 23. Portland, San Diego, Mar. 23. Bear, Los Angeles, Mar. 29.

DUE TO DEPART.

Name, To, Date. Tale, S. F. to L. A., Mar. 23. Breakwater, San Diego, Mar. 23. Beaver, Los Angeles, Mar. 23. Northern Pacific, San Francisco, Mar. 23. Portland, San Diego, Mar. 23. Bear, Los Angeles, Mar. 29. Wapama, San Diego, Apr. 7.

Foreign-Atlantic Service. DUE TO ARRIVE.

Name, From, Date. Georgian, Portland, Mar. 29. DUE TO DEPART.

Name, To, Date. Georgian, Honolulu, Apr. 1.

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\$75,000,000 Government of the Dominion of Canada 5 PER CENT GOLD BONDS.

Dated April 1, 1916. Interest April 1 and October 1.

Maturing in Equal Amounts of \$25,000,000 Each in Five, Ten and Fifteen Years Respectively.

Both Principal and Interest Payable at the Agency of the Bank of Montreal, in New York City, in United States Gold Coin.

Coupon Bonds in Denomination of \$1000, Registrable as to Principal. Coupon Bonds Exchangeable in the Principal Amount of \$1000 or of Some Multiple Thereof for Registered Bonds Without Coupons. Coupon and Registered Bonds Interchangeable.

The Obligations Represented by the Above Bonds and All Payments in Discharge Thereof Are to Be Exempt From All Present and Future Taxes Imposed by the Government of the Dominion of Canada, Including Any Canadian Income Tax.

We Are Advised That the Government of the Dominion of Canada Will Issue No Further Loan in the United States During the Current Calendar Year.

We Offer the Above Bonds for Subscription at the Following Prices:

Table with 5 columns: Bond Type, Maturity Date, Price, Interest Rate, Yield. Rows include 5-Year Bonds, 10-Year Bonds, 15-Year Bonds.

This Offering is Made Subject to the Consummation of Enabling Legislation in Canada and to the Approval of Counsel.

Subscription Books Will Be Opened at the Office of J. P. Morgan & Co. at 10 o'clock A. M., Friday, March 24, 1916, and Will Be Closed at 10 o'clock A. M., Monday, March 27, 1916, or Earlier, in the Discretion of the Undersigned.

THE RIGHT IS RESERVED TO REJECT ANY AND ALL APPLICATIONS AND ALSO, IN ANY CASE, TO AWARD A SMALLER AMOUNT THAN APPLIED FOR.

AMOUNTS DUE ON ALLOTMENTS WILL BE PAYABLE AT THE OFFICE OF J. P. MORGAN & CO., IN NEW YORK FUNDS, TO THEIR ORDER, AND THE DATE OF PAYMENT WILL BE GIVEN IN THE NOTICES OF ALLOTMENT.

Pursuant to instructions from the Minister of Finance of the Dominion of Canada, we are authorized to state that holders of Dominion of Canada Twenty-Year Five Per Cent Bonds, due August 1, 1935, issued in conversion of the Dominion of Canada One and Two-Year Five Per Cent Notes, may exchange their holdings of twenty-year bonds for the above fifteen-year bonds on the basis of receiving 100 and accrued interest for the twenty-year bonds in exchange for the new fifteen-year bonds at the issue price of 94.94 and interest. This offer is limited to bonds issued and outstanding as of this date and will terminate with the closing of the subscription books.

Temporary Certificates Will Be Delivered Pending the Engraving of the Definitive Bonds.

J. P. MORGAN & CO. BROWN BROTHERS & CO. HARRIS TRUST & SAVINGS BANK BANK OF MONTREAL FIRST NATIONAL BANK, N. Y. NATIONAL CITY BANK, N. Y. GUARANTY TRUST CO., N. Y.

March 23, 1916.

TAX IS CALLED ILLEGAL

DOCK COMMISSION REFUSES TO PAY FOR SEWER REPAIRS. Assessment of \$22.32 Against Municipal Wharf No. 2 Arouses Protest as to Procedure.

Assessed \$22.32 for repairs to the East Alder-street sewer, the amount was while trying to recover the buoy Tuesday, is burning brightly, says Inspector Warrack, of the Seventeenth Lighthouse District, who was in communication with Captain Richardson, of the tender Manzanita, yesterday. It was while trying to recover the buoy Wednesday night that the Manzanita's crew were drowned. The Point Adams lifesaving crew expects to save the buoy by cutting away the strangled aid will tow it to Baker's Bay.

At least at yesterday's meeting, attended by C. S. Moores, Dan Keilaker and John H. Burgard, payment was halted on the strenuous objections of Commissioner Keilaker.

The property owners own paid for the construction of the East Alder-street sewer, and when the sewer was completed, the expense of making repairs should have been ordered taken from the general fund," declared the member from the East Side. "I regard the assessment as an illegal tax."

If Commissioners Ben Selling and F. C. Knapp attend the next meeting there may be sufficient strength in favor of the assessment to bring about its liquidation. It is really paying from one pocket into another, as the dock property belongs to the municipality.

Encouragement was given the proposal of Miteul & Co. to open a distribution yard here for Oriental and Australian lumber, the Commission agreeing to assign the company 25,000 square feet of space to the rear of Dock No. 2 on a basis of \$150 a month, or 40,000 square feet at \$200.

It was shown that Portland is the second largest furniture manufacturing city in the United States, Grand Rapids being first, and it was pointed out that the opening of a hardwood yard, with various kinds of material carried, would lead to the location of more plants here.

ALCOHOL SALES GROW

REPUTABLE DRUGGISTS ANXIOUS TO HAVE TRADE REGULATED. Applicants Reported to Be Using False Names for Affidavits and City Law is Proposed.

That the majority of Portland druggists would be glad to see restrictions thrown around the sale of alcohol, and are disgusted with the condition provoked by the "white-lime" bottle habit, the information gathered by Public Defender David Robinson from conversation with many of them.

vexed by the constant confession of drunks appearing in Municipal Court, that their source of supply was the pharmacist, Judge Langguth requested Mr. Robinson to make an investigation of the assertions of a constant offender who was about to receive a sentence.

Mr. Robinson found that it was practically impossible to locate the identical stores where culprits received the liquor, as the use of fictitious names on the affidavits was common.

Addresses as furnished were not reliable. Many of the applicants for alcohol gave Vancouver barracks as their habit, but the majority claimed the minor hotels and cheaper lodgings-houses as places of abode.

One pharmacist said he sold alcohol only to doctors and nurses, and to persons whose reliability was unquestioned. Another had refused to take out a permit.

Troops Delayed Leaving Cheyenne. CHICAGO, March 23.—Colonel D. A. Frederick, of the Central Department, United States Army, today received a message from Colonel T. W. Fennore, of Fort D. A. Russell, Wyoming, that lack of railroad equipment would delay the departure of the last detachment of 1300 troops from Fort Russell. The troops were expected to leave tomorrow.

Clark & Wilson's mill yesterday morning was the scene of a battle in loading a lumber cargo, 200,000 feet having gone aboard the McCormick steamer Wapama ready for her westward voyage.

Times at Astoria Friday. 5:27 A. M. ... 9.0 feet 10:45 A. M. ... 11.0 feet 4:55 P. M. ... 6.3 feet 10:12 P. M. ... 8.3 feet

LINDAUER GOES ALOFT

MASTER OF RESCUED STEAMER GETS RID OF WATER EN ROUTE.

Deckload of Lumber Lost Before Helpless Vessel is Taken in Tow by Adeline Smith.

MARSHFIELD, Or., March 23.—(Special.)—Captain B. W. Olson, who picked up the disabled steamer G. C. Lindauer, between Port Orford and Rogue River, towed her off Crescent City, where Captain Sundman, of the Lindauer, reported he had pumped the water from the boiler-room and was ready to proceed alone. The Adeline Smith escorted the Lindauer ten miles farther down the coast and then put about and came to Coos Bay, finding the tow was about to break. The deckload of lumber was swept away. The steam schooner Carlos abandoned the Lindauer before the Adeline Smith arrived, since neither of the vessels had a tow cable.

LINCOLN USES CLOSING LAW

Two Arrested and Fined for Conducting Business on Sunday.

NEWPORT, Or., March 23.—(Special.)—That the Sunday closing law in Lincoln County is strictly enforced in Lincoln County is evidenced by complaints filed by the Prosecuting Attorney.

Mrs. M. Anderson, of Toledo, who conducts a confectionery and ice cream stand, was arrested last week, was found guilty in a jury trial and fined \$5 and costs. At a weigh of the same city, also was arrested Saturday for keeping his cigar store open the Sunday before. He pleaded guilty to the charge and also was fined \$5 and costs.

Various Forms of Headache

"It is necessary in order to treat headaches properly to understand the causes which produce the affection," says Dr. J. W. Taylor, of Portland, Ore. "Physicians cannot even begin the treatment of a disease without knowing what causes give rise to it, and we must not only know that headache is to be treated accordingly, but we must also give a remedy particular to give a remedy intended to counteract the cause which produces the headache, but we must also give a remedy to relieve the pain until the cause of the headache has been removed. To answer this purpose, anti-kamnia tablets will be found a most convenient and satisfactory remedy. Causes give rise to it, and we must give comfort and rest in the most severe cases of headache, neuralgia and particularly the headaches of women."

When we have a patient subject to regular headaches, we should caution him to keep his bowels regular, for which nothing is better than "Actoia," and when he feels the least sign of an approaching attack, he should take two A-K Tablets. Such patients should always be instructed to carry a few anti-kamnia tablets, so as to have them ready for instant use. These tablets are prompt in action and can be depended on to produce relief in a very few minutes. Ask for A-K Tablets. Anti-kamnia tablets at all druggists.