

LABORS OF CLOTHING INDUSTRY

300 Full-Size Patterns Cloth for a Ladies' Tailor-Made Suit, Will Be Given Away Free to Let You Know We Are Living and--in Oregon Too--Continue. It's Interesting

Beginning tomorrow--Monday morning at 8 o'clock, with each gentleman's suit purchased of us, we will give free of charge full-size pattern of cloth for one ladies' tailor-made suit, until 300 selections have been made. They may last two, three or four days, but hardly much more--for this is very fine cloth and ordinary dress goods seem like rags in comparison. It would cost you from \$10.00 to \$12.00 to buy these tailor-made suit patterns. ADIES--this is done as an advertisement and you can be sure we are not going to put out any worthless goods. No, indeed! We warrant without qualification EVERY INCH OF CLOTH TO BE ALL-WOOL. You can make your own suit--have your tailor make it, or we will make it for you. But these ladies' tailor cloths are such as you would have to pay \$25.00 to \$30.00 per finished suit. Now, if your husband, brothers or gentlemen friends expect to get any clothing this Spring--speak to them about this. You might just as well have one of these fine dresses--a costume stylish, will wear for years and still look well. You can thus get one FREE AIR. We will not confine you to one or two styles, but you will be shown--ACTUALLY SHOWN HUNDREDS from which to select. You will see what you want--here's a few of them--soft-finished serges, in blue, gray, brown, tan, etc., etc., worsteds, chevots in checks; stripes, plain blue and blacks, clay worsteds, oxfords, mohairs, etc., etc., in fact, anything you want. All cloth will be thoroughly sponged or shrunk FREE OF CHARGE. Our usual charge is 50c per pattern. AND THE MEN'S SUITS--AREN'T THEY REASONABLE? JUST LOOK AT THE PRICES below; and UNION TAILORS to do the work is a pretty stiff guarantee that the work is good, for union tailors are good workers, but they know it, and, therefore, demand good pay--they get it--and then we demand good work--and we get it--or you get it instead, is better.

NOW, LOOK AT THIS, LADIES--Walking, or rain skirts, free, as follows: We have had manufactured for us some styles of cloth which experience has taught us are the only styles of weave that are proof against bagging-at-the-knee. It is not commonly known, but is a double-worsted, flexible-weave cloth. They are unbagable--with each pair of them we will give FREE OF CHARGE cloth for a ladies' walking or rainy-day skirt. These offers are great, aren't they? Never had of such a thing, have you? Well, and will be, the talk of the state. But, you see, that is what we want, and it takes something extraordinary and fine to get it. Now, have "your" man look at the unbagable pants prices below--they are not high, are they? Union labels in all garments--that's good, isn't it? We think so. So is advertising. You would not get these dresses if we did not advertise. Then do as we advertise--we do--prove us. But to allay any suspicions, we below, give numbers and minute description of goods, so you can come right in, call for the number of goods you desire to see. You will notice we do not say "all suits cut so and so," and then show you cheaper goods when you come in. No, sir; we give you the number and color of it. Now, you don't need to buy ready-made stuff; just take advantage of this; come and make your selections; we will hold the goods for you until you are ready to have them made up. The margin of profit on a single order is as nothing, but we do business on the modern methods of a large number of orders, taken in the aggregate means much. We are very large consumers of merchant tailor goods, and we pay spot cash; therefore, we almost make our own prices when we purchase cloth supplies. This means much--nearly all in governing our selling prices, and is the reason we are able to quote the following prices.

ONLY UNION LABELS EMPLOYED

BUSINESS SUITS

Tailor cloth dress pattern free with one of these, every inch all-wool.

No. 6441--Clive wide hair stripe	\$26.50
No. 5781--Green wide hair stripe	\$24.50
No. 6271--Herringbone worsted	\$25.00
No. 5801--Faint striped suiting	\$23.50
No. 5110--Fancy striped	\$24.00
No. 5431--Fancy mohair, a dandy	\$24.00
No. 7051--English double and twist	\$30.00
No. 8201--A genuine novelty bronze	\$24.00
No. 5151--Fancy brown mixture	\$20.00
No. 5121--Fancy white and green stripe	\$21.00
No. 5441--A swell blue and green	\$24.00
No. 7311--Genuine Scotch plaid	\$28.50
No. 5741--Pin check, never wear out	\$25.00
No. 6991--Fancy plaid mohair	\$24.00
No. 5911--Brown and old gold	\$24.00
No. 5851--Fancy herringbone	\$24.00
No. 5591--Fancy Bannockburn	\$24.00
No. 5111--Fancy light plaid	\$19.50
No. 5141--Fancy mixed carmine	\$20.00
No. 2251--Never wear out, light check	\$20.00
No. 2301--Another never wear out, check	\$21.50
No. 5341--Fancy blue and white stripe	\$23.50
No. 5371--Brown herringbone plaid	\$24.00
No. 5951--A nobby brown and gold mixture	\$23.50
No. 5421--Fancy herringbone stripe	\$23.00
No. 2471--Fancy English herringbone	\$25.00
No. 2391--Black herringbone chevot	\$22.50
No. 5061--Dark plaid and stripe	\$21.00

Black and White--The Swell Thing

Here they are in plain figures.

No. 8891	\$24.00
No. 5990	\$24.00
No. 6198	\$23.50
No. 4719	\$30.00
No. 2919	\$27.50
No. 9189	\$26.50
No. 4991	\$26.50

Black and Blue Chevots and Unfinished Worsteds

No. 3891--Black Thibet cloth	\$24.00
No. 4811--Black worsted chevot	\$25.50
No. 3571--Black diagonal chevot	\$22.50
No. 4851--Black herringbone chevot	\$25.00
No. 4871--Black herringbone chevot	\$25.00
No. 4891--Black diagonal English chevot	\$27.50
No. 5801--Black unfinished clay, a dandy	\$27.50
No. 6801--Black unfinished clay, very fine	\$30.00
No. 4871--Blue unfinished serge	\$25.00
No. 5851--Imported blue herringbone chevot	\$27.50
No. 5531--Imported unfinished black clay	\$22.50
No. 8511--Imported blue diagonal chevot	\$26.50
No. 4851--Imported black unfinished worsted	\$24.00
No. 8521--Imported black unfinished serge	\$27.50
No. 6831--Imported garnet English unfinished worsted	\$40.00

Black Worsteds and Serges

No. 9081--Indigo blue serge	\$23.50
No. 2951--Heavy weave black or blue serge	\$28.50
No. 2911--Very fine, fine weave blue serge	\$30.00
No. 1931--Darker, fine weave blue serge	\$25.00
No. 2931--Can't be beat, Elutent blue serge	\$30.00
No. 3079--Wide weave blue serge	\$24.00
No. 1981--English strong blue serge	\$26.50
No. 9091--Fine English blue serge	\$22.50
No. 9261--A swell thing, herringbone blue serge	\$30.00
No. 9011--Plain blue serge	\$21.50
No. 3911--Black clay worsted	\$25.00
No. 3901--Black or blue clay worsted	\$27.50
No. 3951--Black or blue clay worsted	\$30.00
No. 3991--English blue or black clay	\$32.50
No. 4911--Finest blue or black clay	\$35.00
No. 4951--Finest blue or black serge	\$27.50
No. 5971--Finest black granite	\$35.00
No. 5991--Finest blue granite	\$37.50
No. 9021--Finest German diagonals	\$42.50

UNBAGABLE PANTS--Continued

No. 8211--Imported, fancy, double and twist, dark gray	\$10.00
No. 7118--Blue mix, Bedford cord, never wears out	\$ 9.25
No. 7017--Fancy shaded blue stripe, very fine	\$ 9.50
No. 8411--A late Eastern style, very swell	\$11.00
No. 7819--A late Eastern style, and nobby	\$10.00
No. 8711--Pin stripe worsted, black and white	\$10.50
No. 7419--Fancy striped dark novelty	\$ 9.75
No. 7319--Fancy striped dark novelty, variegated stripe	\$ 9.50
No. 7114--Hair stripe, black and gray, excellent	\$ 9.90
No. 7719--Herringbone stripe, blue-gray, excellent	\$ 9.90

No cloth for skirt will be given with the following, although they're excellent value and will give you absolute satisfaction in wear, but they are not of the double flexible weave like the unbagable ones.

No. 7514--Blue hair line, a nice one, staple	\$ 8.00
No. 7712--Imported fancy herringbone worsted	\$ 7.75
No. 7515--Imported dark mixed, very choice	\$ 9.50
No. 7417--Imported gray stripe, very choice	\$ 9.50
No. 7818--Imported gray stripe, wide	\$ 9.50
No. 7814--Imported gray and red stripe, narrow	\$ 7.90
No. 7014--Imported gray mixed	\$ 7.50
No. 7815--Imported gray and bronze	\$ 7.50
No. 8214--Imported, very fine, black blue	\$12.00
No. 7114--Imported, very fine, gray	\$ 7.50

The above is only a very small portion of styles of woollens carried by us.

UNION LABELS IN EACH GARMENT

Keep this ad. Come soon as you can and "look" anyway. Don't be in a rush. It takes a little time to look over our hundreds of different styles. If you don't want your suit right away, we will lay it aside for you and measure you later. Remember, we will only give away 300, as that is all we can handle and make up for some little time--so remember that; also that there are thousands today saying, "I'd like to have one of those tailor dresses. Mr. Brown and I will go down--Mr. Brown intends to get a suit. That's a union store, the work must be good." That's just what they are saying today. As we write these lines we have 31 tailors working. That's how people like our prices and work.

OUTSIDE TOWNS AND PEOPLE--We know you would like to have some of the above. We will tell you how you can get it. Send for samples of what you want. Describe as near as you can what you want for the gent's suit and ladies' costume--we'll mail you samples. We won't deceive you in materials. You can depend on that. We will send you measure blanks. The rest is easy--as good a gent's suit as you ever had in your life for a small price, and fine tailor cloth dress patterns FREE. These ads are not copyrighted, any merchant tailor who thinks he can follow the pace we set is free to tackle the job. We are living in Oregon. We make our money in Oregon and spend it in Oregon, and are now offering the greatest and most astonishing offer by far, that has been made in Oregon or any other state. We are alive at

THE J. M. ACHESON COMPANY

LOW RATE FROM HAMBURG

FREIGHT CARRIED 17,000 MILES FOR ABOUT \$2 PER TON.

Gloomy Outlook for Shipowners--Delayed Fleet Leaving the Mouth of the River--Marine Notes.

The British bark Matherhorn, under charter to load general cargo at Hamburg for Portland, receives but \$6 per ton for the cargo. This is believed to be the lowest rate at which general cargo has ever been brought to this port from Europe, and would indicate that low freights are by no means confined to the Pacific Coast. In former seasons, vessels have frequently come out to Portland from Europe in ballast, in fact some of the bounty-fed French vessels are still doing it, but these ballast voyages have nearly always been undertaken at a time when freights outward from Portland have been held at high figures, which enabled the vessels to recoup for the profligate voyage out from Europe. At present there is nothing cheering in the outlook for the vessel after she reaches Portland, for rates are demoralized and there is not much hope of improvement.

The distance covered by a sailing vessel in making the voyage from Europe to Portland is approximately 11,000 miles, and some owners claim that the round trip voyage will show a loss if made for less than 40 shillings. Unless there is a material improvement in outward freights from Portland by the time the Matherhorn reaches Portland she will be obliged to complete the round trip at 35 shillings, and perhaps lower. Four years of prosperity have enabled shipowners to pile up some tidy reserves, but the outlook now indicates that they will be obliged to draw on these reserves quite heavily before demand again equals the supply of tonnage.

According to the London Statist, British shipbuilding in 1901 exceeded that of 1900 by 12,000 tons. The increase in the United States was 20,000 tons, but not all this was on salt water; the increase of Germany was only 1,000 tons, and of France 12,000 tons, with all the assistance extended by the government. The increased construction in Holland was 1,000 tons, in Belgium nearly 700 tons, or about 100 per cent. Norway and Sweden 27,000 tons, or 50 per cent, while the tonnage of Italy, Austria and Japan decreased. The tonnage produced in 1901 was nearly 2,500,000 tons, and in 1902, 2,650,000 tons. Here is an increase of more than 5,000,000 tons in two consecutive years, and the most conspicuous feature of it is the construction of steamers of unprecedented size. The amount of seaborne commerce would have to increase very rapidly to provide ample employment for such a vast supply of the instruments of transportation. The production by countries gives little or no indication of the effectiveness of governmental assistance, while the amount of shipping constructed in the two years affords no support for the idea that in this direction private enterprise needs public encouragement.

FLEET MOVING AGAIN.

Quartet of Grain Vessels and a Big Steamship Start South. The delayed fleet at the mouth of the river commenced moving again yesterday and four of the sailers and the big steamship Oceano crossed out. The procession was headed at 2 o'clock by the French bark Bossuet, and the British ship Queen Elizabeth followed an hour later. At 5

o'clock the British ships Conway and Bankleigh crossed out, leaving but six finished ships in the lower harbor. From present indications, another quartet will set out today. The bar has shifted around so much recently that it is only with a particularly favoring wind that vessels can be sailed out, and they are dependent on the tugs. Four ships on one tide is very good work for the two tugs, and as the time for better weather is approaching, delays are probable over the season. The Oceano, which sailed yesterday, was not seriously injured in either of her mishaps, but will go on the drydock in the Orient.

COOS BAY AND PORTLAND.

Mr. Baumgartner Cites a Few Facts Bearing on Transportation. PORTLAND, March 28--(To the Editor.)--Dear Sir: Having read with interest an article in today's issue of the Oregonian, under the heading, "Coos Bay and Portland," I would kindly ask for space to reply to same.

I have been in close touch with all the shippers of the territory adjacent to Coos Bay the past four years, have made frequent trips into that country, and have studied their wants and will say that the Gray Steamship Company is giving them better service than they have ever had before, and is maintaining at great expense, a regular service with the best equipped steamers for both passenger and freight service in the coasting trade.

Mr. Adella tells in this article of the resources of the Coos country, but evidently has been misinformed, as he says large quantities of veal, beef cattle and hogs are produced. This industry is in its infancy, and there have been shipped into that section the past year 25 calves for every head of cattle that has been ever had before, and is maintaining at great expense, a regular service with the best equipped steamers for both passenger and freight service in the coasting trade.

Regarding flour, feed, grain and other freight, I can say that fully 90 per cent of this class of freight used in that section is purchased at Portland and can be verified at the mills in this city. It is true that the creamery products and poultry and coal find their way to the San Francisco market. This, however, is not owing to the lack of transportation facilities to Portland, but owing to the great demand and higher prices paid at San Francisco.

Port Orford white cedar, which is sold on the San Francisco market at \$35 per 100 feet, and myrtle, which is sold on the same market at \$40 per 100 feet, can be and are sold on the Portland market for less money, and are shipped to Portland on the regular steamer line. The Portland match and broom manufacturers obtain all the wood used in the manufacture of these articles from Coos and Curry Counties, and have no complaints to offer and are perfectly satisfied with the service as furnished by the line operating between Portland and Coos Bay. In conclusion, I will say that the company which I represent has operated on this line the past four years and is in position to, and will, increase the number of steamers whenever the business warrants. Yours very truly, F. P. BAUMGARTNER.

BUILDING MANY VESSELS.

Captain Al Stream Associated With a Prominent Firm on Puget Sound. Captain Al Stream, ex-harriet, ex-tugboatman, ex-steamboat inspector, and ex-all-round seaman and navigator, has

been quite successful since he failed to start a shipyard at Astoria. He is associated with the John B. Hardy Building Company, at Tacoma, and the firm has just received a contract for another big barkentine, making four big vessels for the works. The latest contract awarded them for a vessel 215 feet long, 41 feet beam and 15 1/2 feet depth of hold. The cost will be \$30,000, and the craft is for Selden & Christian, of San Francisco. Mr. Hardy, who owns an extensive machine shop in addition to his shipyard, has turned out some very fine steamship work, and the plant is rapidly becoming one of the leading industries of Tacoma. The barkentine Thomas P. Emlich, which was completed at these yards in January, carried, on her maiden trip, 1,200,000 feet of lumber for Sydney.

REVENUE FLEET TO SAIL SOON.

Government Will Begin Patrolling Behring Sea Earlier Than Usual. SAN FRANCISCO, March 28--Reports on the hull of the revenue cutter Thetis will be completed next week, when she will be brought here for slight repairs on her machinery. After taking coal and supplies she will sail for her annual patrol duty in Behring Sea, by April 20. The Bear's repairs will be completed so that she will sail for the North on April 12. Every effort is being made by the department to have the entire fleet in readiness to enter Behring Sea and resume the duties of patrolling that district at an earlier date than usual. An influx of miners to Nome and other mining camps of Alaska is expected this season, which will render the presence of the cutters imperative as the only representation of Federal authority.

LUMBER AND WHEAT.

Two More Oregon Cargoes in the Stream Ready. A cargo of wheat for the United Kingdom, and a cargo of lumber for South Africa, finished the shipping business for the week yesterday, and with possibly one exception, the month's business in shipping. The Portland Steamship Company finished loading the British ship Rockhewer, and the Eastern Lumber Company completed the lumber cargo of the Star of Germany. Both vessels are in the stream, and will clear tomorrow. The March fleet will be about the same size as that of a year ago, and there are five vessels in the river under charter for April loading. There are also two vessels, the Brunel and the Lord Shafter, on the free list, and the French bark Asie, undergoing repairs.

Steamer Rate Agreement.

LIVERPOOL, March 28--The secretary of the North Atlantic Steamship Conference announced today that the continental line had signed the agreement fixing minimum passenger rates. The agreement becomes effective March 31. The signatories of the agreement are the American, Anchor, Atlantic Transport, Allan, Canadian, Dominion, French Trans-Atlantic, Hamburg-American, Mallory, Red Star and Holland-American lines. The Beaver line refused to sign.

Domestic and Foreign Ports.

ASTORIA, March 28--Sailed at 4 A. M.--Steamer Fulton, for San Francisco. Sailed at 2 P. M.--Steamer Columbia, for San Francisco. Sailed at 3 P. M.--British ship Queen Elizabeth, for Queenstown or Falmouth or Orléans. Sailed at 3:40 P. M.--British steamer Oceano, for Vladivostok. Sailed at 9 P. M.--British ship Conway; British ship Bankleigh, for Queenstown. Condition of the bar at 4 P. M. moon; wind northwest; weather clear.

Tag Vessel Pined.

ASTORIA, March 28--A fine of \$50 was imposed by Collector of Customs Fox today on the tug George R. Vosburg, Captain Loll, for violation of section 4

Salmon Arrivals at Liverpool.

The London Grocers' Gazette of March 8 says of salmon: "This week has been marked by the arrival at London of very large supplies, both by sailing boats and steamers. The Liverpool steamer Glenroy, with 20,647 cases, being the only arrival at London. At Liverpool the following steamers have arrived: The John Cooke, with 47,084 cases; the Blythe, with 63,938 cases of Alaska; the Blythe, with 65,488 cases Fraser River. Two steamers, the Glenfarg and Teakela, have brought 22,484 and 27,300 cases, respectively, from Seattle and Tacoma, this being probably Puget Sound salmon. Steadiness is the prevailing feature at the moment. With so much salmon just in, there is naturally a lack of speculation, but there are apparently no weak sellers at Liverpool, demand keeps good."

Barkentine Stranded.

NEW YORK, March 28--The barkentine "Blacklist" in their stores in conspicuous places, and that it is covered only by a single sheet of paper, which is easily lifted up, and which thus exposes the names of tradesmen who are thereby made to suffer detriment to their business. It is maintained that the "blacklist" is in effect a boycott and an unfair and illegal instrument.

Scurvy on Shipboard.

HONOLULU, March 28--The schooner Frank W. Howe put in here on the 19th with two men on board suffering with scurvy. She was bound for Port Townsend from Port Lewis, and had been out 118 days. She called here to put ashore the two sick men.

Marine Notes.

The Oriental liner Indrapura finished discharging yesterday and shifted down to the flour mills at Astoria to take aboard 400 tons of flour, which will make a foundation for her outward cargo.

GOOD SEND-OFF FOR OREGON

Charleston Paper Writes Up Exhibit at the Exhibition. From the far Pacific Coast comes a fine display of the resources of the great State of Oregon, which is to have an exposition in 1906, provided St. Louis doesn't postpone the Louisiana Purchase Exposition until that year. The Oregon exhibits first attract attention through the immense logs displayed, two of them being of mammoth size.

THE GREAT SALT LAKE ROUTE

to the East. Lowest rates and most attractions via the Rio Grande lines through Salt Lake City and Denver. The Columbia line offers a week excursions. Magnificent scenery. For buying tickets, call at office, No. 124 Third street.

Verdict in the Oppinger Case.

SAN FRANCISCO, March 28--United States Commissioner George Emory presented his report in the United States Court in the suit of G. W. English et al. vs. the steamship Columbia and the Oregon Railroad & Navigation Company. He estimates the damage done to the cargo of the schooner Oppinger in the collision with the Columbia four years ago at \$100 and the interest at \$31, making a total of \$131.

Baby Mine

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and danger attendant upon the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical hour are obviated by the use of Mother's Friend. "It is worth its weight in gold," says many who have used it. \$1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent to any address free upon application to BRADFIELD REGULATOR CO., Atlanta, Ga.

RETAIL GROCERS WAIT

CHANCE TO KNOCK OUT WHOLESALE "BLACKLIST" SOUGHT. Although New Credit System Works Well, Plans for Co-operative Market Go On.

The Retail Grocers' Association is waiting for a chance. When the chance comes, it will endeavor to show that the "blacklist" of the wholesale produce merchants is illegal and liable to the ban of the law. It is alleged that the "blacklist," although ostensibly private property, made out by a trade association for its own members, is open to the public gaze. It is said that some wholesalers display the "blacklist" in their stores in conspicuous places, and that it is covered only by a single sheet of paper, which is easily lifted up, and which thus exposes the names of tradesmen who are thereby made to suffer detriment to their business. It is maintained that the "blacklist" is in effect a boycott and an unfair and illegal instrument.

WHOLESALE DENY THAT THE "BLACKLIST" IS EXPOSED TO PUBLIC GAZE.

The Wholesalers' Association has been silent with delinquency. Only three traders are on the very black "blacklist." One of them is a Chinese and the other is an Italian. Not more than 20 were delinquent yesterday. Most of these had permitted Friday, 3 P. M., when all bills are due, to go unnoticed, but they are a class that pays without hesitation.

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