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The A. Dunbar Co

TOO OLD FOR THE FIELD.

General Wheeler Returns Because He Couldn't Get an Active Command.

NEW YORK, Jan. 18.—A special from Washington to the Herald says:

No doubt exists in the minds of friends of Brigadier-General Joseph Wheeler that his return from the Philippines in compliance with his own request is due to the failure of General Otis to give him active service in the field.

In certain quarters an effort is made to attribute General Wheeler's return to his inability to stand the climate and to his age. In refutation of the former, his friends point to a statement he made after visiting the American lines, "the impression that the new country is unhealthy is wrong." Regarding his age, it is pointed out that he is only about a year older than General Otis.

BETWEEN TWO STOOLS.

General Wheeler Neither in the Army Nor Congress.

NEW YORK, Jan. 18.—A special to the Times from Washington, says:

If General Joseph Wheeler expects to return to Washington to take a seat in congress without further formality, it looks as if he would meet with disappointment.

Inquiry has been made since the announcement that he had been relieved from further duty in the Philippines and it is found that there is very general agreement on both sides of the house that it has been clearly shown by the examination of the case of Low, and other precedents, he has forfeited his right to a seat in congress, and that the only thing open to him is to go back to his district and seek re-election if he desires to continue in service in congress.

No doubt is entertained that, if he seeks re-election at a special election to fill the vacancy, he will be returned to congress, perhaps without opposition, but it will be held by the house, according to the best authorities in both par-



Fishing for Health.

When a man breaks down with that dread disease, consumption, and recognizes his condition, he starts out to fish for health. He tries this thing and that thing. He consults his doctor and that doctor. He indulges in all kinds of absurd athletic exercises. He tries first one climate and then another. He tries the rest cure and the work cure. He grows steadily worse.

That is the story of most consumptives. Finally, when the consumptive dies, the doctor shrugs his shoulders and pronounces consumption incurable. A thirty years' test of Dr. Pierce's Golden Medical Discovery has demonstrated that it cures 90 per cent. of all cases of consumption, if taken in the earlier stages of the disease, before the lungs are too far wasted. In a consumptive there is a weaker spot than even the lungs. That spot is the stomach.

A consumptive never really begins to die until his stomach gives out. The "Golden Medical Discovery" not only braces up the stomach, but acts directly on the lungs, healing them and driving out all impurities. Honest medicine dealers will not urge you to take an inferior substitute.

"I had a very bad cough, also night-sweats, and was almost in my grave with consumption," writes Mrs. Clara A. McIntyre, Box 77, Ashland, Middlesex Co., Mass. "A friend of mine who had died with consumption came to me in a dream and told me to take Dr. Pierce's Golden Medical Discovery, and, thank the Lord, I did so. By the time I had taken half of the first bottle I felt much better. I kept on until I had taken three bottles. That was all I needed. I got well and strong again."

Whenever consumption is one of the complicating causes of disease, the most perfect remedy is Dr. Pierce's Pleasant Pellets, which are always effective, yet absolutely mild and harmless. There never was any remedy invented which can take their place. They never gripe.

his headquarters at Frere, could make an inner movement, choosing his point of crossing the Tugela either directly in front or by turning movements on either side.

He chose the left, or westward route, and keeping his plans secret was able to announce the first successful step of his advance in his dispatch from Potgieter's drift. This ford is a little to the westward of the junction of the Tugela with its southern branch, the Little Little Tugela river. The road from Frere would pass along the foot of a range of mountains on the right hand. British cavalry scouts had, it was stated, some days previously come across parties of Boers at Potgieter's drift and it was ascertained that General Joubert was making a fortified position in the neighborhood.

When Buller had gained the drift his first step was to inform himself as to the locality and strength of this position. It was, he said, about four and a half miles in front away from the river and of a strong character. Five days have passed in deliberate preparations for continuing the march to Dewdrop. Not only has the transports of the columns to be steadily brought up, but the relief supplies for Ladysmith must be close in the rear.

General Warren's column, it is now clear from the last dispatch received, is acting in co-operation with Buller's advance guard by moving his division in a parallel line on the west. While Buller's plan of operations has been maturing, General Joubert, it may be presumed, has been hurrying his commands from the center of his defensive line of the Tugela to the extreme west. Some check may have been caused by the knowledge that the British commander might at any moment make a serious move from Colenso, or, further to the east, at Pieters or the Weenen road to Ladysmith.

HAS SMALLPOX ABROAD.

The Portland Liner, Monmouthshire, in Quarantine at William Head.

VICTORIA, B. C., Jan. 18.—The steamer Monmouthshire, of the Dowell & Company's line, arrived at William Head quarantine station shortly after midnight. A Chinaman on board had smallpox. The news that the Monmouthshire had bubonic plague aboard gained circulation through a misinterpretation by the lighthouse keeper of the ship's signals.

GOVERNMENT PROPOSALS.

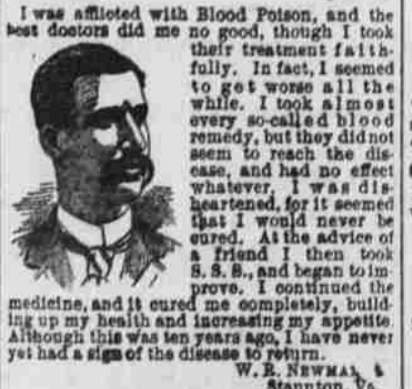
Treasury Department, Washington, D. C., January 16, 1900. Sealed proposals for the purchase of the revenue steamer Corwin will be received by Captain D. F. Tozier, R. C. S., until 12 o'clock M., Saturday, February 19th next. The Corwin is a steamer of 213 gross tons, top-sail schooner rig; with Oregon iron frame and copper and galvanized iron fastenings; extreme length 145 1/2 feet; beam molded 23 feet; draft 9 feet 4 inches forward and 11 feet 5 inches aft; has one inverted direct acting engine, and one cylindrical Scotch return tubular boiler, built in 1889 and is supplied with sails, awnings, anchors, chains, boats, steam windlass, etc. The vessel can be seen at Port Townsend, Washington, upon application to either Captain Tozier or her commanding officer, and will be open for inspection until the date above named. Proposals should be endorsed on the envelope "Purchase of Revenue Steamer Corwin," and addressed to Captain D. F. Tozier, R. C. S., Port Townsend, Washington.

CHEAPER SUGAR.

NEW YORK, Jan. 18.—The American Sugar Refining Company today announced a reduction of five points on soft sugars No. 2 and No. 7 to 11, inclusive.

Doctors Can't Cure It!

Contagious blood poison is absolutely beyond the skill of the doctors. They may dose a patient for years on their mercurial and potash remedies, but he will never be rid of the disease; on the other hand, his condition will grow steadily worse. S. S. S. is the only cure for this terrible affliction, because it is the only remedy which goes direct to the cause of the disease and forces it from the system.



I was afflicted with Blood Poison, and the best doctors did me no good, though I took their treatment faithfully. In fact, I seemed to get worse all the while. I took almost every so-called blood remedy, but they did not seem to reach the disease, and had no effect whatever. I was disheartened, for it seemed that I would never be cured. At the advice of a friend I then took S. S. S., and began to improve. I continued the medicine, and it cured me completely, building up my health and increasing my appetite. Although this was ten years ago, I have never yet had a sign of the disease to return.

It is like self-destruction to continue to take potash and mercury, besides totally destroying the digestion, they dry up the marrow in the bones, producing a stiffness and swelling of the joints, causing the hair to fall out, and completely wrecking the system.

S. S. S. For the Blood is guaranteed Purely Vegetable, and is the only blood remedy free from these dangerous minerals. Book on self-treatment sent free by The S. S. S. Company, Atlanta, Ga.

WRECK ON GREAT NORTHERN.

Rear Eastbound Sleeper Ran Into at Spokane.

SPOKANE, Jan. 18.—Ten persons were injured in a train collision on the Great Northern at Hiway, four miles east of this city, this morning. The East bound passenger was standing on the main line by the depot. There was a dense fog and a freight running at a high rate of speed crashed into the rear sleeper.

The wrecked car was filled with escaping steam from the locomotive and some of the passengers were pinioned by the debris and were rescued with some difficulty.

None of the injured persons were seriously hurt.

NEXT MEETING AT PORTLAND.

Northern Fruit Growers Elect Officers and Adjourn.

TACOMA, Jan. 18.—The seventh annual gathering of the Northwest Fruit Growers Association closed this afternoon. It was decided to hold the next annual meeting in Portland.

The officers elected are: President, N. G. Blalock, Walla Walla; treasurer, W. S. Offner, Walla Walla; secretary, Henry E. Dosch, Portland; vice-president for Oregon, E. L. Smith, Ho d River; vice-president for Idaho, L. A. Porter, Lewiston; vice-president for Washington, Frank L. Wheeler, North Yakma.

MELLEN KNOCKED OUT.

"Jim" Hill Will Not Let Northern Pacific Build the Seattle Depot.

SEATTLE, Jan. 18.—The city council tonight rejected the petition of the Northern Pacific railway for the vacation of certain streets running into railroad avenue to enable that company to erect its passenger depot and freight sheds.

THE PARIS LAUNCHED.

LONDON, Jan. 18.—The American line steamer Paris, recently ashore off Manacles, was today successfully launched out of the dock at Milford-haven, where she had been undergoing temporary repairs, to be taken to Belfast for a thorough overhauling.

A FEW INTERESTING FACTS

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety is concerned. Employees of the WISCONSIN CENTRAL LINE are used to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Car on through trains. Dining Car service unexcelled. Meals served a la carte. In order to obtain this first class service ask the ticket agent to sell you a ticket over

LUXURIOUS TRAVEL

THE "North-Western Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art.

These Splendid Trains Connect with The Great Northern The Northern Pacific and The Canadian Pacific AT ST. PAUL FOR CHICAGO and the EAST.

No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "North-western Limited." All trains on this line are protected by the Interlocking Block system.

W. H. MEAD, F. C. SAVAGE, Gen'l Agent, Portland Ore.

Cordova Wax Candles. Nothing else adds so much to the charm of the drawing room or hall as the soft radiating light from CORDOVA Candles. Nothing will contribute more to the artistic success of the luncheon, tea or dinner. The best decorative candles for the simplest or the most elaborate function—for cottage or mansion. Made in all colors and the most delicate tints by STANDARD OIL CO. and sold everywhere.

Skin-Tortured Babies And Worn-out Worried Mothers Find Comfort in CUTICURA.

SOME MONTHS AGO OUR BABY'S HEAD GOT SORE. We took him to the doctor, who pronounced it poison and gave us some medicine which did no good. His head got so bad he would cry all night, and my wife could sleep none, and began to look ghastly.



His head got so sore that we put a night cap on him, and folded a white cloth four thicknesses inside of it, and just through the night a kind of matter would ooze out from his head, soaked through the cloth and cap and on to the pillow. The top and back of his head was almost a solid sore, and looked so badly that words would not describe it. Almost in despair I told my wife I had seen CUTICURA REMEDIES advertised and recommended very highly and I was going to try them. I bought the CUTICURA RESOLVENT, CUTICURA SOAP, and CUTICURA Ointment. We gave him half of the Resolvent, used part of the cake of Soap, and before we had used the second box of CUTICURA Ointment he commenced to get better, and is now as well and hearty as anybody's boy. He is as merry as a lark, sleeps soundly all night, and his hair looks glossy, thick, and soft, while my wife looks like a different woman. I look at him and think I owe it to you and to suffering mankind to write and tell you of this almost wonderful cure.

W. W. & J. E. MYERS, Box 90, Monroe City, Ind.

Complete External and Internal Treatment for Every Humor. CUTICURA (50c.), to cleanse the skin of crabs and scales and soften the thickened cuticle; CUTICURA OINTMENT (50c.), to instantly allay itching, inflammation, and irritation, and soothe and heal; and CUTICURA RESOLVENT (50c.), to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humors, with loss of hair, when all else fails. FORTES DRUG AND CHEM. CO., Sole Props., Boston. THE SET, \$1.25. "How to Cure Baby Humors," free.

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We are now prepared to do all kinds of laundry work on short notice, the plant having been remodelled throughout and new machinery added. We can assure you of the best class of work ever turned out on the Coast. A trial order solicited.

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Lea & Perrins' Sauce The Original Worcestershire. BEWARE OF IMITATIONS. "Is adapted for every variety of dish—from Turtle to Beef, from Salm to Steaks, to all of which it gives a famous relish." JOHN DUNCAN'S SONS, Agents, N. Y.

"THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Underland: Connections are made with all Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equal by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them. For rates, pamphlets, or other information, address, J. W. CABBY, Trav. Pass. Agt., Portland, Or. C. J. BDDY, General Agent, Portland, Or.

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Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 "Flyer" leaves Portland at 3:45 p. m. p. m. No. 3 "Flyer" arrives Portland at 8:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent, O. R. & N., Astoria, or A. B. C. DENNISTON, C. P. & T. A., Portland, Ore.

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