

OPEN RIVER LINE IS PROFITABLE TO FREIGHT SHIPPERS

Saving in Wool Shipments Alone Amount From \$8 to \$15 a Ton; Table Shows Interesting Comparison.

"That the Portland jobbers and manufacturers have every reason to be thankful for their golden opportunities, past, present and future, is again exemplified in a comprehensive table of river and rail rates recently compiled by the Open River Transportation company and being generously distributed among the shippers in this city," says W. S. Smallwood, general manager of the company, in an interview.

"The activity of the Open River line has been noticeable throughout the year," he continued, "particularly in the large movement of wool from points along the Columbia and Snake rivers, which in former years has been shipped over the all-rail line to Boston. A half and a half of wool has been shipped since April from producing points adjacent to the Snake and Columbia rivers to Portland via the steamers of the Open River line and delivered to the American Wool Growers for its final destination at Boston."

Big Saving Made.

The saving over the all-rail rates on the wool ranged from \$8 to \$15 per ton. Reports received from the wool buyers of Boston by the management of the Open River line, it is extremely encouraging, assurances being given that the wool business next year for the wool carriers will be greatly increased, for it has been demonstrated beyond a doubt that wool can be shipped via the river boats and water carriers from Portland and arrive at destination in as good condition as via all-rail routes.

Rates Compared.

"The Open River line rates, for instance, to Pasco and Kennewick are 30 per cent lower than the rates from either Portland or Seattle, and on shipments destined to Hanford, White Bluffs and other towns located along the upper Columbia river above Pasco and Kennewick, the saving is greater than on shipments to those points from Portland and Seattle to Kennewick or Pasco, plus the transfer charge to the dock and the local steamer rates beyond."

"Tables prepared show that people in the upper Columbia river country are saving \$5 per ton in freight on miscellaneous merchandise shipments, known in railroad parlance as 'the first five classes of freight.' Operations have ceased on the Snake river owing to the low water, but during the three months, April 13 to July 25, that the Open River line steamer was on the Snake river the merchants in that district were the recipients of a saving of \$5.00 per ton on an average over the rates which are paid to the railroads in that section, and which they are of necessity obliged to pay during the remaining nine months of the year that the steamer cannot operate on account of the low water and obstructions remaining in the river."

"It is stated authoritatively that the improvements now in progress on the Snake river will enable steamer operations within a few weeks to practically continuous throughout the year. It can be safely stated that when this new era shall become a reality, the rail rates which are now abnormally high will be forced to come down in consequence of the improved water competition and the water line can well afford to reduce their rates considerably below what they are at present when a longer operating period is possible and a greater tonnage developed through the rapid setting up of the country."

"In commenting on general conditions of rates and traffic on the Columbia and Snake rivers and the effect of these rates upon the shippers through out this part of the country, Mr. Smallwood, general manager of the Open River Transportation company, states "that it is not generally known, or at least the knowledge is not used, if known, that the Open River line's water rates to various river junctions, such as Celilo, Arlington, Umatilla, Kennewick and Pasco in combination with the local rail rates to various river points, both paralleling the rivers and connecting with branch lines in the interior, produce a substantial saving over the all-rail rates from Portland to these rail points."

Table Gives Facts.

"We have prepared a table of rates which is being distributed among shippers in this city, which shows a large number of rate points that can be reached by the river junctions. As an instance, shipments can be made to all points on the Deschutes railway, in central Oregon and a saving in freight charges realized by routing shipments over the Open River line to Celilo in care of the O-W-R & N."

For example, take the following illustration: From Portland to Madras: Classes: All-rail rate..... \$7 58 Combination rates, Open River line to Celilo, plus local River rates..... 61 63 Favor combination rates..... 5 These two classes cover the principal commodities of the jobbing houses and

as the boat line absorbs the cartage from the landing to the rail depot at these river junctions, this saving I have here purposely taken as an example. It is actual and not theoretical, the farthest point on the Deschutes railroad and an examination of the table of rates will show a saving is possible to all intermediate points on this road."

Portland's Ideal Situation.

"In some instances the differential is in favor of the rail lines, but amounts to only a cent or two. This cent or two can very easily be absorbed by the shippers, or part of it taken up by the shipper and the balance by the interior merchant. Our neighbors on the north, Tacoma and Seattle, are availing themselves of the Open River line, and are routing their goods through Portland and thence via boat to Pasco and Kennewick and other interior points, and on shipments from Seattle and Tacoma to upper Columbia river points, such as Richland, Hanford and White Bluffs, etc., the differential is readily absorbed by the Seattle and Tacoma jobbers without a murmur."

"I doubt if there is any city in the country similarly situated that has as many advantages as Portland from a transportation standpoint. In the east where competition is keen and distributing centers closer together, it is not uncommon to absorb differentials in their efforts to expand will take the saving realized by the combination of river and rail rates to interior points, and patronize to the greatest possible extent, the river boats, this city will not only eclipse the towns in the Missouri and Mississippi river valleys in distribution and trade expansion, but they will be able through the saving realized to the majority of these interior points, to absorb small differentials at the few points which cannot be reached on an equality with the rail rates at the present time. I think another illustration is pertinent to bring out exactly what I mean in this connection. Take for instance, Pendleton—231 miles east of Portland, and 44 miles from the river junction with the Open River line. Under the recent opinion handed down by the Interstate Commerce commission in the Spokane case, this point would be entitled to the same rates as Spokane from all eastern shipping points. It is in the center of a very productive territory and is already a very heavy buyer of all classes of merchandise."

Jobbers' Opportunity.

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Differential Slight.

"The rates from Portland to Pendleton via the O-W-R & N, are slightly lower on the first five classes, than a combination of the rail rates to Umatilla, plus local rates beyond, but the differential is very slight and while it is absorbed in many instances by Portland jobbers and the business routed via the Open River line, it has been observed that in other places and instances as in the case of the fifth class to Pendleton, will be the bone of contention as to whether the boat line will get the business if they do not observe the differential. There must be some compromise for the line to be drawn where the boat has a disadvantage in these combination rates. True, the boat line could reduce its rate a cent or two, but this would mean a reduction in the water rates and the rates are already sufficiently low via the boat line as against the rail charges. In fact, outside of the Mississippi valley the Open River line assesses the lowest river rates in the United States. The rates between Hanford and St. Louis are only 20 per cent below the rail rates, whereas our rates are approximately 30 per cent below the competing rail lines, and better than on some commodities."

No Opinion Handed Down by the Interstate Commerce Commission.

"No opinion handed down by the Interstate Commerce commission, or by any state railroad commission, have shown so forcibly the power of water competition, as in the recent decisions in the Spokane, Salt Lake and Reno cases. The Commission's action in the Reno case states that the coast cities, and towns, having navigable rivers, are rendered secure as entrepôts of commerce by the presence of these waterways, so long as they choose to avail themselves of these advantages."

"It is impracticable for the commission to furnish every one with copies of these opinions, but there are many copies scattered throughout the city, and it will prove a great benefit to every merchant in Portland if he will procure a copy of the opinions in the Reno and Spokane cases and carefully read them, noting particularly the stress that is laid on the natural advantages which inure to coast cities, and towns enjoying water competition."

TWO STOWAWAYS DISCOVERED

Steamer Washington Inadvertently Brings Passengers From Frisco.

Their teeth chattering with the cold, two stowaways were pulled out of a lifeboat on the upper deck of the steamer Washington on her first night out of San Francisco. One of the boys gave his name as Chester Lindsay, 16 years old and the other, a German lad of 15, whose name could not be learned. Last Wednesday night after the Washington was out to sea the mate heard a noise in one of the lifeboats and lifting up the tarpaulin covering it he found the two stowaways. They were brought out of their hiding place and taken down below where they were placed near the boilers to thaw out as they were so cold that they could not speak, both being poorly clad and the night being exceptionally cold. When they were able to talk Captain

WINKEL QUESTIONED THEM AND FOUND THAT YOUNG LINDSAY WAS ON HIS WAY TO TACOMA WHERE HIS PARENTS LIVE. HIS MOTHER HAD LEFT HIM AT RIVERSIDE, CAL., WITH HIS UNCLE AND GONE TO TACOMA TO JOIN HIS FATHER, BUT HE DID NOT LIKE IT THERE SO HE HAD BEAT HIS WAY TO SAN FRANCISCO ON A FREIGHT TRAIN, THE BRAKEMAN GIVING HIM 50 CENTS TO EAT ON WHEN HE ARRIVED THERE. THE BOYS WERE PUT TO WORK IN THE STEWAGE DEPARTMENT AND BEFORE THE STEAMER REACHED PORTLAND A PURSE OF \$5 WAS MADE UP AMONG THE 20 PASSENGERS ABOARD THE WASHINGTON WITH WHICH TO BUY THE YOUNGER A PAIR OF SHOES AND NEW CLOTHING. CAPTAIN WINKEL SAID THAT HE EXPECTED TO REMAIN IN PORTLAND.

REPAIRING HERCULES.

Iron Foremast Being Replaced—Bayocco's New Crankshaft.

Repairs to the Norwegian steamer Hercules of the Waterhouse fleet, which had her iron foremast broken off to within about 10 feet of the deck Saturday morning, at the St. Johns mill, are being made by the Vulcan Iron Works and a new mast is being constructed at the plant on the Alaska dock. When the mast and rigging were carried away by the weight of the unusually heavy timbers being lifted hatch combings, winches, ventilators and the bridge were broken by the fall. It is expected that it will be necessary to work night and day a week to complete repairs on the steamer. The timbers being stowed are three feet by three feet by about 40 feet long and are destined for Dalm. The Hercules will not be able to complete her cargo until the repairs are made.

Repairs are also being made by the Vulcan Iron Works to the gas passenger yacht Bayocco. A new crankshaft is being installed on one of her engines, and the boiler is being replaced. She will be finished tonight. Repairs to the main boiler of the steamer Breakwater are also being made and she is expected to be at the Alaska dock until Thursday night.

STRANDED VESSEL AFLOAT

Tug Ononta Succeeds in Pulling Temple E. Dorr Off Sand.

After pulling for two solid hours on the steamer Temple E. Dorr, which went aground at the head of Puget Island opposite Westport at about 10:30 Saturday night, the Port of Portland tug Ononta succeeded in getting the stranded vessel afloat on the high tide at 11:40 o'clock last night. The Dorr went hard aground on the sand and she was not thought to be damaged, as she proceeded right away to Astoria to go to the Coffin quarry. It is now practically laden with a cargo of lumber loaded at Kalama. The Ononta reached the place where the steamer was aground at about 6 o'clock last night, but she was unable to get near enough to pull on her until about two hours before she succeeded in getting her off.

INLAND EMPIRE LITTLE HURT

Hung Up on Rock at Boulder—Gets Small Puncture Amidships.

Captain W. S. Buchanan, superintendent of the Open River Transportation company, who returned last night from a trip to the inland empire, says that the steamer Empire, which hung up on a rock at Boulder, near Ardenwald, Wednesday night, went down to Celilo under her own steam Saturday afternoon. She had only a small hole punctured amidships, and she was repaired for her winter overhauling at the repairs and other work will be done at the same time. As the steamer Twin Cities took her cargo off and delivered it, but one day was lost on the trip. The Twin Cities will be due at Celilo today with the first load of wheat from Goldendale.

STEVEDORING CO. SELLS STOCK

New Concern Incorporated and Work of Organization To Be Completed.

Stock in the Portland Stevedoring company, which will be incorporated today, is being disposed of in a way which it is expected that the committee will report to the stockholders and the general organization of the concern be completed and officers elected. It is expected that stock will be disposed of among about 15 or 20 of the largest firms. The matter of securing a plant will also probably be taken up at the first regular meeting of the stockholders which has not yet been announced.

MARINE INTELLIGENCE

Due to Arrive.

Str. Beaver, San Pedro, Aug. 21. Str. Breakwater, Coos Bay, Aug. 22. Str. Golden Gate, Tillamook, Aug. 23. Str. Marjorie, Eureka, Aug. 24. Str. Bear, San Pedro, Aug. 25. Str. Anvil, Bandon, Aug. 26. Str. Sue H. Eldore, Tillamook, Aug. 26. Str. Columbia, San Pedro, Aug. 27. Str. Rose City, San Pedro, Aug. 31. Str. Roanoke, San Pedro, Sept. 3. Kumeric, Orient, Sept. 6. Kumeric, Orient, Sept. 6. Kumeric, Orient, Sept. 6.

Due to Depart.

Hercules, Orient, Indefinite. Str. Golden Gate, Tillamook, Aug. 21. Str. Anvil, Bandon, Aug. 21. Str. Rose City, San Pedro, Aug. 21. Str. Marjorie, Eureka, Aug. 21. Str. Bayocco, Tillamook, Aug. 22. Str. Roanoke, San Pedro, Aug. 23. Str. Alliance, Eureka, Aug. 26. Str. Breakwater, Coos Bay, Aug. 26. Str. Geo. W. Elder, San Diego, Aug. 30. Str. H. J. B. San Pedro, Oct. 1. Str. Kumeric, Orient, Sept. 6.

Miscellaneous Vessels Enroute.

Bannockburn, Br. str., Antwerp. Carondelet, Br. str., Antwerp. Ethel Zane, Am. sch., San Pedro. Hampton, Br. str., San Francisco. Kona, Mar. Jap. steamer, Honolulu. Louisiana, Am. bgs., Irondele. St. David, Am. bgs., Irondele. Solvay, Br. str., Newcastle. Col. de Villebois Mareuil, Fr. bk., Antwerp. Glasgow, Br. str., Newcastle. Rens, Fr. bk., Newcastle. St. George, Br. str., Antwerp. St. Helena, Br. str., Newcastle. St. Rogation, Fr. bk., London. Barmbek Ger. sh., Sta. Kosmaia. Rens, Fr. bk., Newcastle. A. Breda, Br. str., Newcastle. Kirkcubrightshire, Br. sh. Newcastle. A. Vessels in Port.

Wireless Messages.

S. S. Chamorro at noon, August 20, (via North Head)—In latitude 35:15 north, longitude 128:03 west, wind north, moderate breeze, sea moderate, sky clear, barometer 30.18, temperature 64. S. S. Chamorro at sea, midnight, Aug. 20.—In latitude 36:00 north, longitude 130:41 west, wind north, moderate breeze, sea moderate, sky cloudy, barometer 30.16, temperature 64. S. S. Herrin at sea, at 4 a. m., Aug. 21.—In latitude 37:28 north, longitude 124:27 west, barometer 30.00, falling rapidly, temperature 59, wind northeast 5 miles, clear, moderate sea and swell.

Daily River Readings.

STATIONS	Gage	Height	Change in 24 hours	Direction of Current	Rainfall in 24 hours
Lewiston	24	0.5	+0.7	0	0
Edgar	21	1.0	+0.1	0	0
Umatilla	25	0.0	+2.1	0	0
Portland	15	5.3	0	0	0
Harrisburg	16	-0.9	-0.1	0	0
Albany	20	1.2	-0.1	0	0
Salem	20	1.3	+0.2	0	0
Wilsonville	27	1.3	+0.2	0	0

ALONG THE WATER FRONT

With passengers and freight the steamer Roanoke left San Francisco, arrived at 5 o'clock last night from San Francisco, Los Angeles and San Diego. A four masted bark was reported outside the mouth of the Columbia river yesterday afternoon and was again reported this morning. It is supposed to be either the French bark Edouard Detaille, out 69 days today from Newcastle, Australia, or the French bark Ernest Legouve, out 68 days from the same port, both having coal for this port. The British steamer Earl of Forfar arrived at Prescott this morning from Caspar to load lumber for Australia. She will load 1,800,000 feet there and 700,000 feet at Astoria. She has a part cargo of redwood from the California port. She is under charter to J. J. Moore & Co. When she sailed this morning for San Francisco and Los Angeles the steamer Roanoke City was loaded with 275 passengers and 1700 tons of general freight. The steamer Beaver, Captain Nelson, of the same line, is scheduled to arrive at 4:30 o'clock from California ports with 250 passengers and 1800 tons of freight. The steamer Ononta, laden with 200 tons of cement, the

GLENDALE FIRES IN GOOD NUMBER

Area, However, Is Not Large; Josephine Fires Do Little Damage.

Salem Or., Aug. 21.—One of the first fires of the season to run into green timber was reported to the state forest guard at Glendale, Oregon, Sunday. The area covered by the fire is small. The fires generally have been in slashings and burned over ground. Fifteen men are fighting this one. The supervising warden of Josephine county reported today that little damage was being done by the small fires there. Up to date 16 new federal fire patrolmen have been appointed under the \$1500 federal appropriation for Oregon cooperation work. These are in Lane, Yamhill, Columbia, Klamath, Washington, Baker, Linn Lincoln Douglas, Marion, Polk and Multnomah counties.

The grand jury today continued the consideration of cases in which arrests have been made since it was last in session, and the graft question is still waiting. It is thought one or two more days will be sufficient to clear away the cases now pending, so that they may then be given to the reports of conditions in the north end.

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HORRORS! PASADENA HAS 2 WOMEN FOR EACH MAN

(Special to The Journal.) Pasadena, Cal., Aug. 21.—Statistics recently compiled and made public today show an average of two women to every male member of Pasadena's population. Statisticians even go so far as to declare that among every five women on the street is an heiress whose family can count their wealth in six figures.

Catholic Societies Meet.

(United Press Landed Wire.) Columbus, Ohio, Aug. 21.—The business sessions of the tenth annual conference of the Federation of Catholic societies opened here today with 1500 delegates present. Monsignor Falconio, the papal delegate to the United States, celebrated pontifical mass Sunday.

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BOY IS MISSING; PARENTS WORRIED

"My dear lad, Oh, how I wish home. Your mother is very anxious and so is your loving dad." All the way from his distracted parents in England comes this appeal to Albert Bettsworth, who left the home of his cousin in Olney, Pa., June 3, and who is believed to have come to the Pacific coast and is now in the north end. The county court is prepared to resume its investigation of the charges against Detective Baker and P. L. Perkins a newspaper man, this afternoon. The appearance of witnesses wanted is uncertain, despite numerous continuances, and the course of the inquiry will be governed by the availability of two witnesses, A. H. Perry, a newspaper reporter, and Frank Minto, keeper of a north end saloon, has not been found.

INFORMATION ABOUT CHECKING OF BAGGAGE

The S. P. & S. Astoria line checks baggage to any point to which tickets are sold and delivers it there, providing the check is surrendered to the conductor before the station is reached so that the baggage man has time to get it out," said one of the Astoria road officials today.

BIDS ON IMPROVEMENT BONDS ARE CONSIDERED

Bids for the purchase of \$180,000 of city improvement bonds will be considered by the ways and means committee of the city council this afternoon. There is a good demand for the bonds with several outside bidders keeping the market strong. Seattle firms have been offering good bids for the bonds, which are considered very desirable as they have an average life of more than five years and draw six per cent interest.

To Don Helms.

Patrolmen will be asked to don helmets, which have been voted upon to succeed the caps, on August 25. All patrolmen with the exception of patrol drivers will don the helmets. Many patrolmen have already adopted the new headgear, especially the members of the traffic squad.

SAN FRANCISCANS SEND APPRECIATION

Exposition Delegates Wire Thanks While En Route to Their Homes.

The San Francisco delegation that spent Saturday here boosting for the Panama-Pacific exposition, felt so appreciative over the rousing reception given them here that last night, home-bound, and as they had crossed the line into their own state, they flashed a message of thanks to President Harvey Beckwith of the Portland Commercial club. Following is the message received here this morning: "On board Chamber of Commerce of San Francisco's Panama-Pacific International Exposition's Excursion Train. Dunsmuir Cal., Aug. 20, 1911. "Harvey Beckwith, president Portland Commercial club. "At a meeting of the delegation on the homeward journey and in deep appreciation of the hospitality and entertainment accorded them during their stay in Portland, the following resolution was unanimously adopted: "Resolved, That this delegation extend its heartfelt thanks and appreciation to the people of Portland, the Portland Chamber of Commerce and to the Portland Commercial club, and especially to those gentlemen who formed the committees thereof, for the splendid entertainment, thought and consideration that was given this delegation from the time of their arrival in Portland until they were sent happily on their way to California. Also, in the appreciation of the delegation for the generous pledge of their support both moral and financial to the Panama-Pacific exposition in which we are all equally interested. "Furthermore, we wish to the people of Portland and Oregon a continuance of the marvelous prosperity and progress that we observed on all sides. "William Matson, president Chamber of Commerce of San Francisco, and chairman of the delegation; M. H. DeYoung, vice president of the Panama-Pacific International exposition."



Albert Bettsworth "My dear lad, Oh, how I wish home. Your mother is very anxious and so is your loving dad."

All the way from his distracted parents in England comes this appeal to Albert Bettsworth, who left the home of his cousin in Olney, Pa., June 3, and who is believed to have come to the Pacific coast and is now in the north end. The county court is prepared to resume its investigation of the charges against Detective Baker and P. L. Perkins a newspaper man, this afternoon. The appearance of witnesses wanted is uncertain, despite numerous continuances, and the course of the inquiry will be governed by the availability of two witnesses, A. H. Perry, a newspaper reporter, and Frank Minto, keeper of a north end saloon, has not been found.

Save the Babies.

INFANT MORTALITY is something frightful. We can hardly realize that of all the children born in civilized countries, twentytwo per cent, or nearly one-quarter, die before they reach one year; thirtyseven per cent, or more than one-third, before they are five, and one-half before they are fifteen!

We do not hesitate to say that a timely use of Castoria would save a majority of these precious lives. Neither do we hesitate to say that many of these infantile deaths are occasioned by the use of narcotic preparations. Drops, tinctures and soothing syrups sold for children's complaints contain more or less opium, or morphine. They are, in considerable quantities, deadly poisons. In any quantity they stupefy, retard circulation and lead to congestions, sickness, death. Castoria operates exactly the reverse, but you must see that it bears the signature of Chas. H. Fletcher. Castoria causes the blood to circulate properly, opens the pores of the skin and allays fever.

Letters from Prominent Physicians addressed to Chas. H. Fletcher.

Dr. A. F. Peeler, of St. Louis, Mo., says: "I have prescribed your Castoria in many cases and have always found it an efficient and speedy remedy." Dr. Frederick D. Rogers, of Chicago, Ill., says: "I have found Fletcher's Castoria very useful in the treatment of children's complaints." Dr. William C. Bloomer, of Cleveland, Ohio, says: "In my practice I am glad to recommend your Castoria, knowing it is perfectly harmless and always satisfactory." Dr. E. Down, of Philadelphia, Pa., says: "I have prescribed your Castoria in my practice for many years with great satisfaction to myself and benefit to my patients." Dr. Edward Parrish, of Brooklyn, N. Y., says: "I have used your Castoria in my own household with good results, and have advised several patients to use it for its mild laxative effect and freedom from harm." Dr. J. B. Elliott, of New York City, says: "Having during the past six years prescribed your Castoria for infantile stomach disorders, I most heartily commend its use. The formula contains nothing deleterious to the most delicate of children." Dr. C. G. Sprague, of Omaha, Neb., says: "Your Castoria is an ideal medicine for children, and I frequently prescribe it. While I do not advocate the indiscriminate use of proprietary medicines, yet Castoria is an exception for conditions which arise in the care of children." Dr. J. A. Parker, of Kansas City, Mo., says: "Your Castoria holds the esteem of the medical profession in a manner held by no other proprietary preparation. It is a sure and reliable medicine for infants and children. In fact, it is the universal household remedy for infantile ailments." Dr. H. F. Merrill, of Augusta, Me., says: "Castoria is one of the very finest and most remarkable remedies for infants and children. In my opinion your Castoria has saved thousands from an early grave. I can furnish hundreds of testimonials from this locality as to its efficiency and merits."

900 DROPS
CASTORIA
ALCOHOL 3 PER CENT.
A Vegetable Preparation for Assuaging the Bowels and Regulating the Stomach and Bowels of INFANTS & CHILDREN
Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.
Aperient Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.
Bears the Signature of
The Kind You Have Always Bought
In Use For Over 30 Years.

Afraid of Ghosts

Many people are afraid of ghosts. Few people are afraid of germs. Yet the ghost is a fancy and the germ is a fact. If the germ could be magnified to a size equal to its terrors it would appear more terrible than any fire-breathing dragon. Germs can't be avoided. They are in the air we breathe, the water we drink. The germ is only prosper when the condition of the system gives it free scope to establish itself and develop. When there is a deficiency of vital force, languor, restlessness, a sallow cheek, a hollow eye, when the appetite is poor and the sleep is broken, it is time to guard against the germ. You can fortify the body against all germs by the use of Dr. Pierce's Golden Medical Discovery. It increases the vital power, cleanses the system of clogging impurities, enriches the blood, puts the stomach and organs of digestion and nutrition in working condition, so that the germ finds no weak or faint spot in which to breed. "Golden Medical Discovery" contains no alcohol, whisky or habit-forming drugs. All its ingredients are printed on its outside wrapper. It is a secret nostrum but a medicine of known composition and with a record of 40 years of successful use. There is nothing "just as good." Ask your neighbors.

