THE SCRANTON TRIBUNE SATURDAY MORNING, NOVEMBER 23, 1895.

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tramp of the sea. But it is with steam-ers as it is with men. There are those who will for a consideration sail ex-tremely close to the wind; and, in the present state of our fallen world, such people and such steamers have their use From the hour that the Arlaia use. From the hour that the Aglaia first entered the Clyde—new, shiny and innocent—with a quart of cheap cham-pagne trickling down her cut-water— Fate and her owner, who was also her captain, decreed that she should deal with embarrassed crowned heads the with embarrassed crowned heads, fleetempest, but, as lawyers have discov-ered, he makes up for chances withheld when he returns to shore an affidavit in either hand.

10

The Aglaia figured with distinction in the great Mackinaw salvage case. It was her first slip from virtue, and she learned how to change her name, but not her heart, and to run across the sea. As the Guiding Light she was the sea. As the Guilding Light she was very badly wanted in a South Ameri-can port for the little matter of enter-ing the harbor at full speed, colliding with a valuable coal-huik and the state's only man-of-war, just as that man-of-war was going to coal. She put to sea without explanations, though three forts fired at her for half an hour. As the Julia M'Gregor she had been concerned in picking up from a raft certain gentlemen who should have stayed in Noumea, but who pre-ferred making themselves vastly u other quarter of the world; and as the Shah-in-Shah she had been overtaken on the high seas, indecently full of mu-nitions of war, by the cruiser of an agi-tated power at issue with its neighbor. That time she was very nearly sunk, and her riddled hull gave eminent law-vers of two countries great profit. Af-

•or a season she reappeared as the Martin Hunt, painted a dull slate color with pure saffron funnels and boats of robin's-egg blue, engaging in the Odessa trade till she was invited (and the invitation could not well be dis-regarded) to keep away from Black See ports altograther.

Sea ports altogether. She had ridden through many waves of depression in the shipping business, Freights might drop out of sight, seamen's unions throw spanners and nuts at certificated masters, or stevedores combine till cargo perished on the dockhead, but the boat of many names came head, but the boat of many names came and went, busy, alert and inconspicu-ous always. Her skipper, who in a spasm of pride had compared her to a servant girl in a house of ill-fame, made no complaint of hard times, and port officers observed that her crew signed again aboard her with the regularity of Atlantic liner boatswains. Her name she changed as occasion called; her well-paid crew never, and a large per-centage of the profits of her voyage was spent with an open hand on her engine-room. She never troubled the under-writers, and very seldom stopped to talk with a signal station, for her business was urgent and private. But an end came to her tradings, and

she perished in this manner. peace brooded over Europe, Africa, America, Australia and Deep Asia, Poly-

"All supplies very bad and dear, and there are no facilities for even the small-est repairs."—Sailing Directions. Her nationality was British, but you will not find her house-flag in the list of our mercantile marine. She was a nine - hundred - ton, iron, schooner-rigged, screw, cargo-boat, differing ex-ternally in no way from any other tramp of the sea. But it is with steaminto the engine-room, and strikin a grating dropped directly in front of the forward engine, where it burst, nearly fracturing both the bolts that

held the connecting-rod to the forward what follows is worth consideration What follows is worth consideration. The forward engine had no more work to do. Its released piston-rod, there-fore, drove up fiercely with nothing to check it, and started most of the nuts of the cylinder-cover. It came down again, the weight, of the steam behind, and the foot of the connecting-rod, use-less as the leg of a man with a sprained ankle, flume out to the right and struck with embarrassed crowned heads, flee-ing presidents, financiers of over-ex-tended ability, women to whom change of air was imperative, and the lesser law-breaking powers. Her career led her sometimes into the Admiraity courts, where the sworn statements of her skipper filled his brethren with euvy. The mariner cannot tell or act a lie in the face of the sea or mislead a tempest, but, as hawvers have discovthe upper portion outwards three inches towards the ship's side. There the connecting-rod jammed. Meantime the after-engine, being as yet unembar



assed, went on with its work, and in se

loing brought round at its next revolution the crank of the forward engine which smote the already jammed con-necting-rod, bending it and therewith the piston-rod cross-head-the big crossthat slides up and down so piece moothly.

smoothly. The crosshead jammed sideways in the guides, and, in addition to putting further pressure on the already broken starboard supporting column, cracked the port, or left-handed supporting col-umn in two or three places. There be-ing nothing more that could be made to move the acretic places that the superior the move, the engines brought up all standing with a hiccough that seemed to lift the Hallotis a foot out of the water; and the engine room staff, opening every steam outlet that they could find in their confusion, arrived on deck somewhat scalded but calm. There was a sound below of things happening-a rushing, clicking, purring, grunting, ratiling noise that did not last for more than a minute. It was the machinery adjust, ing itself on the spur of the moment to a hundred altered conditions. Mr. War-drop, one foot on the upper grating, inclined his ear sideways and groaned. You cannot stop engines working at twelve knots an hour in three seconds without disorganizing them. The Hali-

Ing them away. "The engines aren't worth their price as old iron." "We tow," was the answer. "Af-terwards we shall confiscate." The man-of-war was short-handed, and did not see the necessity of putting a prize crew aboard the Hallotis. So she sent one sub-lieutenant, whom the skipper kept very drunk, for he did not wish to make the tow too easy, and, moreover, he had an inconspicuous little rope hanging from the stern of his ship. Then they began to tow at an aver-age speed of four knots an hour. The Hallotis was very hard to move, and the gunnery lieutenant who had fired the five-inch shell had leisure to think upon consequences. Mr. Wardrop was the busy man. He borrowed all the crew to shore up the cylinders with



"There's Just a Chance of Our Making Steam Yet." "Doesn't look like it," said the skip-

spars and blocks from the bottom and sides of the ship. It was a day's risky work; but anything was better than drowning at the end of a tow-rope; and if the forward cylinder had fallen it would have made its way to the sea bed and taken the Hallotis after. "Where are we going to and how long will they tow us?" he asked of the skipper. "God knows! and the sub-licuten-ant's drunk. What do you think we can do?"

an do

"There's just the hare chance," Mr. Wardrop whispered, though no one was within hearing. "There's just the bare chance o' repairin' her if a man knew how. They've twisted the very guts out of her bringing her up with that death but I'm saying that with that jerk; but I'm saying that with time and patience there's just the chance o' making steam yet. We could

They were marched into the palms and the back country swallowed them up— all the crew of the Hallotis. Deep peace continued to brood over Europe, Asia, Africa, America, Aus-tralasia and Polynesia. The skipper's eyes brightened. "Do you mean," he began, "that she is any

"Oh no," said Mr. Wardrop. "She'll need three thousand pounds in repairs at the lowest if she's to take the sea at the lowest if she's to take the sea again, n' that apart from any injury to her structure. She's like a man fallen down five pair o' stairs. We can't tell for months what has hap-pened; and we know she'll never be good again with out a new inside. Ye should use the cordenait, tubes an' the mas music. Elaborate programmes are being prepared for the coming festival. pened; and we know she'll never be good again with out a new inside. Ye should see the condensin' tubes an' the steam connections to the donkey for two things only. I'm not afraid of them repairin' her. I'm afraid of them stealin' things." "They've fired on us. They'll have to explain that." "Our reputation's not good enough to ask for explanations. Let's take what we have and be thankful. Ye would not have consuls rememberin' T. J. Davies, Mus. Bac., of this city, has been made adjudicator at the St. David's Day eisteddfod, which will be heid at Fottsville on March 2. M. Davies will act as adjudicator with

A fine programme will be rendered at the Elks' services on Sunday, Dec. 1 by a guartette, under the direction of John T. Watkins, with Liwelyn Jones as accompanist. The other memberr of the guartette are: Mrs. Lizzle Hughes-Brundage, soprano; Miss Mar-rearet longe atte, and Thomas Beynon. Shah, and the Aglaia, at this most alarmin' crisis. We've been no better than pirates these ten years, Under garet Jones, alto; and Thomas Beynon, now. We've much to be thankful for if we ever get back to her." tenor. formed tomorrow afternoon by Tallic

"Make it your own way, then," said the skipper, "if there's the least chan

"I'll leave none," said Mr. Wardrop, "none that they'll dare to take. Keep her heavy on the tow, for we need time The skipper never interfered with the affairs of the engine room, and Mr. Wardrop-an artist in his profession-Wardrop-an artist in his profession-turned to and composed a work, ter-rible and forbidding. His background was the dark-grained sides of the en-gine room; his material the metals of power and strength, helped out with spars, bauks and ropes. The man-of-war towed sullenly and viciously. The Helbertis baking her hummed like a BIDWELL ON FRANCE (Concluded from page 9.)

> pretty sick, my poor fellow," I said. "What is the matter?" "The matter, sir, "What is the matter," "The matter, sir, is a hundred and fifteen days in this dark cell! That is what is killing me!" "What! a hundred and fifteen days in the dark cell! What did you do to "Nothing, sir, absolutely nothing, and they know it now." I suppose he no-tleed my look of incredulity, for he added, "I dare say you will not believe me Another melescent in the believe me. Another prisoner went to the chief warden and told him that I had

chief warden and told him that I had tobacco. I was locked up in that fright-ful dungeon to make me confess. The story was not true. I would not con-fess and I am dying because of it." The chief warden, a man with a singularly disagreeable smile, who had been many years in the service and who was then receiving five frances a day salary, was with me. I asked him if the dying prisoner's story was true. "Well," he said, "you see we are obliged to en-force these rules and we must force these rules and we must act on the information that we receive. The man was not punished. He was merely placed in seclusion to enable un to set at the truth." The fact re-mained, nevertheless, that the man's treatment was causing his death and the whole thing resulted from a pris-oner's spite. It was however, merely a sample inside the prison walls of the usual procedure in criminal cases, the

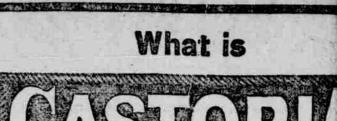
every day occurrence in the procurer's office. American Ways Are Best.

To understand the blessings one's own country enjoys, it is only necessary to go to another where they do not ex-ist. No habeas corpus, personal liberty unknown, the whim of a magistrate the measure of a man's liberty, the pleasure of a procureur, the tension of one's rights, these are some of the privleges which liberty, equality and fra-ternity as the French uncerstand them bring in their train, And yet French move with a speed, for he did not wish to keep a hungry crew at large on the beach, and the man-of-war had gone up the coast. With a wave of his hand—a stroke of the pen was not nec-essary—he consigned them to the blackgang-tana, the back country, and the hand of the law removed them from his sight and the knowledge of men. They were marched into the palms and the back country swallowed them up men see nothing to complain of, no doubt because they know nothing bet-ter. Maxims of law which with us are self evident as the sun have never of curred to the French mind even to think of. "It is not the custom of the Romans to give any man to die until he that is

that he may answer for himself." Neither is it the custom of Americans. In France men are every day con-demned in their absence "par contu-mace" as the lawyers call it, to any pen-alty the law awards for the offence alty the law awards for the offenc charged, and when arrested the penalt may be summarily inflicted. A man who has been convicted of felony can at any moment be charged with the perpetra-tion of another. It may be that there is not the slightest proof against him but he does not escape on that account. Every prison in the country holds men who it is almost certain are innocent, ondemned as capable of some crime o which the real perpetrator has not been liscovered. Domicillary visits if not so frequent are just as liable to happen under the republic as under the empire with redress for no man. Frenchmen are fond of repeating that French jus-tice which see and when envi tice makes no mistakes and when any such are proved the explanation is that justice was misled, and those who are not the sufferers care very little for hose who are. Doubtless it takes time for a legal sys-

tem to grow and when a people is once accustomed to its own, it accepts details as natural, but no American can see European methods without feeling thankful that his own traditions have ed him to expect something with which the systems of Europe have scarcely anything in comme





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ket and full vigor quilled anywhere, scaled

nesia. The powers dealt together more or less honestly; banks paid their depos-itors to the hour; diamonds of price came safely to the hands of their owncame safely to the hands of their own-ers; republics rested content with their dictators; diplomats found no one whose presence in the least incom-moded them; and monarchs lived openly with their lawfully wedded wives. It was as though the whole earth had put on its best Sunday bib and tucker; and business was very had for the Marile business was very bad for the Martin Hunt. The great, virtuous calm enguifed her, state sides, yellow funnels and all, but cast up in another hemis-phere the steam whaler Haliotis, black and rusty, with a manure-colored fun-nel, a litter of dingy white boats, and an enormous stove, or furnace for burning blubber on her forward well-deck. There could be no doubt that her trip was successful, for she lay at several smoke of her trying-out insulted the beaches. Anon she departed at the speed of

the average London four-wheeler, and entered a semi-island see, warm, still and blue, which is, perhaps, the most strictly preserved water in the world. There she staved for three months, under sail for the most part, and the great stars of those mild skies beheld her playing puss-in-the-corner among is-lands where whales are never found. All that time she smelt abominably, and the smell, though fishy, was not whole-some. In the middle of the tenth week calamity descended upon her from the island of Pygang-Watal, and she fled while her crew jeered at a fat black and brown gunboat puffing far behind. They knew to the last revolution the capacity of every boat on those seas that they were anxious to avoid. A British ship with a good conscience does not, as a rule, flee from the man-of-war of a foreign power, and it is also a breach of etiquette to stop and search British ships at sea. These things the skipper of the Hallotis did not pause to prove, but hold on at an investities closes but held on at an inspiriting eleven knots an hour till nightfall. One thing only had he overlooked. The power that kept an expensive

steam-patrol moving up and down those waters (the skipper had dodged the two hatches. They were there to the value | several shaft coupling bolts and huts, hatches. They were there to the value of seventy thousand pounds, more or less; and every pound poached. The man-of-war was annoyed, for she had used up many tous of coal; she had strained her jengines, and, worse than all, her officers and crew had been hurried. Everyone on the Hallotis was arrested and rearrested several times as each officer came regular ships of the station with an ease



Between the Devil and the Deep Blue Sen

that bred contempt) had newly brought that bred contempt) had newly brought up a third and a thirteen-knot boat with a clean bottom to help the work; and that was why the Hallotts, driving hard from the east to the west, found herself at daylight in such a position that she could not help seeing an ar-rangement of four flags a mile and a half behind, which read: "Heave to, or take the consequences." She had her choice, and she took it, and the end came when, presuming on

Hallotis behind her hummed like a shrieking like a wounded horse. There was nothing more to do. The five-inch iron shell, with a reduced charge, had settled the situation, and when you are full, all three holds, of strictly preout the Tanna bank, the Sea-Horse bank, and four other banks from one end to the other of the Amanala seawhen you have ripped out the very heart of a rich government monopoly so that five years will not repair your wrong doings-you must smile and take what is in store. But the skipper reflected, as a launch put out from the man-ofas a lather put out from the man-of-war, that he had been bombarded on the high seas, with the British flag, several of them, picturesquely disposed above him, and tried to find comfort from the thought from the thought.

"Where," said the stolid naval lieutenant, as he hoisted himself aboard, "where are those dam' pearls?" tenant, as

PART IL

They were then beyond evasion. No affidavit could do away with the fearful smell of decayed oysters, the div-ing-dresses, and the shell-littered

Haliotis was arrested and rearrested several times as each officer came aboard; then they were told by what they esteemed to be the equivalent of a midshipman that they were to consid-er themselves prisoners, and finally were put under arrest. "It's not the least good," said the skipper, suavely. "You'd much better send us a tow—" "Be still—you are arrest!" was the reply.

send us a tow-"
"Be still-you are arrest!" was the reply. "Where the devil do you expect we are going to escape to? We're help-less. You've got to tow us into some-where, and explain why you fired on us. Mr. Wardrop, we're helpless, aren't we?" "Ruined from end to end," said the man of machinery. "If she rolls, the forward cylinder will come down and go through her bottom. Both columns are clean cut through. There's noth-ing to hold anything up." The council of war clanked off to see if Mr. Wardrop's words were true. He warned them that it was as much as a man's life was worth to enter the engine room; and they contented them-selves with a distant inspection through the thiaming steam. The Hallotis lifted to the long easy swell and the starboard supporting column ground a triffe, as a man grits his teeth under the knife. The forward cylinder was depending on that un-known force men call the pertinacity of materials which, now and then, bal-inces that other heart-oreaking pow-r. the perversity of insminate things. "Tes sit?" Mr. Wardrop said, hurry-

Hallotis bening her hummed new a hive before swarming. With extra and totally unneeded spars her crew blocked up the space round the for-ward engine till it resembled a statue in its scaffolding and the butts of the in its scattered with every view that a dispassionate eye might wish to take. And that the dispassionate mind might be swiftly shaken out of its calm, the well-sunk bolts of the shores were well-sunk bolts of the shores were wrapped round untidily with loose ends of ropes, giving a studied effect of most dangerous insecurity. Next Mr. Ward-rop took up a collection from the af-ter-engine, which, as you will remem-ber, had not been affected in the gen-eral wreck. The cylinder escape-valve he abolished with a flogging-hammer. It is difficult in far-off ports to come by

It is difficult in far-off ports to come such valves unless, like Mr. Wardrop, you keep duplicates in store. At the same time men took off the nuts of two same time men took on the nuts of two of the great holding-down bolis that serve to keep the engines in place on their solid bed. Any engine violently arrested in mid-career may jerk off the nut of a holding-down bolt, and this accident looked very natural. Descing along the tunnel he removed

scattering other and ancient pieces of iron underfoot. Any engine stopped suddenly may disorganize her shaft

coupling bolts, and this accident seemed even more natural. Cylinder bolts he cut off to the number of six from the

after engine cylinder so that, it might match its neighbor and stuffed the bilge

after engine cylinder so that, it might match its neighbor and stuffed the bilge feed pumps with cotton waste. Then he made up a neat bundle of the vari-ous odds and ends that he had gathered from the engines—little things like nuts and valve spindles, all carefully tal-lowed—and retired with them under the floor of the engine room, where he sighed, being fat as he passed from manhole to manhole of the double bot-tom, and in some fairly dry submarine compartment hid them. Any engineer, particularly in an unfriendly port, has a right to keep his spare stores where he chooses, and the foot of one of the cylinder shores blocked all entrance into the regular store room even if that had not been already closed with steel wedges. In conclusion he disconnected the after engine, laid pistog and con-necting rod, carefully tallowed, where it would be most inconvenient to the eight collars of the thrust block, hid them where only he could find them anain, filled the boliers by hand, wegged the sliding doors of the coal bunkers, and rested from his labors. The en-gine room was a cemetery, and it did not need a bucketful of ashes tipped over the skylight to make it any worse. He invited the skipper to look at the completed work. "Saw ye over such a forsaken wreck as that?" hej said proudly. "It almost

completed work. "Saw; ye ever such a forsaken wreck as that?" hejsaid proudly. "It almost frights me to go under those shores. Now, what d'you think they'll do to us?" "Wait till we see," said the skipper. "Wait till we see," said the skipper.

Passing along the tunnel he removed

He Kept the Sub-Lieutenant Drunk.

out any charge. The first meeting will be held tomorrow afternoon at 4 o'clock in the lecture room of the First Prez-byterian church. This is a most excellent opportunity for the young ladle of Scranton to master the art of sing-ing, and to belong to an organization that will surely be a grand success.

will be under no expense whatever, as Mr. Morgan will give his time with-

[To be Continued.]

MUSICAL MATTERS.

Members of the various city church

choirs are already rehearsing Christ-

Professor J. W. Parson Price, of New

A fine programme will be rendered at

A Young Ladies' chorus will be

York city.

"Wang" is upon its final season and will probably be seen for the last time in Scranton this afternoon and even-ing at the Academy. Although it is not generally known, "Wang" was a failure upon two occasions under an-other title before it finally became t success. As "King Cole" the opera way not received with favor though efforts were made to make it a "go" two of the large cities. The work was re-written and given the title of "Wang" and with De Wolf Hopper ir the leading role became one of the most popular of the latter day bur leagues that float under the name o lesques that float under the name of opera. The hard work, worry and dis appointment connected with the career of the composition that finally be came a success nearly ruined the healt of Composer Woolson Morse. The gen lal musician gives an emphatic opinio hat musician gives an emphatic opinio, that fame is expensive. He advise: all who wish for success, however, to persevere. "If you have a good thing stick to it," is his advice, "and if i does not kill you, you will ultimately

> 11 11 11 On the afternoon of Thanksgivin

Day, the first united rehearsal of th Children's Choral class will be held i

the Young Men's Christian associatio hall, under the direction of Taille Mor gan. Special tickets of invitation ar

gan, special becaus of invitation ar being given out, and the hall will cer-tainly be crowded. The combine chorus will number over three hur dred voices, and those present as vis-itors will have the opportunity of wit

nessing what children can do even i five weeks. The membership of the

classes should number in the least thousand volces. Parents can not hav the faintest idea what it means to

the faintest idea what it means to child to be a member of one of the classes. They are given a musical ed-ucation and a musical taste that the will never forget. What will cos-scores of dollars after the childre grow up can now be had for a fey-cents. All who desire to witness the work of the children next Thursday af-ternoon can see a course complimentary tick

work of the endered next Industry ich ternoon can secure complimentary lich ets at either of the music stores or r the office of the Young Men's Christia association. The rehearsal will begin promptly at 4 o'clock.

The October number of the "Mandoli and Guitar," a Philadelphia musica paper, contains a portrait of A. E Morse, of this city, with the following

Morse, of this city, with the followin' notice: A. E. Morse, whose portrait we print above, at the age of 20, finds him-self, probably, the most popular mando-lin soloist in his section of the state Born June 4, 1875, in Scranton, of musi-cal parentage, he early showed signs of marked musical ability, and at the ag-of fourteen was mandolin soloist of the "Onelta Symphonie Club." In a letter recently received from him, he says: "J studied very hard until 1891, when I went under the tutorship of Senor Jimenez, who was one of the original Spanish Studentsthat visited this coun-try some years ago. After I finished with Jimenez, I studied under Prof. R. J. Bauer, lender of Academy of Music orchestra and band. This season I will surprise the people of this community with my new quartette, which will con-sist of first and second mandolin, man-dola and mandocello. The quartette is something new in this part of the coun-tive some

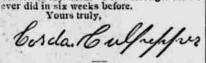
something new in this part of the coun try, and our efforts are already crown

try, and our efforts are already of play-ed with success." Mr. Morse makes a specialty of play-ing obligatos for concert singers, which requires considerable taste and good judgment. In former years he has taught entirely at the homes of his pupils, but this season his largely in-creased business necessitates him open-ing a studio, which is located at 414

succeed."

abundant secretion of nourishment for the child. During pregnancy, it pre-vents "morning sickness" and those distressing nervous symptoms from which so many suffer. Tanks, Collie Co., Texas. Dr. R. V. Prerce, Buffalo, N. Y.: Dear Sir-I took your "Favorite Pre-scription" previous to confinement and never did so well in my life. It is only two weeks since my confinement and I am able to do my work. I feel stronger than I over did in six weeks before

system for parturition. Thereby "labor" and also the period of confinement are greatly shortened. It also promotes an



A MOTHER'S EXPERIENCE.

A MOTHER'S EXPERIENCE. South Bend, Pacific Co., Wash. Dr. R. V. PIERCE, Buffalo, N. Y.: Dear Sir-I began taking your "Favor-ite Prescription" the first month of preg-nancy, and have con-tinued taking it since confinement. I did not experience the nausea or any of the ailments lue to pregnancy, after 12 began taking your "Prescription." I was mly in labor a short 7 ime, and the physician

aid I got along un-isually well. We think it saved me MRS. BATER. t great deal of suffering. I was troubled a reat deal with iencorrhea also, and it has lone a world of good for me.

Yours truly. MRS. W. C. BAKER.

The Best a

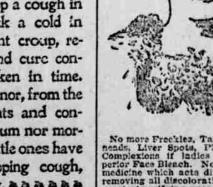
edy. It will stop a cough in one night, check a cold in one day, prevent croup, relieve asthma, and cure consumption, if taken in time. It is made on honor, from the purest ingredients and contains neither opium nor morcroup or whooping cough,

use it promptly. \$ \$ \$ \$ \$ \$ Three Sizes-25c., 50c. and \$1 per bottle. At Druggists.

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