

DEEP SEA HARBORS.

Senator Frye's Convincing Speech in the Senate.

Superiority of Santa Monica Over San Pedro.

Rocks and Figures Which His Opponents Could Not Refute.

Reasons Why a Safe Harbor Could Not Be Built at San Pedro.

A Tribute to the Energy, Enterprise and Foresight of Collis P. Huntington—His Great Shipyard at Newport News and the Thousands of Men Employed by Him—Remarks Every Californian Should Read.

On the 11th and 12th of this month Hon. William P. Frye of Maine made a speech in the United States Senate, during the consideration of the river and harbor bill, which should be read by every Californian who desires to be correctly informed on the subject of a deep sea harbor for Southern California. Mr. Frye said:

Mr. President: I am very sorry that I am compelled to exhaust the patience of the Senate to further discussion of this matter, but as Chairman of the committee and its mouthpiece, as a matter of course I must defend its action and I know of no better defense of the contention which the committee has made than the picture upon which Senators are now looking.

Here (indicating on map) is the bay of Santa Monica. Point Vicente is off here (indicating). Here (indicating) is the present pier in Santa Monica Bay in the center of the curve of the bay. These are the proposed wharves (indicating) if built they will accommodate about 200 ships at one time. Here (indicating) is the proposed breakwater to protect the ships in the inside.

Mr. Morgan—How far from the coast? Mr. Frye—It is about a mile and one-third from the shore. It is about 8,400 feet long. It includes within it an area of about 555 acres of deep water, which will accommodate about 222 deep draft vessels at anchor. Every inch inside is excellent holding ground, being mud and gravel. It is absolutely protected by a range of mountains over a thousand feet high from the north winds, the northeast and the northwest winds. It is absolutely protected on the other side by the highlands—these are the highlands (indicating)—from every southeast wind. The dangerous wind of the Pacific Coast is that from the southeast. There is no greater fear of it than except occasionally a heavy southwest gale. This bay (indicating) is absolutely protected from everything except the southwest wave line, as it is called, and the westerly winds.

Now, here is a remarkable fact, and, without knowing the fact, no engineer, whether he be civil or naval, is able to determine whether or not a harbor can be made a safe one. As I said, the heavy winds and gales are from the southeast. Whenever there is a heavy gale from the southeast the wave line is from the southwest, at an exact right angle to the southeast inshore wind, undoubtedly showing that the action of the mountains has affected the wind near shore in such a way that a heavy southwest gale in the open ocean becomes, when you approach the shore, a southeast gale.

Now, a breakwater, as a matter of course, every Senator knows, has nothing to do with the wind. It is to stop the waves, and that is the only purpose. The only necessity in the bay of Santa Monica for any protection whatever comes from the southwest wave line. For the three years the pier has been there, there never yet has been any heavy southeast gales, or southwest wind at sea, and southwest wave line. But it is liable to take place any hour of the day. It is liable to take place when 50 ships are lying in this open roadstead (indicating), and if it did every ship would go ashore. For two or three years there had been no dangerous wrecks in the harbor of Apia, but one day there were scores of men-of-war lying there, a gale came up, and hundreds of lives were lost, and several ships were driven ashore. Harbor protection is not for fair weather; it is not for ordinary weather; it is against extraordinary weather; and because these three years have passed and there has been no extraordinary weather it is not, as the Senator from Missouri says, an argument against the necessity of protection at all. To-morrow, or a week from now, when great ships are lying there, that terrible southwest gale sweeping across the great Pacific may bring in enormous and drive every ship ashore, sacrificing property and human life.

Here to the right is Point Firmin (indicating). Here, at that point (indicating), is where the first board started its breakwater, running it out two or three thousand feet, and then leaving an open space of 1,500 feet, then running four or five thousand feet in the direction here shown (indicating). There (indicating) is Wilmington Harbor. Mr. White—The inner harbor. Mr. Frye—It is called the inner harbor; it is the inner harbor of Wilmington which has been talked about. The harbor which it is proposed to make at San Pedro is here (indicating). Now, here is the remarkable fact to be noted. The first board of engineers found that if a breakwater were attached to the shore and run eight or ten thousand feet from shore, the harbor made by it inside would certainly fill up with sand, and in that North and Hood occur.

So the three army officers and the two civil engineers agree that if a breakwater is so attached and extended from the shore the harbor will fill up. What did the first board do? They provided for that reach of breakwater, then an open space of 1,500 feet right in the harbor, then a breakwater running off in this direction (indicating). Which is the direction of the southwest winds? There it is; Senators can all see it. Exactly straight in to the 1,500 feet the first board of army officers left open. Is there any safety in that harbor? Can any ship lie there in a heavy southeast gale with southwest waves are coming in?

How happened it that the army board of engineers made such a blunder? It happened simply because they did not know that a southeast gale on shore was accompanied by a southwest wave line from the ocean. That is all. They made a profound mistake because they did not know the necessary inquiry. There is not a Senator on this floor who does not know that they made a mistake. There is not a Senator here who cannot see that if they had made it on purpose to receive the southwest wave line they could not have placed it in any better position. There it is, right straight in (indicating).

Mr. Mitchell of Oregon—Is there any dispute about that matter? Mr. Frye—Oh, no; that is the exact location of the breakwater. This is an exact map in every respect. There is no undertaking to cheat or defraud anybody about this matter in any direction on either side that I know of.

Mr. Stewart—Do they now admit that it would be a failure? Mr. Frye—They never have been asked. I do not think they would admit it, but every Senator here who is in my hearing and in sight of this map knows that it was an absolute failure.

Now, the second board (whether they had ever found out the mistake I doubt) started at the shore and the breakwater laid it right out to the end of the breakwater without any break in it. They disagreed entirely, you will see, from the first board, because the first board said a breakwater of that kind would fill up with sand. The second board say, as a matter of course, it will not fill up with sand because they made a plan of a breakwater from the pier outward without any break in it. Did they know anything about the

southwest wave. I think the evidence is conclusive that they had not found it out. What is the evidence? Somebody wished to know where you could place the wharf in San Pedro, and I assure the Senators it is a very serious question. Here is the Southern Pacific Railroad, that "horrible instrument of injury to the country," running right along here and out to this bluff (indicating). This is a very high bluff (indicating). It is a very high bluff (indicating). The waves of the ocean are nearly all the time dashing up against it at the foot. Where are you going to put your wharves? Where will you locate them? The second board of engineers said that you could make a dozen in some way or another—it would be very expensive for this railroad—by running your railroad out on the breakwater, and then attaching your wharves to it.

Now, is not that conclusive proof that the second board did not know that the southwest wave line accompanied a southeast shore wind? Have not Senators here seen the power of the waves on the Pacific when they come sweeping in across the sea over water that is 300 fathoms deep within three miles of the shore and strike that breakwater ten feet up out of the water? How long would a railroad track stand on the top of that breakwater? How long would a ship lying by the side of it stay there? Those waves would break over that breakwater from forty to fifty feet high, and, as a woman would sweep with a broom the dust from the ground, sweep away your railroads and your railroad tracks and completely submerge every vessel lying by the wharves attached to the breakwater.

Here is what is called the Terminal Railroad (indicating). It comes down to Rattlesnake Island and out to that little island on that point (indicating). Here is the Pacific Railroad, down to here (indicating).

Mr. White—The Terminal Railroad. Mr. Frye—One is the Terminal Railroad and the other is the Southern Pacific Railroad. Now, to a certain extent this is a railroad fight. The Senator from Arkansas (Mr. Berry) thinks it is a fearful thing for a Senator to be on the side of a great railroad and a "greedy monopoly," but I never have seen anything more greedy in my experience than this little Terminal Railroad. It is about forty miles long. What is it there for? It was built there after the first report of the Board of Engineers. Under the first report of the board there were certain gentlemen who thought they saw a chance for a speculation.

They say that the Southern Pacific had the entire north side, all the land on it; that there was a chance to get a little terminal railroad down on the southerly side that if that breakwater was built and it became a great harbor, necessarily there must be two great competing lines stretching from the Pacific shore over toward the Atlantic. They built this railroad with the understanding and expectation that when the harbor was completed some great transatlantic railway would be obliged to gobble up the little terminal railroad and make a very handsome speculation. That railroad is in the fight. The Southern Pacific, as a matter of course, is in the fight because it is up there (indicating). The Atchison, Topeka and Santa Fe is in the contest. Why I do not know. Here (indicating). It runs away up to that point now (indicating). Here is the harbor (indicating). Here is the Southern Pacific (indicating), running to the place where they have located their wharves. Here is the little terminal railroad. I heard it asked in the Senate half-a-dozen times if another road could go through that tunnel. What do you suppose that tunnel is? It is a tunnel under a street a couple hundred feet long. You can cut it out; you can throw it away; you can build a bridge over it, and forty railroads can get through if they please any time and anywhere. You will observe that there is plenty of room. The Southern Pacific Railroad Company could get but fifty feet wide. The Trustees of the town owned this front of the town (indicating).

Mr. Davis—Of San Pedro? Mr. Frye—Of the county or town; I do not know which. Mr. White—Of the town. Mr. Gray—Of Santa Monica? Mr. Frye—Yes. They own it. They refused to let the Southern Pacific Railroad have an inch of ground for their place for two tracks, and the Southern Pacific does not own an inch of land at Santa Monica. They own nearly all of the land on the north side here (indicating).

Mr. Cullom—San Pedro? Mr. Frye—San Pedro. There is room at Santa Monica for twelve tracks, and ten more tracks. Any other railroad can get it just as easily as the Southern Pacific Railroad Company did. Mr. Huntington said he would build the tracks for them for \$10,000 a mile, and this bill provides that they shall use his wharf if they desire to do so.

Now, can some Senator tell me why the telegrams from the Atchison, Topeka and Santa Fe Railroad have been falling here upon Senators in the last ten days as the snowflakes fall in the winter storm, and that it is the remains of the old fight between the Southern Pacific and the Atchison, Topeka and Santa Fe Railroad? They made it once. They lost from ten to twelve million dollars in the encounter and went into bankruptcy. I happened to be the unfortunate owner. I am happy to say, except that they had a great amount of stock in the Atchison, Topeka and Santa Fe Railroad, and only a few months ago I paid an assessment on it. I can think of no reason why they should interfere except for the remains, as I say, of the old fight. That is just about the only reason that can make an argument in favor of Santa Monica so strong as that picture itself, silent though it be.

I wish to call your attention to one point more in this connection. You see that arrow is southwest (indicating); as a matter of course, southwest would be this way (indicating). Will any Senator tell me how that breakwater protects the proposed San Pedro Harbor from a southeast gale? Not the slightest under the sun. The southeast gale comes right square into the mouth of it. As a matter of course, if the breakwater be extended away around it would not keep the wind out. It has full sweep and full sway. It is admitted by everybody in this controversy that it is the southeast wind that the mariners are afraid of on the Pacific Coast. Yet the harbor of San Pedro, fix it up the best way you can, is right out with open arms, apparently anxious to receive into its bosom the terrific southeast gales, while the other one is absolutely protected from them. I think that is all I want of the map. (The map was removed).

Mr. President, I am very happy to see your face once more. I should like, in the first place, to dissipate if I can a little of the fog that has been placed around this controversy. I have to a certain extent made allusions to the railroads. The Senator from Missouri did to a certain extent

allude to the people of Los Angeles. Somebody told me that the member of Congress from that district was placed on a platform two years ago in favor of an appropriation for San Pedro, and that his convention met a week ago and put him on a platform in favor of an appropriation for Santa Monica. The City Council unanimously the other day voted for an appropriation for Santa Monica. I think the Senator from Missouri described the conditions at Los Angeles about right. But what has Los Angeles to do with this, anyway? Why, the Senator from Missouri and I have been in this fight for about eight or ten years, I believe. We know all about it, too. I am very sorry to find him willing to have it run any further. I wish to get rid of it forever. I never want to hear of it again.

Give Los Angeles an inner harbor of eighteen feet depth of water and it will accommodate all the commerce of Los Angeles for the next fifty years. It is ample for it. If you put a breakwater outside of the interior harbor you are crowding away \$302,000. The idea that the Los Angeles people are to instruct Congress as to where they shall put a harbor! For the commerce of Los Angeles! Nobody has ever talked about that. It is for the commerce of the world, and not only is it for the commerce of the world, but it is for a harbor of refuge, just as important as a harbor for commerce. The Atlantic coast has harbors of refuge all along. We are building one now at Sandy Bay, on the New England coast, at a cost of \$5,000,000, and we have them every forty or fifty miles—harbors in which tempest-tossed ships can run for refuge. They are just as important for protection to life and property as are protected harbors for commerce.

The harbor that we are talking about here is not a little harbor for a town or a city. It is a harbor for the commerce of the world, a harbor for the ships of the world, and Los Angeles has no more interest in it and no more to say about it than the people in the city of Portland, Me.

We have heard talk about corruption and bribery, but in this body there is more bribery from the good feeling which exists between Senators than from any and every other cause known to man. I think that we yield our preferences and our wishes to Senators who are not amount of honor would induce us to do it under any circumstances; and I admit that I am one of the yielding kind, for while it has been changed in Los Angeles that I am owned by the Southern Pacific Railroad I would rather have the kindly regard of these Senators than I am addressing, and their confidence, the support of all the railroads and railroad magnates on the face of the earth, and all the money that all of them possess. The "Examiner" said if I succeeded in getting Santa Monica adopted as a harbor my pockets would be lined with gold, a happy way they have of talking about public men in your State, Mr. White; pleasant and agreeable compliments they pay us—a high estimate they make of us. I thank a kind Providence that ever since my mother put the first pocket into my pantaloons it has been just as well lined with gold from that day to this as my modest necessities ever require.

Mr. Hill—I call the Senator's attention to the fact that the Republican State Convention recently held in California declared in favor of silver. Mr. Frye—I think very likely they did, and against railroads. I do not understand that the Senators from California have any objection to the question of whether a harbor shall be established at Santa Monica or shall be constructed at San Pedro than the Senators from the State of Minnesota; neither did the Committee on Commerce, although we had one of their Senators long ago in the committee. It is not a harbor for California; it is just as much a harbor for my ship which sails out from the city of Bath as it is for the ship of the Senator from California which sails out through Golden Gate—just exactly. It is just as much a home for the safety of the ship which sails from the city of Bath as it is for the ship of the Senator from California, as it is for ship which comes from Australia.

There is another thing which I am sorry has crept in to becloud this case, because I think it is gravely unjust. The Senator from California—I am sorry his speech has not been published in the "Record," and I have to take the report of it from the morning "Post"—in concluding says: "It will be a donation of \$3,000,000 to a private corporation," said Mr. White. It will be taking \$3,000,000, which the United States has no right to give, if it is not expended and spending it on an individual. It will not be for a public benefit, but for the benefit of an enterprising person who is developing a large commerce over one of the most magnificent wharves in the world.

The distinguished Senator from Arkansas, Mr. Berry, intimated that it would be a terrible thing for the Senate of the United States to yield to "the greed of one man." Ah, both of those utterances favor a little bit of the slogan of it that we read in the Golden Gate, where the name of Huntington is conjured up to frighten babies with and used by demagogues to make the knees of weak-kneed politicians tremble. The "greed of one man!" Yet the "one man," the Senator admits, is building up a great commerce, which is coming over the finest wharf in the whole world. If that man is building up a great commerce he is not entitled to have a harbor to which that commerce shall come just as much as if it were built up by twenty different men? Is Mr. Huntington to be excluded from all the benefits of legislation? Why, pray tell me, if he succeeds in establishing a great line of ships from China and Japan, and they bring the contributions of the Orient down to Santa Monica Bay, then take them on the Southern Pacific Railroad and land them at New Orleans as cheaply as to-day they can be carried from San Francisco to Ogden, and then they are put on board his great line of steamers, 20 in number, from New Orleans and carried to New York for one-fifth the cost from Ogden to New York by rail, is he to be punished for it? Is he entitled to the reprobation of the Senate? Is he to be summoned up here as a ghost to frighten Senators from voting as their consciences dictate? Mr. President, if that is the course to be pursued, we must re-form this river and harbor bill; we must change it entirely, we must strike out quite a number of items we have in it.

Take the item of Newport News. There was the Chesapeake and Ohio Railroad, dead, an utter wreck. This man, Mr. Huntington, took it and brought it to life; and with his courage and indomitable energy built one of the finest roads in the country from Cincinnati to Newport News; and to-day it is carrying more corn than any other line on this earth. Oh, cut out the appropriation for Newport News, because Huntington built the Chesapeake and Ohio Railroad! That is the appeal.

Take another thing. We have been (Continued on Fifth Page.)

SLIGHT WRECK. A Freight Train Runs into Another in Front of It in Washington. There was a slight wreck yesterday evening about 7 o'clock on the Yolo side, about half a mile from the bridge. Freight train No. 71 stopped because the draw was open and sent back a flagman. Freight train No. 73 was following it, and before the flagman had gone very far, came round the curve too close to stop, and smashed into the caboose. Those in the caboose had sufficient warning to get out and did so, and no one was hurt, but the forward end of the caboose was telescoped by the car in front of it, and a piece was knocked out of the plate on the front of the engine. The track was obstructed about an hour before the wreck was removed.

Petition for Distribution. Peter Ottosen, by his attorney, W. V. Rhoads, has petitioned the Superior Court for the distribution of the estate of Claus Ottosen, deceased. It amounts to \$3,000, and there are several heirs. Set for hearing June 5th. E. A. Crouch and J. M. Henderson, Jr., appraisers of the estate of C. F. Martin, deceased, have filed their inventory in the Superior Court showing the estate to consist of the west half of lot 2 in the block between Third and Fourth, R and S streets, valued at \$500. A petition for distribution has also been filed.

Imported Cheese. Limburger, Swiss and hand cheese, mayonnaise herrings, Swedish anchovies. Sacramento Delicacy, 628 J. Babies' and children's photos from Cutbirt's give satisfaction. Thirtieth and K.

Spring

Is the season for purifying, cleansing, and renewing. The accumulations of waste everywhere are being removed. Winter's icy grasp is broken and on all sides are indications of nature's returning life, renewed force, and awakening power.

Spring

Is the time for purifying the blood, cleansing the system and renewing the physical powers. Owing to close confinement, diminished perspiration and other causes, in the winter, impurities have not passed out of the system as they should but have accumulated in the blood.

Spring

Is therefore the best time to take Hood's Sarsaparilla, because the system is now most in need of medicine. That Hood's Sarsaparilla is the best blood purifier and Spring medicine is proved by its wonderful cures. A course of Hood's Sarsaparilla now may prevent great suffering later on.

Hood's Sarsaparilla

Is the One True Blood Purifier. All druggists, \$1. Prepared only by C. I. Hood & Co., Lowell, Mass. cure Liver Bile; easy to take. Hood's Pills take, easy to operate, 25c.

SPECIAL NOTICES

Vehicles—Baker & Hamilton—Hardware, Carts, Buggies, Carriages, Phaetons, Bain Farm and Header Wagons, Wholesale Hardware. Send for catalogue. HUDSON'S \$1.75 coupons for photos good at any time.

IF YOU WISH any of the following delicacies, you can find them in the finest qualities at the Sacramento Market, 305-312 E street: Salsami Sausage, Choice Mackerel, Smoked Halibut, Smoked Salmon, Codfish, Swiss, Limburger, Brick Cream, Hood's Apple, German Ham, Ham Sap Sago and Pineapple Cheese. Curtis & Herzog. MRS. WINSLOW'S SOOTHING SYRUP has been used for over fifty years by millions of mothers for their children with teething with perfect success. It soothes the child, softens the gums, allays pain, cures wind colic, regulates the bowels, and is the best remedy for all ailments, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. Twenty-five cents a bottle.

NEW TO-DAY.

MAY FESTIVAL OF THE GERMAN LUTHERAN SUNDAY-SCHOOL, to be held at Oak Park, Thursday, May 28th. Admission 25c. Children free. Refreshments on grounds.

MEMORIAL DAY! GRAND MARSHAL'S PROCLAMATION.

SATURDAY, MAY 30TH, HAVING been set apart to decorate the graves of our dead heroes, all military and civic organizations and the public in general are cordially invited to join with the Grand Army of the Republic in fittingly commemorating the day. A general parade will take place, commencing at 2 p. m., and appropriate services will be held at the City Cemetery. Memorial services will be held at the Synagogue on Friday evening, May 29th, at 8 o'clock, to which the public are invited. All persons are requested to display their flags at half-mast on Memorial Day. LINE OF MARCH—Parade to form on I street, right resting on Tenth; down Tenth street to J, down to K, to L, to Cemetery. W. H. WILLEY, Grand Marshal. A. D. Hurd and D. J. Simmons, Chief Aids.

PROGRAMME

Memorial Day.....May 30, 1896. "Star-Spangled Banner".....Second Reading. Remarks by the President of the Day.....J. S. Easterbrook. Oration.....R. T. Devin Music.....Hand Linton's Gettysburg Address. E. Myron Wolf Selection.....Lotus Mail Quartet (First time).....Dean's song. R. W. Scholes; baritone. W. W. Milne; basso. A. C. Scholes.....Band Recitation (selected).....Miss Mable Carmichael Must be read.....Band Selection.....Lotus Mail Quartet Song, "America".....School children and audience

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BERT MARTIN AND WILL H. Young are now ready to receive the patronage of their friends who wish to be served with first-class meals of all kinds. Place of business northwest corner Twelfth and O streets. Give the boys a trial.

Take Your Wife

One of these handsome POZZONI PUPP BOXES. They are given free with each box of powder.

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60c YARD. Roxbury Carpets, Sewed and Laid. If you are going to buy a tapestry carpet and want nothing better than a Roxbury Carpet, the price here is 60 cents a yard, sewed and laid. Nuf ced. John Breuner 604-606-608 K ST., SACRAMENTO

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