NEW ARRIVALS IN

Ladies' Suits

The first of the new ones are here and they are swell, in fact, beautiful. Take a few minutes' time and drop in and see them.

New Waists

Among other spring arrivals we are showing a beautiful line of lingerie waists, at about the lowest prices you have ever had an opportunity to buy them for.

The Martin Co.

DEPRESSION EXISTS IN MARKET

UNDERTONE IN GENERAL LIST OF STOCKS CONTINUES TO BE UNSATISFACTORY.

New York, Feb. 6.—The undertone in the general list of stocks continued depressed and the effect was offset less effectually by special points of strength amongst the lower priced stocks. A rather steadier tone of money markets and expectation of the bank statement showing a clear decrease in the margin of the surplus were advanced as ostensible reasons for some of the selling of stocks.

The bank statement did not appear until after the market closed, and it was said by bankers that the slight advance in money rates was having the effect of bringing increased supplies from outside sources. As the withdrawal of cash by the trust companies, while locking up an additional of cash for reserve purposes, has the effect of effectively strengthening the banking position in the event of future demands on deposits, the new situation is accepted with great satisfaction by the substantial element of the financial center.

Japanese government bonds in foreign markets continued to advance on account of the Japanese program, but the advance was followed today in the New York market. Reports that a financial plan affecting the Gould group was in preparation were under discussion, but those stocks were inclined to yield with the rest of the market. The bank statement in its details showed the widespread readjustment growing out of compliance with the new 15 per cent reserve requirement for state banks and trust companies which went into force on February 1.

Bonds were irregular. Total sales, par value, $3,456,000.

United States 2s registered have declined 1-4, the coupon 1-2 and the 3s registered 1-8 per cent on call during the week.

New York Closing Stocks.

Amalgamated Copper	74¾
American Car & Foundry	50½
American Locomotive	55½
American Smelting & Refining	85
Do preferred	102¾
American Sugar Refining	130½
Anaconda Mining Co	45⅛
Atchison	99¼
Do preferred	101⅝
Baltimore & Ohio	107⅝
Brooklyn Rapid Transit	71
Canadian Pacific	173¼
Chesapeake & Ohio	65⅝
Chicago & Northwestern	177
Chicago, Mil. & St. Paul	144⅞
Colorado Fuel & Iron	39¼
Colorado Southern	64
Delaware & Hudson	176½
Denver & Rio Grande	46½
Do preferred	85¼
Erie	30⅝
Great Northern preferred	140¾
Great Northern ore ctfs	70½
Illinois Central	140⅞
International Paper	11¾
Interborough-Met	15⅛
Do preferred	41½
Louisville & Nashville	123
Missouri Pacific	72¼
Missouri, Kansas & Texas	43
National Biscuit	103
National Lead	77⅝
New York Central	126⅞
Northern Pacific	137½
Pacific Mail	32½
Pennsylvania	131¼
People's Gas	109⅝
Pressed Steel Car	41½
Pullman Palace Car	170
Reading	136¼
Rock Island Co	25⅛
Do preferred	63⅞
Southern Pacific	117¼
Southern Railway	25½
Union Pacific	176⅛
United States Steel	52¼
Do preferred	113
Wabash	18½
Western Union	67
Standard Oil	655

Boston Mining Stocks.

Adventure	8½
Allouez	39½
Amalgamated	74½
Arizona Commercial	33¾
Atlantic	15½
Butte Coalition	25½
Calumet & Arizona	105
Calumet & Hecla	650
Centennial	31½
Copper Range	73½
Daly West	92½
Granby	100
Greene Cananea	10½
Isle Royale	29⅝
Mass. Mining	5
Michigan	10¾
Mohawk	6
Montana Coal & Coke	15
Nevada	10
Old Dominion	51¼
Osceola	132
Parrot	27
Quincy	88½
Shannon	15
Trinity	15
United Copper	13¾
United States Mining	41¼
United States Oil	30¾
Utah	40½
Victoria	4½
Winona	5¼
Wolverine	17½
North Butte	74

San Francisco Mining Stock

Alpha Con	6
Andes	10
Belcher	27
Best & Belcher	38
Bullion	14
Caledonia	11
Challenge Con	15
Chollar	10
Con. Cal. & Va	47
Con. Imperial	2
Crown Point	40
Exchequer	20
Gould & Gurrie	6
Hale & Norcross	17
Kentuck Con	2
Mexican	69
Occidental Con	17
Ophir	120
Overman	9
Potosi	11
Savage	19
Sag Belcher	3
Scorpion	6
Sierra Nevada	17
Silver Hill	20
Union Con	28
Utah Con	2

Silver and Drafts.

Silver bars, 52⅜c; Mexican dollars, 45c. Drafts, sight, 10 per cent; telegraph, 12½ per cent.

Grain and Provisions.

Chicago, Feb. 6.—The wheat market was benefited by support from several of the leading bulls which held prices all day above the final quotations of the previous session. A number of the smaller holders were inclined to take profits during the greater part of the day, but offerings from this source were greatly reduced during the final hour, which allowed prices to move upward on a more general demand. The close was strong. May, $1.10¼@1.10⅜; July, 98⅞@99c.

Oats closed unchanged to ⅛c lower, with May at 51⅞c and July 46½c.

Provisions were weak. At the close prices were 7½c to 15c lower than the previous close.

Metal Market.

New York, Feb. 6.—No change occurred in the local metal markets today. Tin was dull at $27.37½@27.62½.

Copper was more or less nominal, with lake quoted at $13.62½@13.87½; electrolytic, $13.12½@13.37½, and casting at $13@13.25.

Lead was dull at $4.05@4.10, and spelter at $4.97½@5.02½.

Treasury Statement.

Washington, Feb. 6.—Today's statement of the treasury balance shows: Available cash balance, $148,695,941; gold coin and bullion, $34,040,055; gold certificates, $23,072,870.

St. Louis Wool.

St. Louis, Feb. 6.—Wool nominal. Medium grades, combing and clothing, 19@23c; light fine, 16@19c; heavy fine, 10@16c; tub washed, 23@31c.

Clearing House Report.

New York, Feb. 6.—The statement of the clearing house banks for the week shows that the banks hold $10,336,800 more than the requirements of the 25 per cent reserve rule. This is a decrease of $17,360,575 in the proportionate cash reserve as compared with last week.

Loans, $1,343,667,400; increase, $1,506,800.

Deposits, $1,402,828,400; decrease, $19,891,700.

Circulation, $49,202,300; decrease, $240,200.

Legal tenders, $80,645,900; decrease, $1,558,500.

Specie, $280,402,000; decrease, $20,800,200.

Reserves, $374,435,900; decrease, $22,358,500.

Reserve required, $350,707,100; decrease, $4,997,925.

Surplus, $10,336,800; decrease, $17,360,755.

Ex-United States deposits, $11,275,000; decrease, $17,289,050.

It expels all poisons, stimulates the internal organs, cleanses the system and purifies the blood. Such is Hollister's Rocky Mountain Tea, the most effective preventative of disease. 35 cents, Tea or Tablets. G. F. Peterson and David Smith.

RAILROADS

RAILROAD OWNS NEW TOWN

NORTHERN PACIFIC ERECTS MANY DWELLINGS AT DIVISION TERMINAL.

With the advent of the Puget Sound railroad and the manifold changes being made in the mode of operation on the Rocky Mountain division of the Northern Pacific—double tracking and building around mountains instead of climbing them—it is natural to expect more or less of a townsite boom at a number of points along the new line, and on the improved portions of the old. Already a decided move in the direction of upbuilding is being noticed on the Northern Pacific, where permanent improvements have been made during the past year.

Among the old towns now showing unmistakable indications of rapid growth may be mentioned Garrison, the junction of the Northern Pacific with its Butte line, and a point through which the Puget Sound railroad will soon be operating trains on a regular schedule; Clinton, Drummond and Gold Creek, Deer Lodge and Durant on the east end each are showing signs of fast increase in working population, while on the west end Frenchtown, Huson, Cyr and St. Regis promise to boom considerably as a result of added and improved railroad facilities. But the town which is looked upon with most favorable eyes by the railroad people and outsiders alike as affording the best opportunities of any of the new villages is Paradise, the west terminal of the St. Regis-Paradise cutoff, and the place which is to be the western division point of the Rocky Mountain division.

Paradise is, without doubt, one of the most logical spots in western Montana for a townsite and has been chosen by the Northern Pacific officials for a division point on account of the splendid natural advantages the place possesses for that purpose. It is situated in the very heart of the Paradise valley, one of the most beautiful plains in Montana. At this place the Northern Pacific company has secured the right to a large tract of valuable land and has established what is believed to be a precedent in building its own town, having a number of residence buildings to be used by the company's employes. There are 25 of these residences, each containing from four to six rooms. They are supplied with splendid water, taken from mountain streams, and will be lighted by electricity furnished from the company's own plant, which is located on the station grounds. The Northern Pacific in designing the residences adopted rather novel tactics in that no two of them are built on the same plan, and each have an exterior decoration of distinctive coloring.

Besides the houses the company has built a modern hotel containing 45 rooms. This establishment is equipped with every convenience for the operation of a first-class catering house and will be under the management of a well-known Spokane caterer.

Several stores are now being erected, but these will be built and maintained under the ownership and management of private individuals.

Besides the houses and hotel there is a full complement of terminal buildings at Paradise, including a new 15-stall roundhouse, a large coal dock, complete water plant and power house, machine shops and a modernly equipped depot. Electricity is generated by means of a large steam plant, the coal dock being operated by electric power. The company also maintains one of its largest turntables at this terminal.

In addition to the other structures erected by the company, both for the use of its employes and for operation in handling its regular traffic, the Northern Pacific owns and operates a tie treating plant at Paradise which is one of the largest plants of the kind in the United States and is, without doubt, the largest institution devoted to the treatment of track timbers in the west. The buildings erected for the purpose of pickling ties and other timbers cover a space of several acres and in addition there is a big storage yard, having a capacity of 4,250,000 ties. In it are now stored 260,000 pieces of untreated material. Another yard of large dimensions is set aside for the storage of the pickled product. The main building, in which the forest product is treated, is 40x170 feet long, containing a large tank 16 feet in diameter and 20 feet high. This tank is used for the storage of the creosote which is used in the treating process. Another building contains two large retorts, four creosote pumps and two overhead operating tanks. Beneath the two retorts there is a receiving tank measuring 8x100 feet. The retrots themselves are 7 feet in breadth by 132 feet long. Apart from the retort department there is a large boiler room containing three boilers and the principal fluid pump, which connects with the storage tank. There is also an electric locomotive building 16x24 feet, and in connection with this is a machine shop of large proportions. Standing near the main building of the plant are twin creosote tanks with a capacity of 16,000 gallons each. Connected with the plant, and an important part of the working equipment, is an elaborate system of narrow and standard gauge track over which is moved cars containing the treated and untreated material. To operate this plant, the output of which is 4,500 ties daily, the company employs 65 men and will augment this force as the requirements of the factory demand the increase.

Speaking of the company's houses at Paradise, an official of the Northern Pacific recently said that the structures were built in a highly substantial manner and especial arrangements had been made for their care. He said that the buildings would be under the direct supervision of the superintendent of the division, who would pass upon all details relating to their maintenance. The houses will rent at $13.50 to $18.50 a month according to their size, water and illumination being furnished. The hotel is located only two blocks from the depot, while the dwellings have been erected at a convenient distance from the division yards.

In putting the Paradise lots on the market the company has inserted a clause in the contract which reads: "It is understood that these lots are sold upon condition that they shall not be used for the sale of liquor, gambling or immoral purposes whatsoever."

Up to date there has been no stampede of inquiries from those interested in the new town to indicate that there will be something moving when the redistricting of the Idaho and Rocky Mountain divisions is placed in effect.

We Can't Drag You In

But we very earnestly invite you to come around to our office Monday morning and let us tell you about the townsite of Turah. The information will benefit you greatly. Better come early.

Stoddard & Price

108-110 East Main.

NEW LINE TERMINAL IS STARTED

ALBERTON IS SAID TO BE AN IDEAL LOCATION FOR DIVISION POINT.

The fact that a corps of engineers and workmen are now beginning the construction of railroad building at Alberton brings the mid-terminal of the Puget Sound between Butte and North Fork into prominence again. Alberton is the new terminal station on the Chicago, Milwaukee & Puget Sound railway, located between Cyr and Huson, a distance of 31½ miles west of Missoula, and is regarded by railroad men as an ideal spot for a terminus. On account of the geological location of the place the company, in making its preliminary survey through this section, arranged to acquire a large tract of land at Alberton to permit extensive yardage and the erection of all necessary buildings for terminal purposes.

Yesterday a corps of engineers and a force of workmen left here for Alberton to lay tracks and prepare the ground for the erection of a number of buildings, which will be constructed immediately. The plans call for an eight-stall roundhouse, a 90-foot turntable, a sand house and drying kiln, water tank, coal dock and station house. For the present there will be four yard tracks totaling 15,000 feet, giving a storage capacity of 400 cars.

The local officials of the Puget Sound line have received no definite advice as to the naming of the division, but it is presumed that it will bear the same name as that of the Northern Pacific through this section. With Butte as the east terminal and Alberton on the west end, the division will be about 151 miles in length, and from Alberton to North Fork the distance is about 100 miles. The dispatcher's office will be maintained at Butte for some months after the track is ready for the trains, but it is generally thought that they will be ultimately moved to Alberton.

Between Missoula and Butte there will be about 16 stations, exclusive of Missoula, and between here and North Fork the company expects to pass through at least 24 towns, many of which will be created with the advent of the new line. On the east end six new towns will start up when the Puget Sound gets its trains moving, and between here and North Fork 19 of the towns will open their eyes to the industrial world with the first toot of the Chicago, Milwaukee & Puget Sound trains. The new line parallels the Northern Pacific most of the distance from Durant to St. Regis, but from St. Regis west it has been its own empire builder.

RAILROAD BREVITIES

Operator H. E. Hart, who has been working the third trick at Paradise, has been transferred to Vermilion.

Brakeman W. D. Hollenbeck left last night for Denver, where he will visit for several weeks.

J. Beattie and S. George, engineers of construction in the new Alberton yards, were in Missoula yesterday getting data relative to the construction of buildings to be erected at the west terminal of this division of the Puget Sound line.

Right-of-Way Agent H. A. Sutherland of the Puget Sound line, who recently returned from an extended trip over the line through Montana and Idaho, leaves today for Spokane, where he will confer with the officials of the road relative to right-of-way conditions in the west.

R. J. Smith, assistant engineer of the bridges and building department of the new line, is preparing data covering the various bridges crossing the Hell Gate river.

R. W. Day, assistant engineer at the St. Paul pass tunnel, who has been spending several days at the local offices of the Puget Sound line, left yesterday for Taft.

Division Engineer W. E. Dauchy and Assistant W. H. Davisson, left yesterday for points on the west end of the division.

RAILROAD TO ARMSTEAD.

Helena, Feb. 6.—There was filed today in the United States land office in this city application for right of way for the Gilmore & Pittsburg Railway company, from Armstead, Mont., to Salmon, Idaho. This is said to be a leg of the proposed Butte & Boise line.

Washington Once Gave Up

to three doctors; was kept in bed for five weeks. Blood poison from a spider's bite caused large, deep sores to cover his leg. The doctors failed, then "Bucklen's Arnica Salve completely cured me," writes John Washington of Bosqueville, Tex. For eczema, boils, burns and piles it's supreme; 25c at Geo. Freisheimer's.

NORTH COAST ROAD BEING PUSHED

KIONA CAMPS ACTIVE ON SPOKANE MAIN LINE—CROSSING COLUMBIA RIVER.

North Yakima, Wash., Feb 5.—F. L. Pitman, chief civil engineer for the North Coast railroad, denied tonight a rumor that work on the road in this valley would be materially delayed because the construction of siphons in the Sunnyside canal—made necessary by the grade of the railspring.

If possible the siphons, which allow the canal to pass under the railway tracks, will be built before the coming irrigation season, but if the early turning on of the water makes this impossible the road will simply lift its grade at these points temporarily and cross the canal on bridges.

The point of Mr. Pitman's remarks was that the Sunnyside Canal, at any rate, would not delay the North Coast railroad.

The work of the road in this part of the state, Mr. Pitman said, is progressing satisfactorily. Material is now actually arriving on the east bank of the Columbia below the Snake river for the bridge which will be built across the Columbia and a spur track is under construction by the Washington & Columbia River railroad to carry material for this bridge. Ties have been ordered and the first actual track laying will probably take place at or near the bridge on the east track.

The men in the construction camps at Kiona are all busy and surveyors have within the last day or two begun on the line, which runs generally northeast from Kiona and, crossing the Columbia, constitutes the main line to Spokane. Just when construction near or in the city will begin Mr. Pitman said he had no information.

The ramifications of the North Coast road in the eastern part of the state are many and interesting. The work of construction is now in progress on the branch between Teoga and Spokane, as is also that upon the main line of the Spokane division in the vicinity of Spokane.

A compilation of recent authoritative information shows that the North Coast will have a north and south line from Walla Walla to Davenport, which line will cross the O. R. & N. main line, the S., P. & S. Riprala line, the O. R. & N. Connell branch, the S., S. & S. Spokane line, the Milwaukee, the Northern Pacific, the Great Northern, and touch the Washington Central at Davenport.

There will also be an Adams county branch, which will run from the main line of the North Coast Spokane division west, through or near Ritzville, to Moses lake. Another line, known as the Priest Rapids branch, runs up the Columbia from Kiona, crosses the river and then, following the east bank, crosses the Milwaukee near Beverly. This line may be later extended northeast to Moses lake, thus making a complete circuit by reaching the Adams county branch.—Spokesman-Review.

PUGET SOUND LINE SETS PACE

APPEARANCE OF NEW ROAD IN WEST DISTURBS PLANS OF OTHER RAILWAYS.

The building of the Chicago, Milwaukee & St. Paul extension to the Pacific coast has been a disturbing element in existing railroad conditions, causing a rearrangement of plans all around, says a Chicago report. In preparation to meet the completion of this new line the old lines have been rebuilt, grades cut down and curves eliminated and faster train service, with better equipment, is on the program.

Always with an eye to keeping in the lead, "the giant of the north," the Canadian Pacific, which has taken over the Wisconsin Ceneral, to be run in connection with the Soo Line system, is arranging for a fast freight schedule that shall cut the time between Chicago and the Pacific coast and, incidentally, the time between the Atlantic and Pacific seaboards, via the Soo Line.

On the Duluth, South Shore & Atlantic a cutoff from Duluth to Thief River falls is nearly completed, and the entire line will be relaid with 90-pound rails from Sault Ste. Marie west.

The line from Vancouver east to connect with the Crows' Nest Pass line will also be built, probably next year and it is believed the extension of the Soo Line west from Spokane through the Inland Empire of Washington to Tacoma or Puget sound will be another important link in the system.

RAILROAD MEN RETURN.

San Francisco, Feb. 6.—E. E. Calvin, general manager of the California lines of the Harriman system, and W. H. Bancroft, who occupies a similar position on the Oregon Short Line and the Union Pacific, returned today from Honolulu on the Pacific Mail liner Mongolia, where they spent a vacation. Both denied having any knowledge of the report that they were to be called from the present posts to occupy higher executive positions under Harriman in the east.

Save Money by Buying Chamberlain's Cough Remedy.

You will pay just as much for a bottle of Chamberlain's Cough Remedy as for any of the other cough medicines, but you save money in buying it. The saving is in what you get, not what you pay. The sure-to-cure-you quality is in every bottle of this remedy, and you get good results when you take it. Neglected colds often develop serious conditions, and when you buy a cough medicine you want to be sure you are getting one that will cure your cold. Chamberlain's Cough Remedy always cures. Price 25c and 50c a bottle. For sale by all druggists.

New Spring

SEEDS

Now Ready

Our stock of seeds for spring planting is now complete and embraces all the popular varieties in

FIELD SEEDS,
VEGETABLE SEEDS,
FLOWER SEEDS,
GRASS SEEDS

from the best growers. The stock is fresh and new, assuring satisfactory results to users.

ORDERS PLACED NOW WILL GET BEST ATTENTION AND BE FILLED COMPLETE.

MISSOULA MERCANTILE Co.

Wholesale and Retail

Missoula, Montana

OPERATE TRAINS OVER NEW TRACK

HEAVY TRAINS MAKE GOOD TIME OVER PARADISE-ST. REGIS CUTOFF.

Promptly at 7 o'clock yesterday morning, Extra 1514 pulled out of the Paradise yards over the new main line by way of St. Regis for Missoula. The train, with full 1,500 tonnage, was in charge of Conductor Gormley with Engineer Sampson at the throttle and was piloted over the new line by Traveling Engineer Charles Baird, passing over the 22 miles of track in a trifle less than 60 minutes. At St. Regis junction the train crew sent in a telegraphic report of the conditions governing the movement over the cutoff, Engineer Baird declaring the track in perfect shape and ready for regular service.

Shortly after Extra 1514 had cleared at St. Regis, another train pulled by engine 1530, was started out of Paradise and proceeded at a more rapid rate to St. Regis junction. This train was in charge of Conductor C. Guy Billings with Mickey McCann at the head end and "Peerless" Bill Rogers acting as pilot.

The local officials expected to send a third train over the new road yesterday, but this was deferred until today. Superintendent Rapelje made all arrangements to accompany the first train over the cutoff yesterday morning, but was taken ill and coult not make the trip.

The practice of operating two or three full freight trains east by way of St. Regis will be continued during this week, when it is expected that all eastbound freight traffic can be moved round the mountain.

SHANGVILLE OBSERVES RAILROAD OPENING

Very Special to The Daily Missoulian.

Shangville, Feb. 6.—The approach of the first train over the new cut-off today was the signal for a great demonstration by the citizens of Shangville. The town was dressed in holiday attire for the event, and every man, woman and child cheered madly as the cars steamed into the city. The cannon, which adorns the lawn in front of the city hall, was loaded for the occasion, and a salute of seven guns was fired in honor of the great event. Speeches were made by Mayor Shang and Road Foreman Charlie Baird, who accompanied the first train over the new line. As the train, in answer to a highball given by Conductor Gormly, pulled out, the city brass band struck up, "There's Be a Hot Time in the Old Town Tonight." In celebration of the momentous occasion, all the inhabitants of this metropolis spent yesterday afternoon and evening in feasting and making merry.

OPERATORS ILL.

Operators Glen Ford and G. B. Williams of the Northern Pacific telegraph force are reported ill and unable to work. To fill the vacancies thus caused at the general offices the office at Vermilion was closed yesterday and Operators Beurle and Biedel, who have been working tricks at that place, were ordered to Missoula for duty.

PROBABLY WILL ISSUE MORE PANAMA BONDS

Washington, Feb. 6.—The senate committee on interoceanic canals today voted to send to the committee on finance the Hopkins bill increasing the authorization for the issue of Panama canal bonds from $135,000,000 to $500,000,000. This action was taken on the theory that an appropriation in excess of the amount named in the original act itself acted to increase the limit of cost of the Panama canal and therefore it was a question which the finance committee was best qualified to deal. The action of the committee will be reported to the senate on Monday or Tuesday, when Chairman Kittredge expects to make a statement dealing with the condition of canal funds and the needs of the isthmian canal commission.

MANSLAUGHTER CASE DISMISSED

OPERATOR MITCHELL TURNED LOOSE AT THOMPSON—KEELEY CASE SET.

Special to The Daily Missoulian.

Thompson, Feb. 6.—The case against G. A. Mitchell, the Perma telegraph operator, who has been held on a second charge of involuntary manslaughter, involving the death of Engineer Monson, killed in the Olive wreck last September, was dismissed by Judge Myers in the Sanders county district court here today. The hearing of this case was originally set for February 12, but it was decided to bring the matter up yesterday, and the result was dismissal.

Mitchell was tried last November on a similar charge involving the death of Engineer Valentine, but the jury returned a verdict of not guilty and the telegraph operator was permitted to leave town. He had scarcely boarded a train for the east when County Attorney Schultz issued a warrant for his arrest, charging the death of Monson. He was captured at Helena, and has been held in the Thompson jail since.

Motions for a second trial of the H. J. Keeley case were heard today, and the case is set for early next week. Keeley was tried and convictd of involuntary manslaughter soon after Mitchell was acquitted last November, and immediately filed motion for a new trial. He is now under sentence of a term of nine months in the state penitentiary.

GRIP AND PNEUMONIA ON THE INCREASE

The Increase in the Deaths Resultant From Grip and Pneumonia is Most Alarming, and Physicians Everywhere Are Recommending Duffy's Pure Malt Whiskey as a Reliable Cure and Sure Preventive.

Scientists and physicans have been appalled at the rapid increase in the death rate from acute respiratory diseases, especially in the large cities.

Statistics from cities, large and small, showing a steady yearly increase in the prevalence and fatality of grip and pneumonia, have forced these diseases to the front as demanding an immediate and sure preventive which is found in Duffy's Pure Malt Whiskey.

Grip and pneumonia attack the system quickly and relentlessly. They are especially dangerous at this season of the year when exposure to sudden and severe changes of weather and atmospheric conditions is frequent. They are sure to attack the system run down from worry, overwork or exposure.

For more than 50 years Duffy's Pure Malt Whiskey has been recognized as the best cure and preventive of grip, pneumonia and all diseases of the respiratory organs. Physicians who stoidly conform to the ethics of the profession publicly recommend it and are prescribing it for their patients. It is in use in leading hospitals throughout the country.

The secret of the marvelous success of Duffy's Pure Malt Whiskey in curing and preventing lung troubles lies in the fact that it is the greatest strengthener and health builder known to medicine. It not only checks the ravages of the disease itself, but replaces the weakened, destroyed tissues, helps the stomach to more perfectly digest and assimilate food in order that more, richer and purer blood may come from it, and regulates and governs the heart's action, so that the circulation will be strong and powerful, carrying health and vigor to every organ and part of the human body.

Soldier Balks Death Plot.

It seemed to J. A. Stone, a civil war veteran, of Kemp, Texas., that a plot existed between a desperate lung trouble and the grave to cause his death. "I contracted a stubborn cold," he writes, "that developed a cough that stuck to me, in spite of all remedies, for years. My weight ran down to 130 pounds. Then I began to use Dr. King's New Discovery, which restored my health completely. I now weight 178 pounds." For severe colds, obstinate coughs, hemorrhages, asthma, and to prevent pneumonia it's unrivaled; 50c and $1.00. Trial bottle free. Guaranteed by Geo. Freisheimer.