

TWENTY-FIVE ARE TAKEN FROM ROOFS

Steamer Kennedy Rescues Flood Victims at Mullaphy Island, Near St. Charles.

HOUSES TOTTER IN CURRENT.

Three Men Who Had Been Adrift Two Days Picked Up Off Black Walnut Almost Unconscious From Hunger.

REPUBLIC SPECIAL.

St. Charles, Mo., June 8.—Twenty-five men, women and children, living on Mullaphy Island, two miles south of Black Walnut Island, were rescued this afternoon by the steamer Kennedy, in command of Captain William Hackmann.

The refugees were taken aboard just in the nick of time. They were found on the roofs of houses. The buildings were then tottering and the victims were so frightened that they had begun to tear apart the timbers to make rafts upon which they expected to float down the river.

Prior to the rescue of the inhabitants of Mullaphy Island the Kennedy sighted three men in a boat, about a mile off Black Walnut Island. The men hailed the steamer and were taken on board.

They were taken on board by Link Ball, John Huff and Arthur Smiley and said they had been adrift ever since last Sunday morning and had not tasted of food since Saturday night. They were almost dead when the steamer reached them.

All of the refugees, and a great deal of their live stock and household goods were taken back to St. Charles, where they were put into temporary quarters in the old County Courthouse. Food and clothing were given to them by the citizens of St. Charles and they will be cared for until the water subsides.

The steamer Kennedy left St. Charles yesterday morning, having on board a committee of fifty, and the intention was to rescue fifty persons who were reported to be in great danger on Black Walnut Island. These persons, however, refused to take shelter on the boat, preferring to stay with their property.

The boat then journeyed downstream, looking for flood sufferers, and by the merest chance sighted the distressed inhabitants of Mullaphy Island.

FOUR THOUSAND HOMELESS IN SNI LEVEE DISTRICT.

REPUBLIC SPECIAL.

Louisiana, Mo., June 8.—The flood condition in this section are simply indescribable.

No trains have run on the Burlington here to-day and only one plug train from Glasgow on the Chicago and Alton came through.

Louisiana and the cities between St. Louis and Quincy are shut off from communication with the world except by one Western Union wire. That wire was out of order nearly all day.

The Mississippi is still rising and to-night is almost as high as before the break in the Snell levee.

Counting the backwater in Nix Creek the Mississippi is nine miles wide here to-day and all previous flood records have been broken.

At least 4,000 people are homeless and well-nigh destitute as a result of the break of the Snell levee.

NEW CHANNEL MAY LEAVE MISSOURI LAND IN IOWA.

REPUBLIC SPECIAL.

Kookuk, Ia., June 8.—Several sections of Missouri land may become Iowa territory as a result of the flood.

A rapid current flowing across the bottoms at Alexandria in the Des Moines River is cutting a new channel to the Mississippi.

The river here and at Alexandria is falling half a foot a day. The stage to-night is 18.4 feet.

PONTOON BRIDGE AT TOPEKA GOES OUT.

REPUBLIC SPECIAL.

Topeka, Kas., June 8.—The pontoon bridge connecting North Topeka with the north approach of the big Melan bridge, which latter spans the river, connecting both parts of the town, went out at 1 o'clock to-day.

This severs all connection with the North Side, save by boat, and it is not thought that it will be possible to repair the damage before Wednesday. This will result in great hardship to the people now in North Topeka, as all the boats sent here from the outside have been taken away.

RESERVES TO ACT AS POLICE.

Acting Governor Orders Illinois Battalion to East St. Louis.

Springfield, Ill., June 8.—Acting Governor Northcott to-day issued the following order to Adjutant General Smith:

"The Alton division of the Illinois Naval Reserve is hereby ordered to patrol the Mississippi River in flooded districts in the vicinity of East St. Louis and to protect life and property wherever in danger.

TUGBOAT COLORADO CARRIES PROVISIONS FOR THE NEEDY.

Provisions for the refugees from Venice, Granite City and Madison who were rescued by the steam yacht Annie Russell and placed on board the harbor boat Mark Twain at Venice were carried to the latter place yesterday by the tug Colorado, belonging to the Colorado Sand and Gravel Company of St. Louis.

Accompanying the relief expedition were William C. Uhr, president of the Colorado Sand and Gravel Company; Edmund C.

A FACT ABOUT THE "BLUES"

What is known as the "Blues" is seldom occasioned by actual existing external conditions, but in the great majority of cases by a disordered liver.

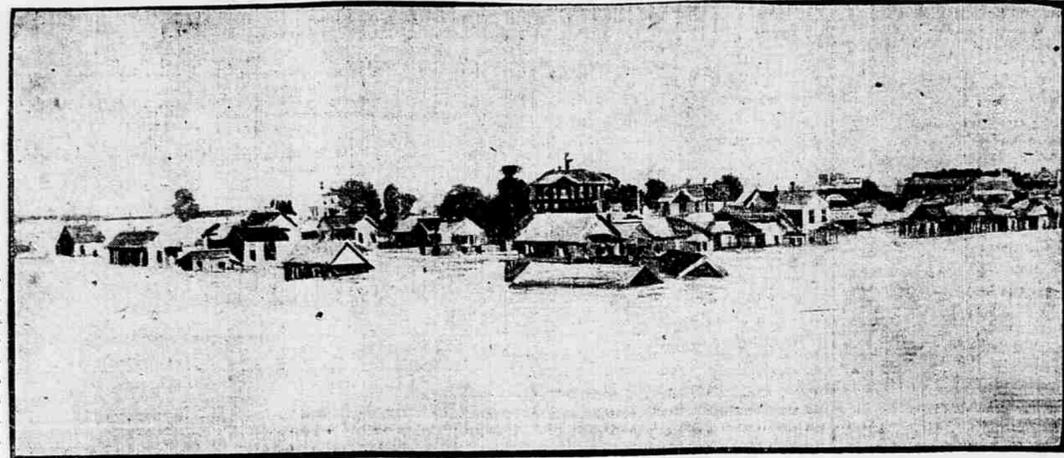
THIS IS A FACT WHICH MAY BE DEMONSTRATED BY TRYING A COURSE OF

Tut's Pills

They control, regulate the LIVER. They bring back the buoyancy to the mind. They bring back strength and elasticity to the body.

TAKE NO SUBSTITUTES.

FLOOD CONDITION IN MADISON, ILL.



View in Madison showing houses slowly floating toward the break shortly after the inundation.

RIVER FORTY MILES WIDE IN LOWLANDS, BELOW CITY.

W. R. Wilkinson, Commission Merchant and Owner of Wilkinson Island, Estimates Damage to Crops Between St. Louis and Cape Girardeau at \$2,000,000—Arrives on Steamer, Which Is Unable to Reach Many Victims Seen on the Houseposts—Thinks It Probable That Lives Were Lost.

The Mississippi River from St. Louis to Cape Girardeau, a distance of 140 miles, has attained an average width of four miles. A mile of this width belongs to the river proper, while the remaining width of three miles extends over the lowlands in the Mississippi Valley.

In some of the lowlands the stream is forty miles wide.

The steamer Cape Girardeau, which arrived in St. Louis yesterday, brought accounts of the immense damage that has been inflicted on the farmers located on the Mississippi lowlands south of St. Louis.

"The entire wheat and corn crop in the valley has been ruined," said W. R. Wilkinson, who was one of the passengers.

Mr. Wilkinson is a commission merchant at No. 23 North Main street. He owns Wilkinson's Island, forty miles south of St. Louis, and the flood has greatly damaged his property.

"I will lose 800 acres of wheat, 600 acres of corn and 50 acres of potatoes," said Mr. Wilkinson. "The entire island is submerged, as is all the land in the Mississippi valley. I estimate that 200,000 acres in corn and 200,000 acres in wheat will be lost. This will mean a loss to the farmers of 800,000 bushels of wheat and 800,000 bushels of corn."

"As we came up the river we saw sights that amazed us. Some houses were completely submerged. Others showed only the roofs. We saw many persons standing on the tops of houses. They waved to us for assistance, but on account of the uncertain conditions of the river we were unable to go to them. I do not know what will become of those people, but as they have had flood experiences in the past I despair they will be able to take care of themselves."

"I did not hear of any one losing his life," Donk, president of the Donk Bros. Coal and Coke Company; Joseph H. Byrte, Harbor Commissioner; and E. J. Clifford, Mayor of the Colorado got under way shortly after 2 o'clock and made a quick trip to the temporary landing at Venice. When the tug arrived there the Annie Russell had made good its way to Venice, and had rescued more than 100 men, women and children.

The provisions brought by the Colorado were distributed as rapidly as possible and the refugees were made as comfortable as circumstances permitted.

After landing the provisions Harbor Commissioner Whyte and Mr. Donk were rowed out to Venice, where arrangements were made for meeting the Mark Twain upon its arrival.

A boatload of persons who had been driven from their homes by the high water was taken aboard by Commissioner Whyte, and transferred to the Mark Twain.

Two skiffs belonging to the harbor boat were in commission all day and many persons taken from submerged houses in Venice.

After relieving the situation at Venice the Colorado proceeded up the river. A careful watch was kept on both sides of the river, but no person was seen on the Illinois or Missouri shore.

The trip the Colorado was taken below Eads bridge on a trip of inspection. The plan of the East St. Louis and Cold Storage Company was visited.

A stubborn fight is being made against the advancing water by the storage company's employees. They have surrounded the plant with a breastwork of sand bags, and it is thought that the building will be saved.

Work is in charge of George W. Decker, vice president of the company, who has remained at the plant for five days and nights.

SERIOUS DAMAGE MAY RESULT TO GLENDALE ZINC PLANT.

The Glendale Zinc Company's plant at the foot of Nage avenue in Carondelet is threatened with serious damage by the flood. The employees are constructing dams to keep the water out of the plant.

The furnaces are all hot and should the water break through the dams and get into them explosions will follow that may blow the plant into atoms.

The loss would be great on the metal now in the furnaces if the fire were drawn at this time before the water properly subsided and the company has decided to take the chance against the water.

FREE FOOD AND LIQUOR GIVEN TO LEVEE WORKERS.

In order to keep the laborers at work at dike-building yesterday, citizens carried boxes of sandwiches and refreshments to them while they worked on the flatcars and at the dike.

John J. Wies distributed 3,000 ham sandwiches at noon yesterday and about half that number at supper time and midnight. Several of the saloonmen sent jugs of liquor to the saloons.

MISSOURI FALLS TWELVE INCHES AT NEW HAVEN.

New Haven, Mo., June 8.—The Missouri River has fallen twelve inches since 12 o'clock yesterday. No more danger is apprehended here. No lives were lost in the flood in this part of the State, but damage to land, growing crops and stock cannot be estimated until the water subsides.

LEVEE ON ILLINOIS RIVER AT CARROLLTON GIVES WAY.

REPUBLIC SPECIAL.

Carrollton, Ill., June 8.—The levees along the Illinois River in this county gave way yesterday and about 7,500 acres of farm lands were flooded. Wheat and corn were ruined.

although it seems probable that some were drowned.

ESTIMATES LOSSES. "The loss to the farmers in the Mississippi Valley will work an immense damage to the St. Louis market. The wheat and corn that was lost would have been marketed in St. Louis. To give you an example of the extent of this trade I want to cite you to the fact that last year the steamer Cape Girardeau alone transported 120,000 sacks of grain to St. Louis.

"I have two landings on my island, but both were completely submerged when we reached that point. I saw some of my farm hands on roofs, but I was unable to communicate with them.

"The damage to houses and barns and live stock will reach into thousands, but the loss in wheat and corn will be the greatest item in the disaster. I will venture to say that \$2,000,000 will not cover the losses on cereals.

"In recent years the farmers in the lower Mississippi Valley have improved their farms. Good houses and barns have been erected and good fences have been constructed. These improvements have been practically washed away, and the loss will be greater than if the flood had come a few years ago."

"Having not experienced a disastrous flood since 1881, the farmers believed that the future held out no dangers from this source, and they were mistaken.

"It is unfortunate, and St. Louis merchants, instead of sending money to Kansas City and other points, should lend some assistance, but on account of the present factor in the commercial progress of St. Louis.

Mr. Wilkinson says that in the bottom lands below Cape Girardeau the water has reached an expanse of forty miles from bluff to bluff.

THREATENED STORM MAY PLAY HAVOC WITH TRI-CITIES.

Continued From Page One.

drowned are Louis Kisher and his wife. They lived at Madison.

MOTHER AND BABY DROWNED AT MADISON. William Anchor is another name included in the list of dead from the Tri-Cities. A Mrs. Clifford and her baby were drowned at Madison.

While no authentic account has been received, it is claimed that seven Polanders were drowned near the American Car and Foundry Company's plant at Madison.

They were supposed to have been drowned in a pond near the car plant. The normal depth of this pond is ten feet. At the present stage of the river its depth is nearer thirty feet. The pond was dragged yesterday, but the bodies were not recovered.

In the scramble to get on a Wabash train leaving for Edwardsville a little 7-year-old girl was hurled under the wheels and her right leg was cut off. This accident occurred west of Granite City.

Henry Edmunds, a farmer, was drowned west of Granite City.

The Wabash, Chicago and Alton and Big Four tracks near Granite City are flooded. Four tracks near Granite City are flooded. Before the flood struck the northern limits of the city the Wabash pulled 150 box cars out of the flood's path. Hundreds of persons crawled into these box cars, and it is estimated that 2,500 refugees are living in box cars, which have been placed on tracks in Edwardsville, Mitchell, Namecki, Hoag and other small towns in Madison County.

In one party of refugees near Edwardsville four cases of smallpox developed yesterday and the discovery has struck terror in the minds of the unfortunate. The officials of Madison County are doing all in their power to prevent a spread of the disease.

The Board of County Commissioners of Madison County met yesterday and appropriated \$1,000 for the relief of the flood sufferers.

A committee of 100 was appointed to solicit additional funds for the relief of the sufferers.

Edwardsville has been made the temporary terminus of the Wabash and Clover Leaf, and eastern trains are running out of that city. Connections are made by street car with Alton and St. Louis.

Many special trains were run from Edwardsville to Granite City and hundreds were rescued. One of these trains was characterized by Charles Boeschstein of the Edwardsville Intelligencer. This train brought 1,000 men, women and children out of the flooded towns.

The refugees were frantic by the time the train arrived, and before it stopped there was a mad scramble to get on board. Several minor accidents resulted.

It was reported in East St. Louis at 10 o'clock last night that the water had broken through the Illinois Central embankment at Church Station, six miles east of East St. Louis.

With high winds blowing and the water still surging around their houses; with nothing to eat, and hundreds of them without money to purchase food even if it were available; with many of them poorly clad and hundreds without a dry place to sleep, the citizens of the Tri-Cities faced a predicament last night far more serious than at any time since the waters broke through the levees.

Although the city officials and others who

FLOODS CAUSE HEAVY LOSS TO ALTON BUSINESS HOUSES.

Skiffs and Steam Launches Are Able to Navigate West Second Street and Other Water-Front Thoroughfares—Ferryboat Altonian Lands Many Refugees From the Missouri Side, Who Are Carried to St. Louis by the Steamer Spread Eagle.

RAILROAD PASSENGER SERVICE IS BADLY CRIPPLED.

The Mississippi River at Alton stood 31 feet and 7 inches above low-water mark at noon yesterday. Hour by hour the water crept up into the business district of the city and hourly the loss was increased thousands of dollars.

All the mills are heavy losers. The heaviest loss, so far as is to be the Illinois Glass Company. The loss cannot be definitely estimated, but it is said to reach a total of \$50,000.

Skiffs are being run through West Second street, and shortly before noon a launch made the trip through that thoroughfare.

The ferryboat Altonian landed refugees from Missouri Point and other flooded districts on the platform at the Union Station, and the steamer Spread Eagle carried them to St. Louis.

Mayor Henry Brueggemann of Alton called a special meeting of the City Council for 1 o'clock, at which the flood situation was considered.

General Passenger Agent Charleston of the Chicago and Alton Railroad has established his headquarters at this place and is working night and day to take care of the Alton's passengers. Last night the through passengers were given berths, at the expense of the railroad company, on the steamer Spread Eagle.

The Prairie State Express received orders

yesterday not to run south of Springfield and the Alton Limited will depart from Alton to-day, on the time of the former, and take care of all business between there and Chicago. The Big Four main line trains from the east are also transferring their passengers at this point, as well as the Burlington. The C. P. & St. L. has discontinued passenger service south of Jerseyville, the Chicago and Alton road handling it from that point.

The New York and Baltimore baseball teams were stranded yesterday morning. One got in from the East, over the Big Four and the other from Chicago over the Alton. Both teams departed for St. Louis on the Spread Eagle at 1 o'clock.

The business section of the city is crowded with strangers, reminding one of boom days in a Western town. It is estimated that at least 5,000 visitors have been in the city Sunday night and yesterday morning.

Among the residents of St. Louis who are temporarily stranded in Alton are Doctor A. S. Wolf, J. F. Alcorn, Mr. and Mrs. W. W. Conklin, Charles S. Hillin, Miss Miller, Ellroy V. Nellick, Mr. and Mrs. H. W. Farris, Miss Lucy Nagel, C. G. Reddish, John W. Beatty, George Campbell, Harry E. Lesan, Walker Evans, Jr., Joseph L. Dickinson, Jr., O. A. Trolicht, W. G. Borders, H. M. Farly, A. T. Morry.

TRAFFIC SITUATION BETWEEN ST. LOUIS AND EAST SIDE.

Traffic between St. Louis and East St. Louis was almost completely cut off last evening. The viaduct which crosses the Cahokia Creek was condemned as unsafe because of a crack in the east pier, and no one was allowed to cross. Policemen stood at both ends of the viaduct behind stretched ropes and kept all from going over the structure.

The street-car service over the viaduct was discontinued about noon, and notices were posted on the structure that it was unsafe. In the evening the condition of the bridge became such that no one was allowed to cross.

The Relay Station is surrounded by two feet of water. There is absolutely no travel from or to East St. Louis. Only one track was open to the main line. The L. & N., the Baltimore and Ohio to the East, and the Illinois Central and the Southern to the South were the only roads out of East St. Louis. The Illinois Central Chicago line ran over the Southern tracks to Centralia, Ill., and there switched to the main line. The L. & N. ran over the Belt Line and Vandalla tracks. The Western Union telegraph office is located in the Relay Station, and the operators worked yesterday while the water reached to their knees.

MAYOR AND CITIZENS SAY EAST ST. LOUIS IS SAFE.

"The reports regarding the high water in the city of East St. Louis have been grossly exaggerated.

"The facts are that not a factory has been disabled; not a store flooded or damaged in the business portion of the city.

"The residence portion is high and dry, and aside from the Island district, which is but a small portion of the city, East St. Louis is safe from floods.

"Building has not been retarded in any way by the high water, and no anxiety is felt by the citizens, who are in close touch with the flood situation.

"East St. Louis is in a position to stand a rise of two feet more without serious results.

"The active work that has been done during the past five days has been done as a precautionary measure, and no attempt was made to prevent the water from covering the 'island,' which is very low and occupied solely by swifch yards."

Silas Cook, Mayor. John J. Faneckne, C. E. Pope. Albert M. Melntz, Thomas L. Fekete, C. T. Jones, Russell A. Richardson, W. H. Hill, F. J. Steger.

escaped the floods are lending every possible assistance to the sufferers, but little encouragement was offered last night, and what to-day will bring is a mere conjecture.

The condition of the refugees is one of abject pity.

CAUSES MUCH SUFFERING. Food was what the residents of Venice and other of the flooded cities on the East Side begged for yesterday. Many boats from North St. Louis and such skiffs as could be gotten on the East Side carried on relief work, but few of them brought food.

These craft did yeoman service in transporting those who wished to reach the Merchants' bridge approach, and thus escape to dry land in St. Louis.

Numerous families, penniless and having no friends to whom to go, do not wish to leave their inundated homes. They live in the second stories and subsisted yesterday on what edibles happened to be in the house, though in many instances the contents of the pantry were submerged, and they spent the day hungry.

Worse was the plight of those packed into schoolhouses and churches. One hundred and fifty men, women and children were congregated in several of such buildings. In many cases they had absolutely nothing to eat from the time the flood came Sunday until yesterday morning.

DOCTOR ADVOCATED OPERATION—PE-RU-NA MADE KNIFE UNNECESSARY.

CATARH is a very frequent cause of that class of diseases popularly known as female weakness.

Catarh of the pelvic organs produces such a variety of disagreeable and irritating symptoms that many people—in fact, the majority of people—have no idea that they are caused by catarh.

If all the women who are suffering with any form of female weakness would write to Dr. Hartman, Columbus, Ohio, and give him a complete description of their symptoms and the peculiarities of their troubles, he will immediately reply with complete directions for treatment, free of charge.

Mrs. Eva Bartho, 133 East 12th street, N. Y. City, N. Y., writes:

"I suffered for three years with leucorrhoea and ulceration of the womb. The doctor advocated an operation, which I dreaded very much and strongly objected to go under it. Now I am a changed woman. Peruna cured me; it took nine bottles, but I felt so much improved I kept taking it, as I dreaded an operation so much. I am to-day in perfect health and have not felt so well for fifteen years."—Mrs. Eva Bartho.

Miss Maud Steinbach, 1330 12th St., Milwaukee, Wis., writes:

"Last winter I felt sick most of the time; was irritable and suffered from nervous exhaustion and severe bearing-down pains. I had so frequently heard of Peruna and what wonderful cures it performed, so I sent for a bottle and in four weeks my health and strength were entirely restored to me."—Miss Maud Steinbach.

Everywhere the women are using Peruna and praising it. Peruna is not a palliative simply; it cures by removing the cause of female disease.

Dr. Hartman has probably cured more women of female ailments than any other living physician. He makes these cures possible by using and recommending Peruna.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.



MRS. EVA BARTHO.

OPTICIANS. SPECTACLES AND EYE GLASSES From \$1.00 Up. Examination Free. EGGERT & FISHER, 317 N. 7th Street, BETWEEN OLIVE AND LOCUST. OCUListS' PRESCRIPTIONS FILLED.

15.00 TEXAS AND BACK. Also in Indian Territory. June 10th, via M. E. & T. N. Y. Stop-overs en route south. Clinton, Mo., & Kincaid, Kan. up to July 1, 1903. Final return up to July 1, 1903. Go and see the South-west in all its glory. Its progress and prospects. "A.T.T.", St. Louis, for further particulars.

there is a lack of food, clothing and medicine.

Mayor Scott of Venice made this statement last night.

"We have probably forty or fifty families in absolute want. The butcher and grocery shops are not sufficiently supplied to furnish those who have money to purchase food, and it is necessary that we get provisions quickly. We need beef and necessary food stuff, as well as conveniences in which to transport them to the city."

A system of relief was established in Granite City yesterday.

Committees on supplies, Housing and Contributions were named by the Mayor, and the work of rendering aid to the needy was begun systematically. Over \$1,000 has been contributed to the aid of the sufferers.

A. W. Morris, chairman of the General Committee on Distribution, says that he doesn't think outside assistance will be called for as far as Granite City proper is concerned.

The labor problem is a serious one that confronts the Tri-Cities. The flood has caused all the large plants to shut down and thousands are out of employment. Many of these employes live in St. Louis.

The car foundry in Madison employed 5,000 men. All of these are idle as a result of the flood. In Granite City over 6,000 men are out of employment. They were employed by the Enamel works, the American Steel Foundry Company, the Common-wealth Steel Company, the Market Lead Company and a few lesser concerns.

ROCKEFELLER CONTRIBUTES TO FLOOD RELIEF FUND. New York, June 8.—Mayor Low received a check for \$5,000 from John D. Rockefeller to-day for the fund for the relief of the sufferers from the floods in the West.

Danderine GREW THIS HAIR. Testimonial No. 163.

1638 MARIONA HENRY, 408 E. Superior St., Chicago.

Scalp itching as if on fire? Hair slipping as if scalded? Did you ever know of a case resulting differently without treatment? The scalp is affected of these things would not happen. Danderine corrects and cures all hair and scalp affections just as quickly as a good Italian relieves and benefits bruises, sprains, etc. It is prepared for that purpose, and is the result of many years of careful study and research. It never fails. Its action is reasonably quick, and absolutely permanent. NOW at all druggists, three sizes.

25c., 50c. and \$1.00 per bottle. KNOWLTON DANDERINE CO., Chicago.

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