

The Call

MONDAY, MARCH 19, 1900 JOHN D. SPRECKELS, Proprietor. Address All Communications to W. S. LEAKE, Manager. PUBLICATION OFFICE, Market and Third, S. F. Telephone Main 1508. EDITORIAL ROOMS, 217 to 221 Stevenson St. Telephone Main 1874.

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BRANCH OFFICES—127 Montgomery, corner of Clay, open until 9:30 o'clock. 300 Hayes, open until 9:30 o'clock. 623 McAllister, open until 9:30 o'clock. 615 Larkin, open until 9:30 o'clock. 1941 Mission, open until 10 o'clock. 2261 Market, corner Sixteenth, open until 9 o'clock. 1009 Valencia, open until 9 o'clock. 106 Eleventh, open until 9 o'clock. N. W. corner Twenty-second and Kentucky, open until 9 o'clock.

AMUSEMENTS. Orpheum—Vaudeville. Grand Opera—house—"The Grand Duchess." Grand Opera—concert Tuesday afternoon, March 20. California—"Paul Revere Wilson." Columbia—Paderewski, Monday, March 26. Columbia—"Because She Loved Him So." Tivoli—"The Idol's Eye." Alhambra—"The Musketeers." Alcazar—"Diplomacy." Chutes, Zoo and Theater—Vaudeville every afternoon and evening. Olympia, corner of Mason and Eddy streets—Specialties. Fischer's New Concert House—Grand opening March 19. Sherman—Clay Hall—A. Farland, Banjoist, Friday evening, March 24. Western Turf Association—Races to-day.

AUCTION SALES. By T. McDonald—This day, at 11 a. m., 2 and 7 p. m., Japanese and Chinese Curios, at S. W. corner Geary and Stockton streets. Horses—Monday, March 19, at 11 o'clock, at 1625 Market st. By Sullivan & Doyle—Tuesday, March 20, Horses, at Twelfth and Mission streets.

TRADE STILL FEATURELESS. THE trade situation is characterized by continued tameness. In the whole commercial field there is not a feature worthy of note, except the recent passage of the currency bill, which, by increasing the circulation, was expected to immediately enliven speculation in Wall street, but which it did not do after all, as the street continues sluggish.

Yet the situation is not unsatisfactory. True, the bank clearings of the country are still falling behind those of last year, the figures last week showing a decrease of 12.4 per cent, but the failures were only 190, against 205 in 1899. The markets, however, lack that snap which distinguished them throughout 1899. There is little desire to speculate and stocks of almost all commodities are large and increasing. The distributive trade is uncertain, being brisk in some quarters and dull in others. The tendency last week was toward higher prices for farm products and quieter markets for manufactured goods. Cotton still stands at high-water mark, prices for the raw product being the highest since 1893; but there is less disposition to order goods ahead, owing to this very condition. Wool rules dull, owing chiefly to the recent decline at London, and the mills are still turning out large quantities of fabrics without buying any raw wool. Hides and leather continue weak, and the former are quoted demoralized in almost all markets. Corn, which was remarkably active for a few days, shaded off somewhat at the close of the week, and a slight advance in wheat was checked in sympathy. At the same time, wheat conditions are now rather pointing to better prices, the weather being unfavorable in several important countries. Iron and steel show rather less casiness, though there is still more or less talk about lower quotations here and there. The minor metals are generally firmer.

Conditions in this State remain unchanged. The south is still looking for rain, while the north is hoping for continued clear skies. One condition about balances the other, so prices for farm products remain undisturbed, as a rule. Wheat has taken a little turn upward in sympathy with Chicago, but the other cereals are dull and nominal, with ample stocks on hand. Provisions are weak and much quieter than for some months, and sharp competition among local dealers prevents the market from improving in sympathy with a better feeling in the West. Hides, hogs and wool continue very dull. The livestock market keeps up better than any other line in the commercial list, and this seems to be the stockman's era. Dried and canned fruits are quiet, but with the exception of prunes both descriptions are well cleaned up. The season thus far has been remarkably propitious for fruit, and unless we get frosts later on the crop this year will probably be too large for ease in handling.

General business conditions remain as before. Money is plentiful, collections are normal and failures are certainly not over the average. There is a good shipping demand for those articles usually exported from San Francisco, and prices are steady as a rule. The city was never on a better commercial footing than now.

The first civil service examinations have been held and the agony is over. As soon as the "machine" discovers who was who in the bustling times of the election the successful applicants for municipal favor will be announced.

Cecil Rhodes is firmly convinced that it will be idle to attempt federation in South Africa. It is reasonable to suppose, therefore, that the only just measure for the treatment of the Boers is federation.

The Oakland attorney who is suing a burglar for his fee ought to consider himself fortunate that he still retains his office furniture.

"THE PUBLISHERS' BURDENS."

UNDER the title "The Publishers' Burdens," there has been sent out from Washington a circular urging newspaper proprietors to write to their Congressmen protesting against the passage of what is known as the "second class mail matter bill," introduced by Mr. Loud and designed to put an end to certain abuses which exist under the present postal laws. The circular is signed "Publishers' Committee," and closes with the announcement: "The publishers have no lobby and no money to spend in presenting this matter to individual members, and the only thing that will defeat the bill is each publisher writing individually to his Congressman."

If the "publishers" who are profiting by the ease with which they are now permitted to abuse the privilege of second class mail rates have no lobby nor any money with which to make the fight at Washington, then all reports on the subject from the capital have been grossly in error. Some of the publishers make enormous profits out of the privilege, and if they have not expended a part of them in an effort to continue the privilege, they have been less enterprising than any other set of men that ever managed to get the best of the Government.

The circular makes a cunning misrepresentation of the nature and the object of the bill. It is described as a blow at legitimate newspapers and magazines, whereas it is of a directly opposite nature. The privilege of sending certain classes of matter through the mails at low rates, known as "second class," was designed by the framers of the present bill to facilitate the circulation of newspapers and literary, religious, industrial and scientific periodicals among the people. It has been taken advantage of by the publishers of advertising circulars, cheap novels and other stuff of that kind. These people issue their circulars or their novels once a week or once a month, call them "periodical publications," and under that title get advantage of the low postal rates designed for legitimate newspapers and magazines.

The issue is not one which newspaper men should consider from the standpoint of their trade interests solely, yet if they should do so they would be none the less in favor of the Loud bill, since legitimate newspapers are perhaps the heaviest sufferers from the effects of the abuses which have grown up under the law. The cunningly framed circular of the Publishers' Committee, however, is calculated to deceive editors into a belief that their interests are threatened by it. Thus it declares:

"The aim of Mr. Loud is to finally model our postal laws after those of monarchical countries, which Mr. Loud visited and investigated during the past summer. In foreign countries the publishers have no privileges not extended to merchandise of all kinds. The result is there are a few publications of enormous circulation and practically no weekly papers like ours, which have made the United States the most intelligent country in the world. The second class postal laws of the United States to-day are not as favorable to the publishers as those in force in Canada and Mexico, and yet Mr. Loud proposes to take a step backward and toward the usages of imperialistic countries."

For all that trade there is no particle of excuse in the Loud bill. It is not an attempt to set up a monarchical postoffice, nor to transform the United States into an imperialistic country. It simply proposes to prevent men from loading down the mails with tons and tons of advertising dodgers, patent medicine circulars, gold-brick prospectuses and a lot of other stuff of the kind, under the pretense that they are periodical publications.

If the Congressional controversy over the bill becomes much more acrimonious some of the worthy statesmen who are conducting the debate will be as tattered in reputation as the suffering prisoners of the pen were in garment.

The judges who sat in solemn thought over the offered designs for the Phelan flag declared that out of all the suggestions offered six only merited commendation. Can it be that these were the six offered by the artists of The Call?

TURKISH RAILWAY CONCESSIONS. DISPATCHES from Europe have during the last two or three days had much to say concerning the movements of the Russians toward Persia and an alleged attempt on the part of the Czar to prevent the construction of a railway through the Turkish empire from a point on the Mediterranean to a port on the Persian Gulf. While these reports are doubtless exaggerated, there is probably some foundation for them, as Persia has now become a strategic point for commerce as well as for military or naval operations.

For a long time it has been known that a railway across Asia Minor, passing down either the Euphrates or the Tigris Valley, would be an enterprise of large profit to any nation sufficiently strong to protect it and sufficiently alert to develop the country along the route. To obtain a concession for the desired road Great Britain, France, Germany, Russia and Austria have long contended. Until recently their mutual antagonisms prevented either competitor from succeeding, for the Turkish Government did not dare to favor one in face of the opposition of all the others. Shortly after the Kaiser's visit to London, however, the concession was given to Germany, evidently by arrangement with Great Britain, and now the Russians have made terms with Persia, which seem to show a determination on their part to forestall Germany and get to the Persian Gulf first.

While the advance on Persia has been construed in this country as a Russian movement against India and Great Britain, it is in reality a much more serious menace to German interests. It appears to be so regarded in Germany itself, for while the semi-official organs of the German Government have taken occasion to say that the proposed Bagdad railway is to be wholly international, and that Germany would maintain the strictest reserve in regard to questions pending between Russia and Turkey, the Munich Neueste Nachrichten, which is seemingly not bound by official restrictions, asserts plainly that Great Britain has consented to co-operate with Germany in upsetting Russian plans in Asia Minor.

Eski-Sher to Konieh, thus preventing extension of both the Smyrna-Afion-Karahissar and the Smyrna-Aidin-Dinair roads. The two great distributing points—Constantinople and Smyrna—are thus controlled by Germans, and German goods may enter the interior of Asia Minor and the great valley of the Tigris and the Euphrates on German controlled roads at a decided advantage. Germans have obtained the right to build docks and warehouses at Haida Pasha, the terminus of the Anatolian railroads, and with through rates for German goods on German lines German freight cars may be sent across the Bosphorus and travel to Mesopotamia and the confines of India and Persia without change. Goods from the United States and other countries will have to be transhipped at Constantinople or Smyrna, and will be consequently at a disadvantage.

These prospects, so brilliant with promise for the Germans, are now clouded by the swift advance of Russia upon Persia. It is even said the Russians have obtained control of a harbor on the Persian Gulf outside the Straits of Ormuz. If that be true it will be perceived that the value of the German railways will be largely diminished. It is therefore not likely that the Kaiser will maintain the strictest reserve as to the questions pending between Russia and Turkey. It is more likely that, relying upon the countenance of Great Britain, he will support his right to the railway concessions and do his best to preserve for them a free port as a terminus upon the Persian Gulf.

THE SHIPPING BILL.

SINCE the main contention of the opponents of the shipping bill has been that its terms would give advantage to trusts or to large combinations of shipbuilders or shipowners in competition with smaller firms or individuals engaged in the business, it is to be expected the opposition will diminish now that the House Committee on Merchant Marine and Fisheries has agreed upon amendments designed to prevent such combinations.

The hostility against the bill has been the more bitter because it is the last fight possible for free traders to make against the protective system. To all of the industries of the country, with the sole exception of shipping, abundant protection is now given, and the results have been so widely, so generally and so greatly beneficial that no political party will ever venture to assail the system during this generation. As yet the shipping industry remains without adequate support from the Government, and it is the last struggle of the free traders to keep it in that condition.

Our merchant marine is as much entitled to protection as is any other industry of our people. That much may be deduced from the principle of common justice. At this particular juncture, however, the argument in favor of a liberal shipping bill has a special force derived from the fact that the rapid increase of our exports requires an increase of shipping to carry it to markets beyond the sea. At the present time we pay an enormous tribute to British shipowners to carry our commerce for us, and therefore it will be a matter of economy as well as of justice to build up our industries on the sea as well as those on land.

In a recent report on the restoration of the American merchant marine, a committee of the National Association of Manufacturers says: "Last year there were three tons of shipping built in Great Britain for every single ton built in the rest of the world, and we Americans would very much like to see that sort of thing reversed. It would mean the steady and remunerative employment of thousands of persons, it would mean the profitable investment of millions of capital, it would mean immense expenditures for supplies and materials. The iron and steel manufacturers would feel the life-giving influence of the enactment of the measure. The miner of the ore and coal and limestone, which are used in the iron furnaces, would feel the effect of the new policy on the part of the Government. The farmer who raises the grain and meat to feed the thousands of additional workmen, who would secure employment in the process of procuring all these various supplies for the shipbuilder, would receive his share of the benefits."

The issue has long been before the country. The powerful foreign commercial interests in our great seaports have been hostile to every effort toward rebuilding an American merchant marine, and the people of the interior have been indifferent to a measure in which they have felt little self-interest. The time has now come when we may reasonably expect the foreign antagonism to be crushed and the indifference at home to be overcome. According to the estimates of Senator Frye we are paying to foreigners about \$1,000,000 a day for carrying our international commerce, and since that commerce is so rapidly increasing it is surely time to provide for an American merchant marine to carry it.

According to several quarreling ministers of Chicago services of song have a distinct and very material commercial value to the Lord. A coterie of clergymen in the Windy City is fighting bitterly to determine who owns the royalties on a denominational songbook.

The uproar which greeted the Lord Mayor of Dublin in his effort to secure the adoption of a series of resolutions of welcome to the Queen indicates that the coming visit of her Majesty to Ireland will lack nothing in demonstrative effects at least.

For the first time in history the green flag of Ireland has floated for a day over the mansion of the Lord Mayor of London. England must be planning for the Irish soldiers some immensely harder service than they are now rendering in South Africa.

The revolutionists of Colombia have changed their minds. They intended at first to retire to the monotony of private life, but the dispatches announce that after much persuasion they have consented to a return engagement of twelve months.

CAPTAIN COGHLAN SAYS THE RALEIGH FIRED BOTH FIRST AND LAST SHOTS

On Behalf of the Officers and Crew of That Vessel He Makes Statements That Will Be of Use to Historians of the Battle of Manila Bay.



CAPTAIN JOSEPH B. COGHLAN, U. S. N.

EDITOR The Call—Dear Sir: In your issue of Sunday, March 11, 1900, page 9, there is a very pretty description of the United States revenue cutter McCulloch, which as a literary production does credit to its author, but which as a historical record is entirely wrong in its essential parts. That part which so prettily states that at Manila the McCulloch struck her little WHITE, inquisitive nose into everything, etc., is true, except her "nose" was not white, but the whole vessel was of a light olive green or drab, the Asiatic squadron's war color; "that she simply turned her guns loose and threw a few pounds of lead at the Spaniards, which pounds were, by the way, PART OF THE FIRST CHARGE FIRED BY THE AMERICANS IN THIS GREAT BATTLE." That part in capitals is also pretty, but misleading, and if it means or intends to convey the impression that the McCulloch fired the first shot in the Manila campaign, or even at the battle of Manila proper, then it is not only misleading but entirely untrue. My attention has been called two or three times before this to the fact that several of the coast papers have credited the McCulloch with having fired the first shot in that campaign, but never before have I seen it in print. In justice to the Raleigh I must enter my protest against your article, for the Raleigh fired the first and also the last gun of the Manila campaign. The fleet passed into Manila Bay May 1, 1898, at 12:05 a. m., by the Boca Grande entrance, passing within 800 yards of El Fraile rock. The whole force of vessels were strung out in line at that time. The Olympia was in the lead, next the Baltimore, the Raleigh, the Petrel, the Concord, the Boston in succession, and following the Boston and nearly in her wake was the reserve squadron, the McCulloch, the Zafiro and the Nanshan. As the vessels were 400 yards apart, that would have put the McCulloch (if she and all others were up to their proper places) 1600 yards—nearly a mile—astern of the Raleigh. The Olympia and the Baltimore both passed El Fraile rock without drawing

fire, but as the Raleigh got nearly abreast of it, I, while on the bridge directing the turn of the ship, saw a flash of fire on the rock and spoke of it, when Lieutenant F. L. Goodrich told me he had just before seen another, and before we were through speaking of it a gun was fired from that rock, the shot passing over the after part of the Raleigh, or between her and the Petrel. Two more shots were fired in quick succession from that battery, when I gave permission to fire in return, and the after "5" rapid-fire gun on the starboard side of the poop deck of the Raleigh fired the first American shot in the far East.

Afterward the Concord and Boston fired, and as near as I could learn the next day or two the McCulloch's small guns fired while the Boston was firing, so that we in the lead did not even hear her guns.

And, another mistake in your article, there were no guns fired from Corregidor. The only guns fired by the Spaniards that night were fired from El Fraile battery. The battery on Corregidor Island was on its north side (we passed its south side), and was never fired AT ALL, except one gun in which a shot was jammed, fired by Lieutenant Hugh Redman, U. S. N., when he was ashore on May 3, 1898, destroying the batteries at the entrance to the bay.

The Raleigh and Baltimore, under my command, obtained the surrender of those batteries on May 2, and the Raleigh and Concord, again under my command, went down May 3 and destroyed them. Two on the north shore, one on Corregidor Island, one on Cavallo Island and the one spoken of above on El Fraile rock.

Another thing which strikes me as showing your correspondent rather drew on his imagination for his facts is that he says "Captain Coghlan assigned Aguinaldo quarters on board her. This must have been news to Captain Coulson, and also to Captain Hodgson of the revenue marine, who commanded the McCulloch at that time, and continued to do so until Captain Hooper went out."

Now, so far as the article intends to laud the McCulloch and her officers and men for their conduct in that campaign, I am with it heart and soul; far in my opinion, and I am sure in the opinion of every other naval officer, that there, no vessel could have possibly been more alert, more attentive to duty or shown more zeal, promptitude and efficiency than did the McCulloch, whom we all learned to respect and love. She was always ready, and, what's more, DID whatever work was assigned her, and did it WELL. And the fact that she was not in position to, and did not fire the first gun in the Manila campaign in no way detracts from her more than meritorious conduct out there.

The Raleigh, however, desire to have any honor or glory belonging to them, hence we always are ready to tell any one whom it may interest that the Raleigh was lucky enough to fire the first American shot in that campaign, the last shot at the battle of Manila, May 1, 1898, the last American shot (from a ship) in the war in the East, on August 13, 1898. All this is a simple matter of history. Yours very truly, J. B. COGHLAN, Captain U. S. N., commanding U. S. S. Raleigh in Manila campaign, Puget Sound Naval Station, March 14, 1900.

AROUND THE CORRIDORS

F. H. Hopkins and wife of Portland, Or., are at the Palace. Mr. and Mrs. E. A. Short of Seattle are at the Occidental. Rev. Alex. Eakin of Santa Cruz is registered at the Grand. H. P. Stabler, a fruit grower of Yuba City, is at the Lick. Mr. and Mrs. Louis Fitzgerald of New York are at the Palace. Mr. and Mrs. Edward Morris of Chicago are at the Palace. Mrs. Buckingham, the millonaire vineyardist, is at the Palace. O. F. Atwood, a prominent business man of Stockton, is at the Grand. M. E. Sanford, a popular hotel man of Sonora, is registered at the Lick. Henry Roy, a wealthy mining man of Rossland, is a guest at the Grand. Dr. D. P. Pease, a well-known New York physician, is registered at the Palace.

CALIFORNIANS IN NEW YORK. NEW YORK, March 18.—E. A. Phelps of San Francisco is at the Holland; Walter H. Field of San Francisco is at the Manhattan; William Bayley of Los Angeles is at the Waldorf-Astoria; President David S. Jordan of Stanford University, California, is at the Savoy.

FASHION HINT FROM PARIS.

The comparative defensive value of the several kinds of ship armor is very nearly as follows: Six-inch Krupp armor as now being made is equal to 7 1/2-inch Harveyized nickel, equivalent to 3-inch Harveyized or 12-inch compound, 15-inch steel and 18-inch wrought iron. These relative values indicate the vast saving in weight of armor the Krupp product has resulted in since 1890. Armored ships built at the present time can either save 50 per cent in weight of armor or, by retaining the former weight and thickness, a protection of 50 per cent more than that of the Indiana, Oregon and Massachusetts, built only six years ago, may be obtained.

The British Admiralty has at last to reduce its effective fleet on paper by the removal of the Warrior, Black Prince and Belleisle, ironclad ships, and the Boadicea, cruiser. The Warrior was built in 1860 and has only 4 1/2-inch iron plates on her sides, insufficient to prevent a six-pounder from penetrating this alleged armor at 2000 yards. The Black Prince, built in 1862, is similarly protected, with 4 1/2-inch iron, and the Belleisle, purchased in 1878, has been a lame duck for the past ten years. The Boadicea was built in 1875 and has been unseaworthy for several years. All of the vessels mentioned became antiquated with the introduction of improved armor and modern engines.

Russia guards her naval secrets more successfully than any other naval power. Very few details leak out during the construction of ships, which may be due to the fact that the authorities are not quite sure how the ships will turn out until completed. There is the Askold, building at Kiel, begun as a protected cruiser of 6200 tons, which, it now appears, has been increased to 7964 tons, and the question presents itself whether the ship is to have an armor belt or is to use the extra 1664 tons for coal carrying. As this would materially increase the draught of 29 feet 8 inches, the only solution of the conundrum would seem to be that all the naval powers, including the United States, have been deceived by the wily Muscovites.

UNFAVORABLE VIEWS OF THE HUNTINGTON INSURANCE SCHEME

Haywards Journal. The proposed "insurance relief" plan of the Southern Pacific strikes us as entirely uncalled for, and has in it the elements of a freeze-out game. Naturally the fraternal orders are up in arms against it, for if it succeeds it means the wholesale withdrawal of members from the Workmen, Woodmen, Knights of Labor and other orders. It has surprised us that these three orders especially have not before this taken up the fight and protested most vigorously against it, and lend their influence and moral support to back up their

members under fire. We are under the impression that the railroad companies finally give up the idea, for there is intense feeling in fraternal and railroad circles on the coast, backed up by the powerful influence of the local and weekly press.

Pleasanton Times. It looks very much as if Uncle Collis of the great Southern Pacific Company had "put his foot in it" in trying to make the thousands of men in his employ insure in his new company, thereby drawing a very considerable percentage of wages from the men. It appears now that the different lodges are taking the matter up and intend fighting the scheme with all the funds at their command. By compelling the railroad employes to insure in Uncle's benevolent idea it will take a big percentage of members from the different fraternal lodges, or at least the members of the withdrawal of their membership will mean the crippling financially of the lodges. There is much talk among the employes of the company about a general strike if Huntington insists on his new joining in his scheme. Such a strike will mean a \$2,000,000 loss to California people and another million to the rest of the world. It is simply the taking of 31 out of one pocket and putting it in another.

Cal. glace fruit 50c per lb at Townsend's. Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 610 Montgomery street. Telephone Main 1042.

New finishes in oak moldings for picture frames, and new pictures in water colors, etchings, photographs, and etchings. Visitors always welcome. Sanborn, Vail & Co., 741 Market street.

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"Mrs. Winslow's Soothing Syrup" Has been used for fifty years by millions of mothers for their children, while 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 Diarrhoea, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and get Mrs. Winslow's Soothing Syrup. See a bottle.

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If the moon looks pale and dim, expect rain; if red, wind; and if her natural color, with a clear sky, fair weather.

ADVERTISEMENTS.

Consumption is contracted as well as inherited. Only strong lungs are proof against it. Persons predisposed to weak lungs and those recovering from Pneumonia, Grippe, Bronchitis, or other exhausting illness, should take Scott's Emulsion. It enriches the blood, strengthens the lungs, and builds up the entire system. It prevents consumption and cures it in the early stages. SCOTT & BOWNE, Chemists, New York.