

MINNESOTA LOSES ITS SUIT

Judge Lochren Decides That Northern Securities Company Is a Legal Organization.

The Holding of the Stock Does Not Consolidate the Great Northern and Northern Pacific Railroads—Text of the Decision.

"This cause came on for final hearing at St. Paul June 5, 1903, upon the bill, answers and testimony taken and on file. That the cause is one of equitable cognizance and this court has jurisdiction of the same was conceded by counsel. The cause was fully argued and upon full consideration of the following facts appear as follows:

"The attempt in the interest of the Union Pacific company to purchase a majority of the stock of the Northern Pacific company and through it of the Burlington system, alarmed the managers and stockholders of the Northern Pacific company and led them to consider the feasibility of forming a holding company which should purchase or secure in exchange for its stock more than a majority of the stock of the Northern Pacific company, and hold the same secure against any raid in the future in the interest of a rival or hostile railroad.

"Mr. Hill and the stockholders referred to of the Great Northern company were likewise alarmed by such attempt in the interest of the Union Pacific company to obtain control of the Northern Pacific and through it of the Burlington system, a result which would have the effect of consolidating the two railroads and injuriously affect the property of the Great Northern railroad, and the country traversed by it and by the Northern Pacific railroad. And in the project of establishing a holding company to purchase and hold a majority of the stock of the Northern Pacific company and through it of the Burlington system, and placing therein their own stock in the Great Northern company, the stockholders of the same company who might choose to do likewise, and thus accomplish their purpose and secure the management and policy of the Great Northern company.

"Not Done by Companies. The incorporation of the Northern Securities company under the laws of New Jersey and with a capital of \$400,000,000, was completed Nov. 13, 1901. Neither the Great Northern company nor the Northern Pacific company, nor any of its directors, or any corporate, had anything to do with the formation or subsequent action of the Northern Securities company; but Mr. Morgan, Mr. Hill and other stockholders of the Northern Pacific company and Great Northern company, were individually the promoters who caused and procured the incorporation of the Northern Securities company for the purpose of acquiring the stock of the Northern Securities company when formed offered and agreed to purchase and to pay for in its own stock at par (\$100 per share) the stock of the Northern Pacific company at the price of \$115 per share and any stock of the Great Northern company at the price of \$125 per share; and large amounts of the stock of said two railroads were at such rates and so paid for, purchased from said promoters and other stockholders of said two railroad companies by said Northern Securities company.

"About the time Mr. Hill and his associates sold to J. P. Morgan & Co. all the Northern Pacific company stock which they had purchased as aforesaid—both common and preferred amounting to more than \$78,000,000, and said J. P. Morgan & Co. at the same time sold all the stock of the Northern Securities company, who paid the consideration therefor directly to Mr. Hill and his associates; a part of such consideration being some \$22,000,000 of the stock of said Northern Securities company. That purchase was completed on Nov. 18, 1901.

"First—It is obvious from the foregoing facts that the Northern Securities company was incorporated with the purpose and intent on the part of its promoters that it should acquire by purchase, by exchange for its stock, and should own and control a considerable majority of all the stock of the Northern Pacific company, and thus secure that company against the danger of any future raid upon its stock which might place its management and its assets in the power of any rival railroad corporation, whose interests might be hostile to the development and property of the Northern Pacific and Great Northern companies, and their seaboard terminals, and of the region of country traversed by their railroad systems.

"This was the avowed purpose of Mr. Morgan and his associates who acted with him in this matter, including Mr. Hill and other large stockholders of the Great Northern company, who also held large amounts of stock in the Northern Pacific company and were apprehensive that any hostile control of the Northern Pacific company, which might sacrifice its interests to a rival, would be disastrous to the development and prosperity of the Great Northern company. And at the very time the Northern Securities company was formed and incorporated, by means of the large holdings of Northern Pacific company stock by himself and his associates, and by him and by the then purchase by J. P. Morgan & Co. of the Harriman holding of such stock, and by the transfer of said stock at once to transfer and have transferred to the Northern Securities company a large and controlling majority of the stock of the Northern Pacific company as was done; thereby accomplishing (as was believed) the purpose of securing that stock against hostile raids in the future.

"State Anti-Trust Law. "One question in this cause is whether the acquisition by the Northern Securities company, in the manner above stated, of a majority of the capital stock of both the Great Northern and Northern Pacific companies, and the operation of parallel and competing railroads across the State of Minnesota, and its ownership of such stock is a violation of the Minnesota anti-trust law, Chapter 29, Laws of 1893, c. 353—which provides, as above stated, that: 'Any contract, agreement, arrangement, or conspiracy, or any combination in the form of a trust or otherwise hereafter entered into which is in restraint of trade or commerce within this state is hereby prohibited and declared to be unlawful.'

"Language in the act extending these provisions to interstate commerce is here omitted and disregarded and the act considered valid as to trade and commerce within the state, that being a proper subject for state legislation. It is held on by the same instrumentalities used in interstate commerce. The language just quoted is evidently taken from the act passed at the congress of July 2, 1890 (Statutes at Large, c. 647), known as the Sherman anti-trust act, which has received consideration by the supreme court of the United States in several cases.

"Differs With Other Court. "That my judgment, after most careful consideration of the facts and the law applicable thereto, as construed by the highest court of the United States, is that none of the defendants have violated the Minnesota anti-trust act, a conclusion apparently contrary to that reached by eminent judges who, in this court, recently decided the case of United States vs. Northern Securities company, 190 Fed. 21, and who will doubtless in another court review this cause upon appeal, has necessarily caused hesitation and careful examination. But the rights of litigants and my own sense of duty alike requires that my own deliberate judgment, guided by my understanding of authoritative expositions of the law, be given in all cases tried before me.

"But it is argued that because the Northern Securities company has become the owner of a large majority of the

stock of each of the two railroad corporations it will be for its interest to suppress competition between them, by causing the boards of directors of these railroad corporations, which it can fill by election, to enter into arrangements or agreements in restraint of trade, which will suppress competition, and as a corollary to this reasoning (or conjecture) the decision holds that the formation of the Northern Securities company, and purchase by it of a majority of the stock of each of these railroad companies, are acts or contracts in restraint of trade, and that the directors of these two railroad companies, the formation of the Northern Securities company and its holdings of stock has and can have nothing to do directly or indirectly with trade, commerce, transportation or rates.

"To epitomize this decision: It is held that it will be for the interest of the Northern Securities company to suppress competition by suppressing competition between these two railroad companies; and that by coercing or persuading the boards of directors, whom it has the power to elect, it will certainly cause them to commit highly penal offenses by entering into combination contracts, arrangements in restraint of trade, in violation of the anti-trust act, and hence the Northern Securities company, and all its officers or promoters so far as appears; and I am compelled to reject the doctrine that any person can be held to have committed, or to be purposing and about to commit, a highly penal offense, merely because it can be shown that his pecuniary interests will be thereby advanced and that he has the power either directly by himself, or indirectly through persuasion or coercion of his agents to compass the commission of the offense.

"No Consolidation. "Third—The charge in the bill that the acts of the defendant contravene the statutes of Minnesota prohibiting the consolidation of parallel and competing lines of railroad presents a different question. "Chapter 29, General Laws of Minnesota, 1874, provides as stated: 'No railroad corporation or the lessors, purchasers or managers of any railroad corporation, shall consolidate the stock, property or franchise of such corporation with, or lease or purchase the works or franchise of, or in any way control any other railroad or corporation, or having under its control a parallel or competing line.'

"This is the only statute on that subject of consolidating parallel and competing railroads that need be considered, as it covers whatever is contained in any other. This statute is a valid exercise of the police power of the state. Louisville, etc., Railroad vs. Kentucky, 141 U. S. 8, 677.

"The prohibition against consolidating applies: 1. To railroad corporations—The Northern Securities company is not a railroad corporation, and neither the Great Northern company nor the Northern Pacific company in its corporate capacity, does any of the acts prohibited.

"2. Lessees of railroad corporations—There are none.

"3. Purchasers of railroad corporations—Constructing this term as applying to those who acquire by deed or decree, having capacity to hold and enjoy the franchises and operate the railroad—there were none in this case.

"4. Managers of railroad corporations—A railroad manager is the person who has the administrative, executive and oversight of the operation and business of the railroad. Among the parties concerned, Mr. Hill alone was the manager. He did not effect any consolidation. He promoted the formation of the Northern Securities company, and added to its stock of both railroad companies.

"But the complainant contends that when the Northern Securities company was formed about Dec. 1, 1901, purchased and became the owner of a large and controlling majority of the stock of the Northern Pacific company, it became the purchaser of that railroad corporation, within the meaning of that word as used in the act of 1874, and became thereby a manager of such corporation, as it afterwards did, a controlling majority of the stock of the Great Northern company.

"And upon the subject of purchasing a railroad by buying all the stock, I am cited to chapter 84, General Laws of Minnesota, 1881, which provides that the railroad corporation may lease or purchase, or become the owner or control or hold stock of any other railroad, when their respective railroads can be connected together and form a continuous line with or without branches. But in that case the purchase of the stock would be by a railroad corporation having capacity to operate the railroad, even aside from the authority to do so either expressly or impliedly granted by this statute, and such railroad could therefore rightfully assume the control, management and operation of the railroad, the stock of which it had so acquired.

"Separate Corporations. "The two companies still remain separate corporations with no interests, as such, in common. The case would not be different if one natural person with abundant capital should invest in the majority of the stocks of one of these companies, and another like person should invest in the majority of the stocks of the other company. The interest of the two, if they chose to act in harmony, would be the same as the interest of one person owning the whole.

"State Fixes Rates. "The policy of the state in respect to the operation and management of railroads is disclosed by its statutes, especially by sections 279 to 403, vol. 1, General Statutes of Minnesota, under the heading of 'Railroad and other transportation,' which closely follows the provisions of congressional legislation respecting interstate commerce, and under clearly specified regulations places the supervision, oversight and control of these matters, particularly the rates for transportation, in the hands of the designated state officials.

"Under this system shippers can count accurately the cost of transportation as an expense in their business, with the assurance that others engaged in like business must incur exactly the like expense; and untrammelled competition between rival railroads, resulting in wars, sporadic struggles for particular contracts or consignments, as well as all rebates, open or secret, all alike uniformly prohibited under penalties, and intended to be entirely eliminated and done away with, leaving as the only bases of competition between rival carriers the furnishing of the better accommodations, and the greater safety and celerity of carriage.

"All complaints that published rates are unreasonable are heard and determined by the state officials, who make rates binding on the railroads; thus necessarily making rates uniform as between rival railroads. As a result of this policy, and the absolute power of the state officials to fix rates, and keep them at the lowest reasonable figures, competition between rival railroads no longer exists, as it did when railroad companies alone controlled them.

"However that may be, the Northern Securities company is but an investing stockholder in these two railroad companies, without power to consolidate them or to interfere with the management or control of either. Because of its large holdings of these stocks it may elect the boards of directors of the same, but the boards of directors of entirely different persons. "Each board will appoint the officers and control the business and affairs of its own corporation and will naturally seek to increase its business and property. Neither has any power to control the other nor to contract with the other in restraint of trade. There is no presumption that either will disobey the law or be guilty of the commission of penal offenses. "The anti-trust act of Minnesota will be for the first time violated, and the railroad corporations and their offending officers will be amenable to punishment and to appropriate legal or equitable proceedings.

"Decree will be entered dismissing the bill. —William Lochren, Judge.

"IN ALL THE WORLD NO TRIP LIKE THIS"

Thomas F. Woodcock in Wall Street Journal, July 15th.

"Your correspondent is more or less of an Atlantic traveler, having made some fifteen trips across the ocean, and is more or less familiar with this particular form of holiday. Its strong points are:

- (1) Absolute rest for mind and body.
- (2) Unlimited fresh air.
- (3) Its weak points are:

- (1) Monotony.
- (2) Bad weather—frequently.

With, of course, the strong points much the most important and entirely predominant. Circumstances compelled the writer this year to forego the usual Atlantic trip, as he had to go West. Having some detailed acquaintance with railroad affairs, he was * * * aware that the Northern Steamship Company—owned by the Great Northern—operated a steamer from Buffalo to Duluth, making the trip in three days, and he determined to try it.

"I found a magnificent ocean-going steamer close upon 400 feet long, of 8,000 horse power, developing a speed of 18 to 22 miles an hour, fitted up in a style that has never been surpassed on any ocean vessel, whatever her size, furnished with large airy state-rooms, lofty saloons and decks innumerable, the top deck being something like 70 feet above the water. Brilliantly and admirably ventilated, most conveniently arranged as to all appointments

"Lake Erie is not especially picturesque as to its eastern end.

"When the St. Claire River was entered the scenery became beautiful. * * * From that time, with a very few hours of open lake, the trip to Duluth was a succession of changing pictures, any one of which would make the fortune of an Atlantic route lucky enough to possess it exclusively. Just above Detroit there is Belle Isle Park, which is surely the most beautiful public park in the world, and it lies at the water's edge. Across the river is sleepy Windsor. The river is full of excursion steamers plying up and down to half a dozen resorts, all on the river and all full of holiday crowds, and our steamer threaded its way among them, meeting all kinds of craft from ore-carriers and whale-backs to naphtha launches and rowing boats. All this at sunset after a typical summer's day with the mercury standing at 70 degrees, and no more!

"Next day there was Mackinac Island, looking something like a little Welsh fishing village, the hill rising directly from the water's edge, dotted with summer cottages and here and there a large hotel, and the bay filled with all kinds of sailing crafts. Beauty enough for one day's steaming, you would think, but in three hours we reached St. Mary's River and passed the famous "Soo" canal by moonlight. You are to imagine a stretch of river some miles long with campers on every point, their tents lit up, and here and there remains of the Fourth's pyrotechnics in course of dissolution—all on a still summer's evening, so still that the voices on the shore could plainly be heard on our steamer as we passed, until the roar of the "Soo" rapids drowned them as the town and the great lock came in sight. Finally we came into Lake Superior and entered on the last day of the trip.

"Once more a variation in the scenery. The red banks of Lake Superior sandstone topped with pine and cedar and a refreshing coolness in the air marked the change and presently there was the Houghton-Hancock ship canal opening up with its twin copper cities on the hills rising on each side, and its red waters. The temperature at the Houghton dock was 90 degrees, with a strong southwest wind, but we were hardly out of the canal when wraps and overcoats were in order for the first time since leaving Buffalo, and we were headed direct for Duluth.

"The writer's purpose is to bring out the fact that this Lake Trip has all the advantages of an Atlantic voyage with the disadvantages eliminated altogether. You will note, first, that the steamer itself is of the ocean type, only more comfortable; second, that the trip is three days' long, which affords time for a complete rest (quite apart from the fact that a round trip from New York City to Duluth with six days' steaming, can be made between Saturday morning and the following Saturday night * * *), and third, that there is no monotony about any part of it.

"The emotion of surprise in its ultimate degree is susceptible of change into other emotions. To find the bell-boys (or cabin stewards) attentive yet unobtrusive, the waiters courteous and painstaking, the ship's officers genial and communicative, the purser a gentleman and a diplomat of the first class, the staterooms clean and cool—and all this with the other advantages noted in the foregoing is enough to arouse the ire of a man who only finds it out after it has been available nine years. * * * "The Steamship Northwest sails from Duluth for Buffalo and intermediate points every Tuesday at 11:30 p. m.

"When the first Bible society in this country was organized the English language was spoken by only 20,000,000 people. Now 120,000,000 people speak it. Then the Bible was printed in 50 languages; now it is printed in 420 languages.

SUCH A MISUNDERSTANDING!

The Man Who "Rubbered" Was Not Familiar with Talk of the Railway.

"When I saw that she was almost beyond my control," said the railway engineer, "I threw her over—"

"Brute!" ejaculated a gentleman wearing eye-glasses and graying hair, who was unintentionally straining his ears to overhear the conversation, relates Judge.

"It didn't do any good," continued the engineer, "so I shut her off; but still she was jumping pretty hard and sliding around—"

"Infamous!" said the graying-whiskered man. "Sliding around; so I give her air—"

"Ah, then you have some little instinct of kindness," growled the incessant chatterer. "But it wasn't any use, and so I jumped and got away just when she began to smash things."

"And I don't blame her one bit!" asserted the man with the eye-glasses and the graying beard. "It's a pity she didn't smash you, so you couldn't come here and boast of your cruelty. I am not surprised at the number of divorces nowadays."

"What Was It?" Fairpoint, Miss., Aug. 3rd.—One of the strangest cases ever reported occurred here recently. The son of Mr. G. L. Butler was very ill. The doctor said he had some disease of the spinal cord, and treated him for two months, but he grew worse all the time, and finally the doctor told Mr. Butler that he did not know what was the trouble.

"The boy would wake up in the night and say that he was dying. He would be nervous and trembling and want to run out of the house, saying he saw ugly things which frightened him."

"His father was very much discouraged till one day he saw a new remedy called Dodd's Kidney Pills advertised, and he at once bought some and began to give them to his boy. He used altogether eight boxes before he was entirely cured. He has not been troubled since. Mr. Butler says: 'Dodd's Kidney Pills have done for my boy. All this remedy needs is a fair chance and it will speak for itself.'

"Red Tape" by the Yard.

"One of the soldiers who had been reported killed in a certain battle in South Africa and against whose name in the regimental list a note to that effect had been made, afterward turned up and reported himself. Then the sergeant made another note in the book: 'Died by mistake.' The man was supposed to be dead a few weeks after he was placed in the hospital, and a few weeks after this fact was communicated to the sergeant through the colonel of the regiment, and then a third note was made: 'Re-died by order of the colonel.'—London 'V. C.'"

One Railroad's Method.

Now that the different railroads are announcing low rates to the Pacific coast it is interesting to note the different styles of advertising and the arguments adopted by the various lines to attract the attention of the public. The Great Northern railway has announced a round trip rate of \$50.00 from Chicago and \$45.00 from St. Paul, the passenger being granted liberal stop-over privileges and diverse routes returning. These tickets will be on sale Aug. 1 to 14 inclusive, with Oct. 15 as the final return limit. An additional charge of \$11.00 is made for return through California.

No other railroad offers more inducements to the sightseer or is favored with more scenic routes than the Great Northern railway. Nevertheless, while all the other lines are exploiting their health resorts and scenic attractions, the newspaper advertisements and a very handsome leaflet put out by the Great Northern treat wholly on the industrial conditions and opportunities offered by the state of Washington. This advertising of the Great Northern certainly speaks the policy of that company, and if other western railways would follow Mr. Hill's campaign of industrial education it would be far better for the West and undoubtedly an indirect and lasting benefit to the railroad companies.—Milwaukee, Wis. Sentinel, July 21, 1903.

Molly Pitcher.

Molly Pitcher was bravely serving the gun after her husband had fallen. "This will make your name famous," cried the enthusiastic soldiers. "Yes," returned the heroic girl; "in time it may become as well known as a baseball pitcher."

Blushing at the glory awaiting her, she rammed home another charge.—N. Y. Sun.

On the High Seas.

At the bow of the steamer sit the two happy young people. "How sweet it seems to-night!" sighs the girl. "How sweetly solemn is the view spread before us! Even the sea seems to be sleeping placidly in the arms of the boat."

"Yes, love," agrees the young man. "It is asleep in front of the boat, but it is a wake behind."—Judge.

No Free Advice.

"I'm afraid my lay fever is coming on," said Klossman, trying to get some medical advice free of charge. "Every once in awhile I feel itching in my nose and then I sneeze. What would you do in a case like that doctor?" "I feel pretty sure," replied Dr. Sharpe, "that I would sneeze, too."—Philadelphia Press.

Don't Get Footsore! Get Foot-Ease. A wonderful powder that cures tired, hot, aching feet and makes new or tight shoes easy. Ask to-day for Allen's Foot-Ease. Accept no substitute. Trial package FREE. Address A. S. Olmsted, Le Roy, N. Y.

While our leading novelist was grubbing stumps last Wednesday, some person who is undoubtedly a friend of the reading public stole the manuscript of his latest novel.—Atlanta Constitution.

"That," remarked the professor, eyeing with some distrust the ragged and dirty greenback the grocer had given him in change, "is certainly a filthy looking."—Chicago Tribune.

"Teeth.—'One's teeth require lots of looking after, don't they?' 'Yes. Ma mislaid her upper set yesterday and it took us two hours to find them.'—Philadelphia Evening Bulletin.

Caller.—Are you sure your mistress is not in? Bridget.—Oh am not, but she comes to be, so 'tis not for the likes of me to doubt it.—Philadelphia Press.

The trouble with some people is that they allow themselves to be discouraged by criticism, and the trouble with others is that they do not.—Puck.

Bings.—There goes a particular friend of mine. Bangs.—Friend o' your, eh? Well, he can't be overparticular.—Philadelphia Bulletin.

A boy, to be considered exceptionally good, must show traits of his mother.—Athenian Globe.

Piso's Cure cannot be too highly spoken of as a cure for W. O'Brien, 322 Third Ave., N., Minneapolis, Minn., Jan. 6, 1900. Beauty is only skin deep—and some folks are thick skinned.—Chicago Tribune.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c

KIDNEY

Aching backs are eased. Hip, back, and loin pains overcome. Swelling of the limbs and dropsy signs vanish.

They correct urine with brick dust sediment, high colored, pain in passing, dribbling, frequency, bed wetting. Doan's Kidney Pills remove calculi and gravel. Relieve heart palpitation, sleeplessness, headache, nervousness, dizziness.

Mrs. James Beck of 314 West Whitesboro St. r. o. c., Rome, N. Y., says: "I was troubled with my kidneys for eight or nine years; had

COMFORT.

much pain in my back; no time went on I could endure it; I could not stand except for a few moments at a time; I grew weak and exhausted; I could not do light housework; I could not stoop or bend; my head ached severely; I was sick from my head down to my heels; centering in the kidneys it was a heavy, steady sickening ache; I could not rest nights, and got up mornings weak and tired. I thought I was about done, when I saw Doan's Kidney Pills advertised. Within a week after commencing their use I began to improve, and from that time on rapidly grew better. I used five boxes in all and was cured."



The Best Tonic

All About a Non-Alcoholic Summer Tonic Food That Will Brace You Up and Vitalize Your Flagging Energies

OZOMULSION BY MAIL FREE

Alcoholic tonics, pick-me-ups, and bitters, may seem to do you good—but do they? Is their effect lasting? Science says: No. They stimulate, intoxicate, but not strengthen.

The only tonic that tones is OZOMULSION

It is composed of concentrated vitality. It puts it into your blood.

Two and two make four. Food strength added to what strength you already possess, must make you stronger than you were.

Therefore, Ozomulsion is a true tonic. It strengthens—not stimulates.

Ozomulsion is the best tonic. It contains (in addition to its reconstructive ingredient cod-liver-oil), a liberal proportion of the Glycerinated Hypophosphites of Lime and Soda, the most wonderful regenerating and revitalizing salts of life that scientific medical research has ever discovered.

Nothing like Ozomulsion has ever before been prepared as a vitalizing tonic food for the run down system.

It does away with the need of medicine. It feeds the invalid back to health.

Weak, run down, exhausted, pallid, thin, nervous, physical and consumptive wrecks, can be built up by the use of Ozomulsion.

Ozomulsion will take any sick, feeble man, woman or child, and by gentle and pleasant ways lead them into the sunny paths of health.

What a contrast to the old-fashioned, unpleasant, dangerous medical druggery. Drugs Won't Do.

Pin your faith on Ozomulsion Food and Spring and Summer Tonic.

It will not disappoint you. It Cures Consumption.

Sold only in large bottles, Weighing Over Two Pounds.

TRY IT FREE! Free sample will be sent to everyone who will send their complete address (by Postal Card or Letter) to OZOMULSION FOOD CO. 98 Pine Street, New York

THE NORTH-WESTERN LINE \$50 To California and return. Daily August 1 to 14, Chicago to San Francisco and Los Angeles. Correspondingly low rates from all points. Variable routes, liberal time limits. The only double-track railway between Chicago and the Missouri River. Special G. A. R. Train will leave Chicago 10:30 p. m., August 11, with Pullman drawing-room and tourist sleeping cars through to San Francisco without change, through the most beautiful mountain scenery in the Rockies. Stop-overs en route. Three fast daily trains from Chicago. All agents sell tickets via this route. Write for maps, booklets and special train itineraries. W. B. KNISKERN, P. T. M. CHICAGO, ILL.

LANDS in OREGON or WASHINGTON. anything from a small fruit farm to a large ranch or a tract for INVESTMENT or CATTLE Raising. Write for more particulars. Free sample address. Are looking for. No blizzards, no droughts, no crop failures. All inquiries to M. H. HARTY, Portland, Oregon. READERS OF THIS PAPER DESIRING TO BUY ANTHING ADVERTISED IN ITS COLUMNS SHOULD INSIST UPON HAVING WHAT THEY ASK FOR, REFUSING ALL SUBSTITUTES OR IMITATIONS. A. N. K.—G 1981. PISO'S CURE FOR GORES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in all cases. CONSUMPTION. ANAKESIS gives relief and POSITIVE CURE FOR PILES. ANAKESIS, 719 Broadway, New York.

PILES ANAKESIS gives relief and POSITIVE CURE FOR PILES. ANAKESIS, 719 Broadway, New York.