

NO QUESTION AS TO ITS BUILDING

New Line from Salt Lake to Los Angeles a Near Reality.

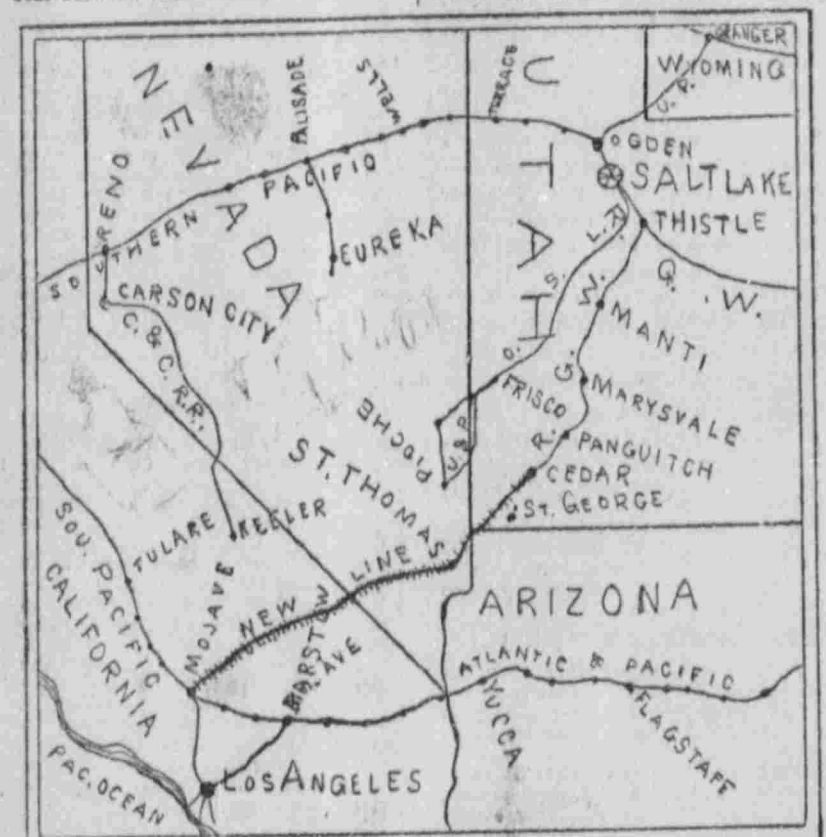
MAP SHOWS PROPOSED ROUTE

Centrifugal Cycle Railroad—Testing Big Engines—Interchangeable Ticket—Spikes and Rail.

Both the Santa Fe and the Southern Pacific have a long gaze resting upon Salt Lake and they are both determined to get here. The new line which has been projected from this city to Los Angeles is only the result of this desire, so strong in both. Now, the cheapest way to avoid an expensive competition, argue they, is to go in together and build a line here jointly. The following dispatch will be somewhat explanatory:

New York, May 28.—Aldace F. Walker, Chairman of the Atchison, Topeka and Santa Fe board, says that the Carson and Colorado cut-off, mentioned in Salt Lake dispatches in connection with C. P. Huntington's visit to that city, will be built and operated jointly by the Southern Pacific and the Atchison. Mr. Walker said:

"The formation of the company referred to has been talked in the western press to indicate the existence of a deal between the Southern Pacific and



the Atchison in respect to California traffic generally but it means nothing of the kind beyond the well known fact that the management of both these systems are opposed to unnecessary railroad construction and believe that when one line can be utilized by both companies that course is preferable to the building of a parallel line.

WONDERFUL POSSIBILITY.

Railroad With Cars Running Like Flies Upon a Ceiling.

Manager Miller of the Salt Lake Beach company is in communication with several persons and companies, each of whom is promoting some special attraction for pleasure resorts like Salt Lake. Among them is the American Railway company, that controls what is claimed to be one of the most wonderful railroads ever built. It is called the Centrifugal Cycle railway and presents a very thrilling ride that appears at first blush to offer insurmountable obstacles. But when closely studied, the physical possibility of the thing becomes apparent. Even then, a practical demonstration is almost necessary in order to convince the general run of mortals that the ride may be made with comparative immunity from danger.

The first and only structure of this character ever built was erected in Toledo, Ohio, last year, and after carrying thousands of men, women and children daily without accident, fully demonstrated not only that the law of centrifugal force could be applied to a railway, but that with the system of rails and running gear employed in this case, a regular passenger car could be run on any grade, around any curve, going to the extreme of throwing a somersault, without danger of leaving the track. And this may be done at a considerable rate of speed, even over two hundred miles per hour and with cars of the lightest construction.

One of these Centrifugal Cycle railways is being constructed at the Paris exposition, and the promoters promise to start the old world with their hair-raising attraction. One of them is also being built at Coney Island, New York.

The principle involved in this new attraction is a very simple one, but the resultant ride is certainly exciting. When the passengers are secured in their seats the cars are taken by a cable up an incline a hundred feet. At the top this car is released and slides round the downward curve by the natural force of gravity the car, with its load of human freight, dashes down the incline, at the foot of which it plunges with lightning rapidity into an upright circle. Zip goes the car around the curve turning with wheels upmost and the heads of the passengers hanging downward, yet their bodies being pressed against the sides and the wheels against the face of the rails by the centrifugal force resulting from the speed impact. The car now descends on the downward side of the circle and the momentum carries it and its load up a slight incline to the starting point, the passengers having completed the fastest, the most fascinating and most dangerous-looking ride possible. Yet there has been no accident, which causes the inventors to assert that it is the safest ride on record. The road is built upon the monorail system, invented by Captain Lina Beacher, who is now planning several routes for fast air lines with a speed of two hundred miles an hour.

Persons who have seen the steep-banked, saucer-like bicycle track at the Salt Palace will more readily understand the principle and possibility of the centrifugal cycle railway. While it is out of the question for a bicycle rider to stand on the track motionless, he is able easily to maintain his equilibrium when standing upright as compared with the angle of the surface of the track, but leaning very much side-ways when compared with the world's regular level. In the centrifugal cycle

railway, however, the principle is carried so much further that at its highest speed point the track is constructed so that it resembles an upright hoop, the car dashing around upon its inside surface.

RACING MONSTERS.

Interesting Tests of Some of the Heaviest Engines in Use.

Some interesting and novel tests of heavy engines are being made by the Illinois Central. Two of the greatest monsters are undergoing trials upon points which constitute nice studies for engineers and machinists and which in their aggregate make a completeness of test seldom accomplished, but which is in accordance with the latest methods of mechanical engineering.

Noticing the action of the boiler these points are considered: Weight of coal, weight of water evaporated, temperature of feed water, steam pressure, weight of ashes and smoke-box cinders, moisture in air, temperature of escaping gases, vacuum in smoke box, quality of steam, height of water in boiler.

In the engine itself are noted the indicated horse power, time of taking diagrams, draw-bar horse power, revolutions per minute of the drivers, speed in miles per hour, time of all stops and starts, steam chest pressure, position of throttle valve, position of reversing lever, location of mile posts, stations and bridges, oil used.

Besides these there are miscellaneous items noted as follows: Length of time calorimeter is running, length of time blower is in operation, length of time safety valve blows off, number of strokes of air pump, number of times whistle blows, slip of locomotive drivers, temperature of atmosphere, wind, weather and rail conditions, analysis of coal used, description of coal used, calorific capacity of coal, train weights, character of train, complete description of engine and boiler, list of train crew, list of observers, date and duration of test.

Undergoing these tests are two of the heaviest engines on the line, and they are used at the rate of 1,000 miles per week upon a portion of the road where the traffic is heaviest. Before



A Gentle Reminder!

Do you use Baking Powder? Do you use Extracts? Do you use Spices? If so, why not get the best, for they cost less than the imported and will give better satisfaction. Ask you grocer for Three Crown Baking Powder, Extracts and Spices, and refuse all substitutes, as all goods branded "Three Crown" are guaranteed to give satisfaction or money refunded.

Hewlett Bros.

dents in the United States. Of these 117 were by reason of Rear-end collisions. In all there were 327 persons killed and 533 injured, 172 of the killed being run down by trains. Collisions injured 297 of the people who were hurt.

It is said that construction work on the Sumpter Valley extension to Prairie City will begin in a few days. Contractors are now on the ground figuring on the work and the first contract for eighteen miles of the road will probably be let this week. Permanent surveys have been made over most of the route and the way cleared for the construction work.

The Spokane Falls & Northern will inaugurate a double passenger train service Sunday, June 3rd. While the time schedule for the new train has not been announced it is learned that the north-bound train will leave Spokane about 10:30 p. m. and will arrive at Roseland about 7:30 the following morning. The south-bound train will leave Roseland about 11 p. m. and will arrive in Spokane about 7:15 a. m.

A. B. Wood, at the head of a party of a dozen Northern Pacific surveyors, left Spokane on Saturday last for some point west, which was not divulged. The party has been making a survey of a line from Coeur d'Alene to Bridgeport that had been made ten years ago, although they claim there is no particular significance attached to the survey. The party is under the orders of C. C. Van Orsdel, assistant engineer, with headquarters at Lewiston.

A party of officials of the proposed Salt Lake Valley railroad went up to Farmington this morning to confer with the city councils of Farmington, Kayville and Bountiful, relative to the party has been making a survey of a line from Coeur d'Alene to Bridgeport that had been made ten years ago, although they claim there is no particular significance attached to the survey. The party is under the orders of C. C. Van Orsdel, assistant engineer, with headquarters at Lewiston.

A hunter's guide has been issued by the Great Northern. The booklet tells of highly favored hunting and fishing resorts along the line in Idaho, Montana and Washington, and tells about grizzly bear, mountain lion, elk, big-horn sheep, deer and antelope. Nevertheless, travelers should come to Utah for real pleasure. She can show more scenery, natural wonders, glorious climate and healthful recreation than any other spot on earth. Ask Hentsh of the Western, Burley of the Short Line, or Clay of the Union Pacific.

American cities are said to be the noisiest in the world, and in some of the largest of them the noise is becoming intolerable. The trouble is caused by the noise of the engines, while running over the elevated portion of its system in Chicago. A city ordinance there directs that such sounds must be made at street crossings, but where the roads are crowded no crossings can be constructed to exist.

Fred Caldwell, traveling passenger agent at Omaha for the Rock Island, is here on his way to California. Mrs. Caldwell accompanies her husband. The observation train on the Salt Lake & Oregon railway will leave the depot at 10 o'clock tomorrow morning. This train will carry all those who desire to see the bicycle road race and the fare thereon will be fifty cents, with no baggage allowed. The tickets, however, will be good returning upon any train during the day.

Commencing with tomorrow the Salt Lake City Railway company will run a twenty-minute service on the Cedar street and Jordan bridge line, and a fifteen-minute service on the Sixth street line. This extra service will not be run in the morning, but will obtain after noon of each day for the present. For tomorrow the extra service will run on all day as it will on every other line in the city, there being plenty of cars prepared to accommodate passengers.

FOR THE FUND.

Mr. Hammond has received the following additions to the Scofield relief fund: Contributions through the Washington, D. C. Star, \$243.00; through the Salt Lake Tribune, \$125.00; Remitted by J. Siebert, treasurer, Columbus, O., \$50.00; Contributed by James M. Flake, Snohomish, Ariz., \$10.00; Collection from the Church of the Resurrection, Fern Bank, Cincinnati, O., \$9.00; Samuel Worscorder of Payton today sent an additional \$18 for the fund. Mr. Worscorder's previous gift \$25.00 to Mr. Hammond. The total subscribed by Payton is now \$304.50.

TEMPLE NOTICES.

The Temple will be closed on Friday, June 1st, the birthday anniversary of the late President Brigham Young, and re-open on Monday morning, June 4th.

LORENZO SNOW, President.

With the Transatlantic Liners.

New York, May 28.—Arrived, Kaiser Wilhelm der Grosse from Bremen; Trave, Genoa.

The American line steamship, New York, which lost her port propeller and part of her stern on the voyage to Newport from Southampton, will be sent to Newport News for repairs. A new shaft and other machinery has been called for and will come over on the first vessel. The New York will probably sail on her next trip July 11. The passengers booked to sail on this vessel have been transferred to the Kensington, which sails at noon tomorrow.

ARE ONCE MORE TAKING OUT COAL

Pleasant Valley Company's Mines at Scofield Being Operated.

THE SPRINKLING PLANT.

It is in Successful Operation and Renders the Properties Safe—Breaking the New Horses.

Wagar Earl, of Scofield, is in the city. He reports to the "News" that the Pleasant Valley Coal company resumed work at the Winter Quarters mines yesterday morning, and is now taking out coal.

Since the first of May, the day of the explosion, the company has put in the mines a pipe system, and the works are thoroughly sprinkled, laying the dust, and it is believed, making the mines explosive proof, as there is no gas in these properties and dust is the only danger to be feared. \$50,000 the force of miners employed is considerably smaller than before, but will be increased from time to time. All of the old miners who are still at Scofield and Winter Quarters are back at work.

One thing that necessarily retards operations is the fact that nearly all of the company's horses were killed in the explosion, and it is necessary to break in a new lot but this is going forward as rapidly as possible. Mr. Earl says the camps show marked recovery from the effects of the disaster, and that the widows and orphans are being cared for. He looks for an active summer at the two villages.

SCOFIELD BENEFIT.

One Given by the Daughters of the Revolution a Distinct Success.

The musicale given by the Daughters of the Revolution for the benefit of the Scofield women's relief fund last night, was a distinct success, the program, attendance and entire entertainment being most satisfactory. The affair took place at the residence of Bishop and Mrs. Walter J. Beattie, the house and grounds being brilliantly lit and decorated for the occasion. On the lawn fields hand-drawn a list of beautiful musical selections and between them indoors was rendered a program of vocal and piano selections by Mrs. Willard Croxall, Miss Edna Dwyer, Miss Mabel Cooper, Walter Wallace and Arthur Shepherd.

Delicious refreshments were served. Misses Hazel Beattie, Kathie Duggan, Josephine Wells, Clara Duggan, Margie Ellerbeck, Margaret Cummings, Myrtle Banks and the Misses Cannon assisted. Prominent among the decorations was a flag fifty years old, the first flag made in Utah, and a wheelbarrow of coal smothered in garlands of flowers and flags. The affair was a most enjoyable one and reflects credit upon the ladies who had it in charge. These desire to extend cordial thanks to the Union Light and Power company, Held's band and the other musicians who kindly contributed their services to the occasion.

MISS GRAY'S MUSICAL RECITAL.

The Congregational church was filled with a large and brilliant audience last night on the occasion of Miss Olive Gray's piano forte recital. A delightful musical program, rendered chiefly by Miss Gray's students, but including selections by Miss Gray and several others outside the classes was rendered, the whole being a most artistic and successful affair.

The students who took part were Misses Annie Ruth Gray, Cochler, Jeanne Williamson, Lucille Case, Mabel Farrington, Erma Rivers, Leda Wallace, Lulu McCutney, Bessie Liles and George Fox. Miss Gray has reason to be exceedingly proud of the results of her teaching. Miss Gray's artistic work is too well known to need compliment, and her part in the program was, it need be said, amongst the gems of the evening. Her sister, Miss Annie Gray, displayed remarkable ability for the short time she has had lessons, and the work of the other pupils was equally creditable.

REBEL COMMANDER CAPTURED

Revolutionary Movement in Venezuela Considered at an End.

Caracas, Venezuela, May 28.—General Jose M. Hernandez, the revolutionary leader, has been captured by government troops. The revolution is now considered ended.

For the Mutual Life Company.

Washington, May 28.—After members of the House committee on commerce had conferred with the secretary of state, the committee today voted to favorably report the following resolution:

"Resolved, that the secretary of state be and he is hereby requested to take all steps which may be necessary and proper to obtain from the government of the kingdom of Prussia a revocation of the order of August 14, 1895, by which the privilege of transacting business in that kingdom was withdrawn from the Mutual Life Insurance Co. of New York."

King Oscar III.

London, May 28.—The King of Sweden and Norway, who intended to start for Paris, Thursday, has been obliged to postpone his departure, owing to a slight indisposition.

It is said, however, that his illness is not serious.

Gen. De Gallifet Resigns.

Paris, May 28.—It is generally believed that the minister of war, General Marquis de Gallifet, insists on resigning, undoubtedly in consequence of yesterday's incident in the chamber of deputies, although the ministerial organs affirm that he is ill. The premier, for that point, is not so sure, but with the intention of replacing him as soon as possible, and it is said that Gen. De Gallifet's resignation will be announced simultaneously.

Ready at Last.

Newcastle-on-Tyne, May 28.—The U. S. cruiser Albany was commissioned here today.

THE CONFEDERATE FLAGS.

G. A. R. Will be Guided in Their Return by Congress.

Probable Action of That Body—Some Opposition to the Scheme—Nature of the Discussion.

Chicago, May 28.—The Chronicle says:

Whatever may be the views entertained by individual members of the Grand Army of the Republic's posts of Chicago on the question of making one of the features of the encampment the return to the Southern States of the Confederate battle flags, the local committee will be guided entirely by the action taken by Congress. That there is a great sentiment in favor of the restoration of the flags was evidenced yesterday when it was announced that several prominent members of the G. A. R. have a plan in hand to secure the authorization of Congress for the return of the banners which are at present in the custody of the war department.

The matter was brought to the attention of the executive committee having charge of the arrangements for the encampment, and at a meeting held last evening it was decided that it would be unwise to take any action at this time either for or against the giving back of the flags. It was argued that the matter did not come within the jurisdiction of the G. A. R. for the reason that the flags are the property of the federal government and cannot be disposed of without a joint resolution of Congress.

It was the unanimous opinion of the committee, however, that should Congress authorize by joint resolution the restoration of the standards the local committee of arrangements should do all in its power to make the presentation ceremony one of the touching features of the encampment. It is planned that if the consent of Congress can be obtained the flags will be turned over to the G. A. R. and President McKinley then will hand the torn banners to the representatives of the Confederate military organizations who will be invited to Chicago for the ceremony.

Col. W. H. Harper, the chairman of the executive committee of the encampment, explained that the G. A. R. as an organization could not afford to endorse or oppose the movement at the present time for the reason that it was a matter entirely in the hands of Congress.

"To my personal knowledge," said he, "many members of the organization are not in favor of parting with the Confederate battle flags, and on the other hand, many favor such a move. Be that as it may, I think the action of the executive committee will tend to show that the G. A. R. is loyal and will abide by the decision of Congress."

General John C. Black, Commander Longenecker and Major H. H. H. of the executive committee, entertained similar opinions on the action taken by that body, but declined to express personal views on the wisdom of turning the flags over to the Confederate military organizations. Volney Foster and Alexander H. Revell, who have declared themselves in favor of such action providing it is authorized by the national legislators, communicated with the committee during the afternoon and will write to Washington.

Chicago, May 28.—A special to the Times-Herald from Washington says:

Considerable interest has been roused here by the report that members of the G. A. R. are about to ask Congress for authority to return the Confederate battle flags at the reunion in Chicago. Officials of the Grand Army have communicated with Senator Culver, asking him to introduce a joint resolution giving the necessary authorization of Congress. The senator will look into the matter tomorrow, and take action if there appears to be any chance of a favorable result.

"There appears to be an earnest movement towards returning the old flags," said Senator Culver. "It would make a most beautiful ceremony and I have hope of securing action in Congress. But the majority of the members of the military committees of the Senate and House, and will try to have a communication with Commander-in-Chief Shaw and other leading members of the G. A. R. Then I shall know more about what the chances are."

While many men favor the proposed disposition of the old flags there is some opposition. One view the flags should never leave the custody of the government. Others are opposed to turning the function of returning the banners over to any organization, but it would be a national ceremony, taking place at Washington under the auspices of Congress.

ADMIRAL SCHLEY'S SQUADRON.

It Would Not be Welcome in British Waters Now.

New York, May 28.—A special to the Times from Washington says:

Admiral Schley's fleet will remain in South American waters for the next six months at least. The belief that his ships would have to go to Cape Horn to be docked or else come home for repairs soon after the war has been an order from the navy department suspending for his fleet the regulation which compels the docking of every vessel once in six months. This period was already overdue for all three ships of the South Atlantic squadron, but as there appears to be no particular reason for the Chicago, the Montgomery or the Wilmington to develop greater speed at the present time the urgency of docking is not recognized. It is admitted, however, at the department that in case docking was imperative in the case of one of these vessels she would be brought to the United States for the purpose. In preference to sending her to Cape Horn, as it is well known that no American warship would be welcome in British South African waters just now.

Experienced naval officers have been surprised at this, inasmuch as it is English wishes in this respect by all the great powers. In every other war of recent date the fleets of neutral powers have swarmed to the vicinity of hostilities. At one time it was feared that the visit of Admiral Schley's little fleet to Capetown might induce other maritime powers to send vessels there, but, according to Admiral Schley's friends, this excuse no longer has any application other than to confine the admiral to South American ports.

Chinese Exclusion.

Washington, May 28.—The Senate agreed to a modified amendment in the sundry appropriation bill relating to Chinese immigration, which reads that the enforcement of the exclusion laws should be under the control of the secretary of the treasury.

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Ready at Last.

Newcastle-on-Tyne, May 28.—The U. S. cruiser Albany was commissioned here today.



As near perfection as possible. With proper care it is smokeless and odorless. No danger whatever from explosion. Easily manipulated. We have at last found an oil stove that we can recommend with confidence.

One Burner Size \$6.00.
Two Burner Size \$9.50.
Three Burner Size \$12.00.

Call on us and examine them.

H. DINWOODEY FURNITURE CO.

GARDNER DAILY STORE NEWS.

Decoration Day Tomorrow.

Store will be closed all day.

Thursday we'll be ready with clothes, underclothes, and all the little things for man or boy.

ONE PRICE J. P. GARDNER, 139 and 138 Main.

OLIVER R. MEREDITH

IS SALT LAKE'S LEADING "BIKE" MAN.

REPAIRING NEATLY AND PROMPTLY EXECUTED.

29 E. First South.

BICYCLES AT ALL PRICES, WITH BEST MATERIAL, FINISH AND WORKMANSHIP GUARANTEED.

LIBEL ON A BROTHER-IN-LAW

Sir Robert Peel Committed for Trial on That Charge.

Said Von Der Heydt Was a Scoundrel, a Blackmailer, and a Thief—Quarrel Over the Estate.

London, May 28.—At the Marlborough street police court today Sir Robert Peel was committed for trial at the Old Bailey on the charge of libelling Daniel Von der Heydt, one of the trustees of the Peel estate, and a brother-in-law of Sir Robert Peel.

The libel is contained in letters describing Mr. Von der Heydt as a scoundrel, blackmailer and thief.

The defense urged that proceedings were now pending in chancery relative to alleged breaches of trust under the Peel settlements, and that the present Peel settlements, and that the present baronet for trial, accepting his own recognition for his appearance.

MCCOY VS. RYAN.

They Will Fight Six Rounds at Tattersall's Tonight.

Chicago, May 28.—Charles (Kid McCoy) and Tommy Ryan will fight six rounds tonight at Tattersall's. His battle of the two premier middleweights of the country is one of the most important bouts ever scheduled for Chicago. Despite the fact that Bob Fitzsimmons still claims the title, the winner of this affair, if the victory be decisive, will generally be regarded as the middle weight champion of the world. A knockout will give almost an undisputed claim.

The principals in tonight's little contention for a \$6,000 purse, the largest amount ever offered for a six-round bout, have met twice before. The first time McCoy knocked out his opponent in fifteen rounds at Massapeh, N. Y. That was in 1896. More than a year later they met again at Syracuse, N. Y., and the battle was stopped by the police in the first round. Both men afterward asserted they were entitled to the decision.

Since the present match was committed interest in the outcome has been steadily on the rise and a record-breaking crowd will probably be in attendance tonight. From all of the surrounding towns applications for seats have been pouring in. Milwaukee, St. Louis, Peoria, Springfield and many other towns will be represented by contingents of sports.

Ryan has worked hard and faithfully and is in the best of condition. He said:

"I think I am as strong as any fighter of my weight. I am feeling fit and think I can win. I know as much about McCoy and his style as any one, and have no fear of the outcome."

McCoy is confident of winning. His work at White Plains has benefited him greatly, as he both looks and acts as if he was in great condition. McCoy last night weighed two ounces less than 155 pounds. This was a surprise to his friends, as many thought that McCoy would not be able to get to the weight agreed upon, 155 pounds, at six o'clock on the day of the fight without weakening himself greatly. McCoy completed his training yesterday and will only do a little light work today to keep himself down to the limit in weight. McCoy will be seconded by Homer Selby, Jack O'Brien, Harry Harris and Harry Stiff.

Ryan will be attended by Jack Jeff-test.

HOW TO BE BEAUTIFUL FREE

A Bottle of the Misses Bell's Celebrated Complexion Tonic Without Cost

This generous offer is made in order that all may have an opportunity to test its wonderful merits

Beauty's chief charm is the complexion. If the skin is clear and smooth a woman will be classed as beautiful, for nature has not given her pale features.

The Misses Bell, of 75 Fifth Avenue, New York, when they placed their justly celebrated Tonic in the hands of the public gave to those suffering from poor complexions a boon long needed. Thousands have made their skins absolutely perfect by its use.

Now, in order to still further increase it, the Misses Bell will give to every lady writing them during the present month an opportunity to try one bottle (the price of which is \$1.00) absolutely no cost. Do not wait, but SEND AT ONCE.

The Misses Bell's Complexion Tonic is not a paint or powder to cover up the freckles, pimples or moth patches, but it eradicates the blemish entirely, as, its name implies, a tonic for the skin. It eradicates the blemish entirely, as, its name implies, a tonic for the skin. It eradicates the blemish entirely, as, its name implies, a tonic for the skin.

It beautifies the skin, removing every wrinkle, drawing out all pimples, acne, etc., and leaving the complexion clear and smooth.

The Misses Bell have at their disposal more than ten thousand letters from prominent acknowledging women. The improvements in their complexion, the beauty of their skin, the fact that they have never used a cosmetic before, are all attested by the original letters from the Misses Bell.

Remember an opportunity is given you to try one bottle of this really wonderful Tonic for the skin FREE. Address THE MISSES BELL, 75 FIFTH AVENUE, NEW YORK CITY.

SEND AT ONCE.

THE MISSES BELL

75 FIFTH AVENUE, NEW YORK CITY

Tonight

If your liver is out of order, causing Biliousness, Sick Headache, Heartburn, or Constipation, take a dose of

Hood's Pills

On retiring, and tomorrow your digestive organs will be regulated and you will be bright, active and ready for any kind of work. This has been the experience of others; it will be yours. HOOD'S PILLS are sold by all medicine dealers. 25 cts.

HOSTETTER'S

Is the best medicine for the stomach, bowels, dyspepsia, indigestion, constipation, liver and kidney troubles.

It contains everything beneficial, and nothing injurious. When you ask for Hostetter's Bitters, you have the genuine.

