UGLY CHARGES BEING MADE.

Interesting Developments in the Failure of the Lincoln Grain Dealers.

BROCKMAN IN THE HOLE FOR A BIG SUM.

Story of the Firm's Rise and Fall—Threats of a Damage Suit—Bryan Not Making Deals.

The more the failure of the Brown Bros. is investigated the worse the muddle appears, and ugly charges are being made against the Browns. The latter claim that they can pull out if given a chance, but their explanation of how they are going to do it is rather vague and unsatisfactory.

It may seem incredible that Brockman, the St. Louis commission man, should have advanced $75,000 before discovering the alleged fraud, but he says it was all done within a period of two or three weeks. The magnitude of the business may be inferred from the fact that there were eighty-three cars of grain on track at Council Bluffs in one day recently.

Key to the Situation.

The Union elevator at that point seems to have been the key to the scheme attributed to the Browns, and a very convenient one it was. For the information of those unfamiliar with such matters it may be explained that in shipping a carload of grain the sender gets from the railroad company a bill of lading, which serves as a receipt. In order to get the grain when it reaches its destination the bill of lading must be given up to the railroad, which is then released from further liability.

Here comes in a complication in this case. The railroads have made a practice of giving what they term a "milling in transit rate;" that is, interior shippers have been given a low through rate to eastern markets with the privilege of stopping the grain in transit, milling it and then sending on the product. In like manner the Brown Bros. have had a through rate with the privilege of stopping the grain at the Union elevator to be cleaned and then reshipped.

Some Severe Charges.

Brockman charges that in some cases the Browns had grain shipped to the Union elevator for "Brown Bros. of St. Louis in care of Brown Bros., Omaha." On the bills of lading the Browns drew on the St. Louis man and got their cash. After the grain had been cleaned at the elevator it was reshipped over one of the Iowa roads to Chicago or Baltimore, the Browns claiming that they could get better prices east than at St. Louis. Brockman had an agreement under which he was to receive a half a cent a bushel commission on all grain handled by the Browns, so he didn't care where it was sold. He now charges that a great deal of this grain has disappeared, that he has not been paid by the eastern buyers and that the Browns have not reimbursed him. He concludes that in reshipping the grain the Browns got new bills of lading from the Iowa roads and used them in making drafts on the eastern buyers, thus, apparently getting double price for the grain and letting Brockman whistle for his money.

There is still another branch to this interesting manipulation. Some of the Nebraska buyers who have been shipping to the Brown Bros. have been in the habit of sending them the bill of lading by mail and then drawing on them through a local bank without a bill attached to the draft. The bill enabled the Browns to get the grain from the railroad, and in a number of cases the drafts have been dishonored.

Very Cheap Grain.

Apparently, then, the Browns got the grain for nothing and sold it for double price. It is only fair to the Browns, however, to state that they deny the allegations of fraud and assert that the tangle will be straightened out if they are given a chance to do it. They threaten to sue Brockman for $50,000 damages.

It is impossible to say how much money or how many dealers are involved in the failure. The Browns had elevators or cribs at fourteen or fifteen stations on the Union Pacific, but there were about 100 dealers at other points shipping to them. They insist that when they gave Brockman a bill of sale on their elevators and grain he promised to continue to advance money to keep the business going. They charge him with a breach of faith in taking possession and shutting them out.

Wanted to Get Even.

It is stated that Brockman, as soon as he got control of the Union elevator, began to ship out the grain in storage with a view to making himself whole. This proceeding was stopped by an order of court on the petition of the Citizens' State bank of Council Bluffs, which had advanced $5,000 or $6,000 on fifteen or twenty bills of lading. It is estimated that the elevator now contains seventy-five or eighty cars of grain. About the same number are on track, and a little swarm of claimants are after them.

The bill of sale already referred to not only covered the buildings belonging to Brown Bros., but the grain in storage and in transit. It is asserted that the clause covering the grain in transit will not hold water in law, and the original shippers, whose drafts on the Browns went to protest, are here recovering their property by replevin suits. They are enabled to identify their grain in the unloaded cars by the numbers of the cars and are having little trouble in getting it back. The grain which has gone into storage is, of course, indistinguishable from the mass, and it has been tied up by attachment suits.

Still Other Claimants.

There is still another class of claimants, of which H. J. Gunn of Lexington, now in the city, is a sample. He shipped Brown Bros. a car of grain worth about $175, but drew on them for only $330. Having attached the bill of lading to the draft he got the face of that, but he is whistling for the extra $75. This is a common practice, and many interior shippers have claims against the Browns for margins of this kind.

New claims are putting in an appearance almost every hour, and it is impossible to tell how much of a loss is involved in the failure, though Mr. Brockman is quoted as estimating it at $100,000. The query arises, what has become of the money? A gentleman who is familiar with some of the inside affairs says:

Causes of the Trouble.

"I do not believe the Browns have 'salted down' any money, to speak of. I think they have used it to wipe out a lot of personal obligations. You see there is a Brown Bros. Grain company, and then the individuals of the firm have had other extensive business interests. They have borrowed money to carry on various enterprises, and I think they have used the receipts from the Grain company to wipe out those obligations. Charles Brown married into the family of Jerry Chapman, the banker at Cortland. Mr. Chapman and a son endorsed paper for the Browns and some of that has been paid off. The Browns also floated some of their paper through Omaha brokers, and perhaps had similar arrangements with brokers elsewhere, so that the local banks would hardly know how heavily they were loaded up. They made such an alliance with Charles B. Hawley of Lincoln, who loaned money for parties living at Dixon, Ill. Hawley was to raise them $100,000 during the year, and as a commission for his part in the affair they gave him in advance their note for $3,600. Hawley failed to negotiate the loans as he agreed and the Browns have allowed the $3,600 note to go to protest. It is in the hands of a third party and the matter, I think, is now in the courts.

Lost on a Lawsuit.

"Some time ago the Browns were dealing with Fowler & Co. of Chicago. A dispute arose between them and Fowler sued for $32,000, claimed as due from the Browns. The matter was referred to an arbitration committee, which gave Fowler a verdict for about half the amount claimed. Some months ago the Browns sold a street railway at Lincoln running from the Capital hotel to the Wesleyan university. The price was $65,000, but it was mortgaged for about half that sum. The balance was paid with long time paper, which the Browns immediately hypothecated. They have had considerable paper falling due that could not be renewed, and the indications are that they have been withdrawing money from the grain business to wipe out obligations incurred in other directions, because if the Brown brothers as individuals went to the wall it also meant the failure of the Brown Bros. Grain company."

Drafts Coming In.

It transpires that drafts on the Brown Bros. company are constantly coming in, and where they are accompanied with a bill of lading and have a margin Mr. Brockman is paying them and taking possession of the grain. For example, a car containing $285 worth of grain was shipped from Central City, and the senders drew only $200. Brockman paid the draft, took the grain and intimated that the shipper would have to look to Brown Bros. for the margin of $85. Charles Iddings of North Platte was caught in a snap somewhat similar to this, and he has taken steps to sue Brockman for the unpaid margins. The elevators and cribs conveyed by Brown Bros. to Brockman by the bill of sale are not extensive structures, and the value of the whole lot has been estimated at only $20,000.

Badly Mixed.

"The affair is badly mixed," said Manager Taylor of Bradstreet's, "and the stories of the opposing parties are conflicting, so that I do not care to make a statement. There is one thing, however, that THE BEE can do that will be a great service to the commercial interests of Nebraska, and that is to call attention to the lax manner in which many men do business. Here are a number of interior dealers, it is charged, who have shipped grain to the Browns, sent the bills of lading to the consignees by mail and drawn on them through the local banks without bills of lading attached to the drafts. What was the consequence? The grain was delivered by the railroads to the Browns on the bills they presented and went into storage with scores of other consignments. When the Browns went to the wall the drafts went to protest. The shippers had nothing to show for their grain, and the railroad had been released from responsibility. It is a slipshod way of doing business, and the banks are not wholly without blame. They are run by men supposed to be thoroughly posted on commercial usages, and they should warn customers of the dangers of their carelessness. Every man who ships grain or other goods by the carload and then draws on the consignee should always attach the bill of lading to the draft. There is then no chance for fraud, and it may be the salvation of many a man caught by a failure like that of the Browns. I wish THE BEE would make a note of this point for the benefit of the dealers through the state who have been careless about protecting themselves."

Who Will Foot the Bill?

Grain men are very much interested in knowing who will have to bear the loss growing out of the alleged manipulations of the Brown Bros., and the prevailing opinion among them is that the Union Pacific will have to foot the bill.

Some years ago Mr. H. C. Miller, who has an office in the Board of Trade building, was located at Fort Madison and buying grain for the W. P. McLaren company of Chicago. Just before the concern failed he received instructions to bill shipments, "To order W. P. McLaren company, Chicago." The McLaren people took the bills of lading to a bank and put them up as collateral for a loan. They then notified the railroad of the incoming consignments and asked that they be immediately shipped to designated parties at eastern points, which done was. The grain firm used the second lot of bills of lading at another bank for drafts on the eastern consignee.

When the failure revealed the true situation the first bank sued the railroad for the value of the grain represented by its bills of lading and got a judgment.

That case established an important precedent and resulted in the strict railroad regulations pertaining to bills of lading.

C. T. Brown's Story.

Mr. C. T. Brown was seen last night by a BEE reporter. He denied emphatically many of the statements that had been currently reported concerning the firm's transactions with Mr. Brockman of St. Louis. Mr. Brown said that Brockman loaned the firm $25,000 upon their personal notes with the understanding that the firm should ship him a considerable amount of grain.

"We were under no obligations to ship Brockman all the grain we handled, though," said Mr. Brown. "We had a perfect right to ship grain to Cincinnati, Chicago, Baltimore or elsewhere if we so desired. We never agreed to give Mr. Brockman ½ cent commission upon grain shipped to other markets. We mortgaged our fourteen elevators to Mr. Brockman a few weeks ago because we needed more money or greater credit to handle the volume of business. We were running some days as high as $20,000 and a blockade of cars on the railroad for a couple of days would tie us up. We needed more margin of credit to run on, and in order to get it we gave that mortgage.

Agreed to Cash Their Drafts.

"Mr. Brockman agreed to cash our drafts after this and to pay for $16,800 worth of grain then on the way and for which we had drawn upon him. These agreements he abruptly broke by refusing to honor our drafts. Had he honored our drafts as he had agreed to do there would have been no attachments upon our grain by the shippers. Mr. Brockman failed to carry out his part of the agreement in every particular."

Speaking of the suit instituted against the firm by the Fowler Elevator company some months ago, he said that the Fowler company sued for $40,000 and the arbitrators allowed them a judgment for $4,000.

"The story about Charles H. Hawley undertaking to negotiate a loan for us," said Mr. Brown, "for $100,000 is all moonshine. The yarn about our firm giving him our notes for $3,600 as a commission for his services is absolutely false. There is not a word of truth in the story or anything like it. You have also been told in the papers that our elevators were only worth about $20,000. They cost us just $43,000, and they are as good as when they were built, so you see that part of the story will not hold water. The whole story is full of glaring inconsistencies and is to a large extent the production of somebody's imagination."

NOT MAKING DEALS.

The Bryan Commission Company Still Taking a Rest.

The doors of the office of the Bryan Commission company were open as usual yesterday. The telegraph operators were as busy as in days of yore, receiving quotations on wheat, oats and corn, but not a dollar was passing over the desk. The usual number of persons of a speculative turn of mind lingered in the room intently watching the figures as they were placed upon the blackboard, indicating the state of the market.

Some of these same persons were long, while others were on the short side of December wheat and corn. Not one of them however, made an attempt to protect the margins, and in the language of the bucket shop, "let the tail go with the hide."

The Bryan company was not taking any deals, and the fact gave rise to unpleasant rumors about the Board of Trade. Mr. Bryan was not about the premises during the day. One of his men in speaking of the failure to receive trades stated that the fact in no way indicated a failure.

Mr. Bryan, he said, was simply figuring on a transfer of the business to other parties and as soon as the deal was consummated the commission business would be carried on by the new firm. The change he thought would take place within a couple of days.

The Bryan company is one of the oldest in the city, and with it, in the language of the street, "Jordan has been a hard road to travel." Ben B. Bryan, the head of the firm, first opened in business in a dingy little office on Fourteenth street, between Farnam and Karney. There he did a flourishing business. A year or more ago the firm, it was said, was caught on the wrong side of the market, and a smash was apparently one of the inevitable things. New members were brought in, howevever, and the firm got on its feet by forming a stock company with a capital of $250,000. Shortly after the open board was started and ready for business the company rented its present elegant quarters on the first floor of the Life building. No expense was spared in fitting up the room. Marble counters were put in, cherry and mahogany furniture helped to make the place attractive and telegraph wires were run to the four corners of the globe. An army of clerks and telegraph operators transacted the vast volume of business and the elegance of the place was not excelled, or even equalled in the west. During trading hours quotations came on stocks, bonds, grain, beef, pork, lard and cotton. Speculators flooded in from the surrounding towns and from morning until the close of the eastern boards the uproar was a perfect Babel.

Not satisfied with this degree of prosperity the company branched out, establishing agencies in South Omaha, Lincoln and other towns in the state. This all cost money, more money than the profits could carry, and for a number of weeks the company has been considered shaky. Notwithstanding this fact the company did a large business up to the time of closing its doors Saturday night.

The deals that were made were not in the actual stuff, but in futures, so that it is thought that if it is a failure the liabilities will be large.

Specific Oxygen cures catarrh. 510 Sheely building.

Four hundred and fifty dollar piano. Warranted seven years for $187.50. New scale. Hayden Bros.

SUSTAINING OMAHA'S MARKET.

Milling and Transit Rate Requested of Railroad Managers.

LINCOLN, Neb., Nov. 24.—[Special to THE BEE.]—The State Board of Transportation met in special session at 11:30 o'clock today to listen to a petition from the Omaha Board of Trade. Secretary Nason of the Omaha board stated that the grain men of the metropolis were working hard to maintain the open grain market established October 2, and that they were meeting with gratifying success; but they were still handicapped by the regulations of the railroad companies running in and out of the city. The Omaha grain dealers want a milling and transit rate, or, in other words, a through rate with a stopover privilege. With such a rate a shipper in western Nebraska can bill his grain to Chicago on a through rate, but can, if he so desires, unload the grain at Omaha, have it inspected, cleaned, weighed or stored for any length of time, thus giving him the full benefits of the new warehouse and inspection law.

On November 3 the Omaha grain men addressed the following letter to the managers of the railway lines centering in that city:

It is now about sixty days since the establishment by the Omaha Board of Trade of an independent grain market, during which about 2,000 cars of grain have been inspected by the inspection department under the new grain law. A daily call board has been successfully maintained since October 2, and at almost every session there have been large sales. The grain men of the state manifest a deep interest in the success of the market, and while we feel absolutely certain of being able to maintain and enlarge in the future, a great advantage would accrue if the railroad companies would make the milling and transit rate for this city, and believing as we do that such action would result to the mutual advantage of the railroad companies, elevator owners, grain dealers, shippers and farmers, we respectfully solicit your favorable consideration of our request to grant such a rate, in which case we will guarantee to your line as many cars out as it brings in.

F. C. SWARTZ & CO.,
J. B. CHRISTIAN,
J. J. EVERINGHAM & CO.,
OMAHA ELEVATOR COMPANY,
FOWLER ELEVATOR COMPANY,
JAMES A. CONNOR,
COCKRELL BROS.

Secretary Nason stated in his argument before the board that while the railroad managers had not yet granted the request for a milling and transit rate, they had not evinced any especial hostility to the proposition. They wished to do whatever they could along the lines suggested, but did not care to lay themselves liable to prosecution by the Interstate Commerce commission for discrimination or manipulation of rates. Mr. Nason asked the State Board of Transportation to formulate a letter to the railway managers recommending that the petition of the Omaha grain dealers be granted. This the board finally agreed to do and Attorney General Hastings was instructed to draft the letter, which he afterwards did, as follows:

Dear Sir: At a meeting of the Board of Transportation held at Lincoln, Neb., on November 24, 1891, the question of granting to the grain and elevator men doing business in the state of Nebraska, what is known as the "milling and transit rate" was presented to the board, and after being fully advised regarding the concessions proposed, the board was unanimously of the opinion that the milling and transit rate, or a rate whereby grain can be stopped in transit at such places where there is a public inspection or storage of grain, then weighed, inspected or stored as the shipper may desire, and then reshipped on the through rate, would be of vast benefit to all the people of this state and we therefore earnestly recommend that such rate and the manner of shipment be established by the several railroad companies doing business in this state, and we do respectfully ask that the request of the grain and elevator men bearing date November 4, 1891, be complied with.

BY STATE BOARD OF TRANSPORTATION.

A member of the Board of Transportation said to THE BEE representative today that the muddle over the grain inspectorship was likely to be settled in a very summary manner and very quickly, too. In the near future, possibly at the regular monthly meeting of the board next Monday, Chief Inspector Blanchard will demand the resignation or removal of Deputy Inspector Thompson. It may be authoritively stated that Mr. Thompson will positively decline to be disposed of in this unseemly manner and that the members of the Board of Transportation will uphold him in his position. There is certain to be a very warm and perhaps wordy contest over the matter.

OFFICIAL COUNT NOT COMPLETED.

The members of the returning board are still in session, the work of completing the official count not yet being finished. The returns from Sarpy county are still lacking, the clerk of that county forwarded them to Omaha through a misunderstanding of the law. They have been sent for and are expected on this evening's mail. The final figures will not be announced until tomorrow.

PLACED IN THE PEN.

This afternoon Sheriff E. R. Bowman of Jefferson county arrived at the state penitentiary with William Spear and Dora Moore. William and Dora will languish behind the bars for fifteen and ten years respectively. This is the pair who murdered a dissolute woman at Fairbury about three months ago.

INJURED IN A RUNAWAY.

James Bailey, a well known citizen and business man, had an exciting little excursion on Fourteenth street in which he received a broken arm and a badly bruised anatomy. He was driving a team of spirited horses attached to a light road wagon, when the animals became frightened and ran away. The wagon was overturned with Mr. Bailey under the box. He was dragged along the pavement for a distance of about 200 feet. He was removed to his home as soon as possible and is now resting easily.

CHARLIE CROW'S FUNERAL.

All that was mortal of Charlie Crow was laid to earth at 11 o'clock this forenoon, the funeral taking place from Heaton's undertaking rooms. A number of those who had been the friends of the deceased during his lifetime gathered around the open grave, while, in the absence of any minister of the gospel, Captain Billingsley, R. J. Green, J. E. Philpot and D. G. Courtness made appropriate remarks, those of the latter being spoken of as especially impressive.

It is not yet settled when Mrs. Crow, who is still in jail charged with shooting her husband, will have a preliminary examination, and it is now believed that no examination will be had. There are no witnesses to appear against her.

ADMINISTRATIVE LETTERS REVOKED.

In the county court today Judge Stewart listened to the case of Nelson Westover, administrator of the estate of Walter Cameron, deceased. Complaint had been made that Mr. Westover had not attended to the settlement of the estate with the requisite fidelity and dispatch. He failed to appear and make answer to the charges, and Judge Stewart accordingly revoked his letters of administration and ordered him to turn over to the custody of the court all moneys and property now in his possession.

A lady driving a single horse had a narrow escape near Twenty-third and O streets this afternoon. The horse became frightened and rearing up fell backwards and overturned the buggy. The lady was caught in the debris of the wrecked vehicle, but escaped with but a few bruises.

Mr. True, a well known citizen of Lincoln, was severely bitten by a vicious horse last night. The animal seized his left cheek, lascerating it badly.

ODDS AND ENDS.

Max Clonsky and Fredde Madounick appeared before the county judge today and blushingly insinuated their desire to wed. Fredde, the would-be bride, was not of legal age and the license was refused.

Elder Howe is busily collecting supplies for his annual Thanksgiving contribution to the poor of the city, and if any fail to enjoy themselves on that festive occasion it will not be the big-hearted elder's fault.

John Hallahan, living at Twenty-first and P street, was thrown from a temporarily festive mule today and knocked senseless. The physicians dressed his injuries, which consisted of a jagged wound in his cheek and a cut in his temple.

First Bad Boy—Hi there, Jimmy! Wotyer snipe from that drug store?

Second ditto—Then nicest thing yer ever see—come on and have sum.

Second bad boy pulls out bottle of Haller's Sure Cure Cough Syrup.

First ditto—Oh, my! ain't that bully!

Second ditto—Betcher life, ma says it's best thing she ever saw for coughs and colds.

SOUTH OMAHA.

He Bet His Pants.

J. S. Brown came into the police station last evening and poured a tale of woe into Chief of Police Brennan's ears. He described how he went into Dave Lusher's saloon and began shaking dice with that dispenser of tanglefoot. The bets were raised by degrees until Dave wanted to put 50 cents on the next shake out of the box. Brown says that he declined to accept this proposition as his cash account would not stand such financial risks. Then Lusher got angry because of his refusal and struck him a tremendous blow on the cheek. He also jerked a bundle of shirts and undergarments away from him and refused to return them. Brown therefore wished Lusher arrested for assault and battery, gambling and robbery. He finally settled upon petit larceny as about the proper thing, and a warrant to that effect will be issued this morning.

The police say that Lusher is the same fellow who a few days ago bet his pantaloons against a customer's coat. The fellow pulled off his coat and handed it to the stakeholder. Lusher followed suit and peeled off his pants. The game was watched with interest, and Lusher had the good fortune to win. He thereupon donned his pantaloons and the fellow's coat, and the unlucky gamer went out into the truly cold world, shivering, to tell the police what a hard hearted fellow Lusher was.

Interceded for a Thief.

The arrest of Patrick Murphy Sunday on the charge of being drunk proved a more important capture than was at first supposed. In his possession were found a gold ring, a check for $16.10 issued to J. Gramey, and $3 in cash. It was learned that Murphy had stolen these from Tony Bellovchek, who identified the ring and check. Bellovchek says that $26 had been taken out of his overcoat pocket at the same time that the other articles were stolen.

Murphy was then arraigned on the charge of grand larceny. Bellovchek interceded in behalf of the fellow who had robbed him and told Police Judge King that he did not wish to send the fellow to the pen. The judge therefore allowed Murphy to plead guilty to the charge of petit larceny and the fellow was fined $100 and costs. He will board it out at the county jail.

Yard and Office Notes.

W. C. Battelle of Hancock, Ia., marketed hogs.

Organ & Hammond of Cheyenne, Wyo., had four double deck cars of sheep at the yards.

C. D. Meeks, Davis & Meeks, and C. H. Kamren, all of Merino, Wyo., brought in cattle.

C. J. Byam of Shelby, Ia., thinks South Omaha surpasses Sioux City as a market, and brought his hogs here.

L. P. Southworth, a well known sheep feeder, was on the market with three double-deck loads of sheep from Ogallala.

Magic City Miniatures.

The Young People's Social club will celebrate Thanksgiving evening with a dance at the old Enamon club rooms.

Some thief smashed into Elmer A. Brice's room at Twenty-seventh and N and stole a fine chinchilla overcoat with fur trimmings.

The body of Mrs. J. Squires was buried at Bellevue cemetery this afternoon. The funeral exercises were held at the late residence of the deceased.

John Fitzpatrick, the chap who stole Bert Wilcox's trunk, was fined $75 and costs. As the fellow did not have the cash to settle he was sent to the county jail.

Dennis Cunningham has decided to discontinue the use of the upper story of his building on Twenty-third street as a hall, and will convert it into a series of flats.

The gospel meetings at the First Christian church will continue all this week. Last evening the discourse was on "The Man Christ." This evening the theme will be "The Glorious Gospel."

DeWitt's Little Early Risers. Best little pill ever made. Cure constipation every time. None equal. Use them now.

The new Hotel Brunswick, 16th and Jackson, with all modern improvements Now open for guests. Moderate prices

CONTRACTOR MURPHY TALKS.

Not Aware That the Interstate Commerce Law was Violated.

Mr. Hugh Murphy was asked yesterday by a BEE reporter if he had anything to say with reference to the telegraphic announcement that his stone shipments between Lyons and Omaha and other points east were to become evidence before the federal grand jury having in hand the investigation of alleged violations of the Interstate Commerce law.

"I know nothing about the matter," replied Mr. Murphy, "excepting what I have seen in the papers today. I ship stone. There are my quarries," said the contractor, waving his hand carelessly toward the side wall of his office where several large photographs hung presenting views of the stone quarries at Lyons.

"Have you not had special rates upon stone that would come in conflict with the Interstate Commerce law?"

"I don't know anything about the Interstate Commerce law. The rates I have had were reasonable and about right, I suppose. I never heard much about the matter one way or another. I shipped about 4,000 car loads of stone from my quarries at Lyons last year. If there was anything wrong with the rates I didn't know it."

"Are you to be called as a witness before the investigating committee?"

"I have had no notification to that effect. As I said before, the only thing I have heard or seen about the matter was the item in THE BEE this morning."

Gessler's Magic Headache Wafers. Cures a headache in 20 minutes. At all druggists

Loss of the Volunteer.

ST. JOHN, N. F., Nov. 24.—The Volunteer is ashore at Engles. She is a total loss. No lives were lost.

For scrofula in every form Hood's Sarsaparilla is a radical, reliable remedy. It has and unequaled record of cures.

Many varieties of merchandise advertised under brands or trade marks, are sold for more than they are worth, customers getting for their money part goods and part trade mark. Not so, however, with the

"GOLD" AND "SILVER"

Dress shirts, collars and cuffs, or the

"RELIABLE" and "DURABLE"

Negligee Shirts and Shirt Waists. These well known brands are simply used to designate and identify the goods, and buyers of them get one hundred cents worth of goods for a dollar with the trade marks thrown in.

Can't Cook as Mother Did!

How many a young wife's heart has been saddened by hearing the above remark! And yet how often the words are true; especially when cake, pastry or biscuit are in question! The reason is plain, yet it is "like telling a secret."

Our mothers used and are using Dr. Price's Cream Baking Powder. They cannot be misled into using any of the ammonia or alum powders. No dyspepsia no sallow complexions, when mother did the cooking.

The first symptoms of ammonia poisoning, says a New York paper, which appear among those who work in ammonia factories, is a discoloration of the nose and forehead. This gradually extends over the face until the complexion has a stained, blotched and unsightly appearance

Dr. Price's Cream Baking Powder is the only pure cream of tartar powder that contains the whites of eggs.

Dr. Price's Cream Baking Powder is reported by all authorities as free from Ammonia, Alum, or any other adulterant. In fact the purity of this ideal powder has never been questioned.

HUMPHREYS'

DR. HUMPHREYS' SPECIFICS are scientifically and carefully prepared prescriptions; used for many years in private practice with success, and for over thirty years used by the people. Every single Specific is a special cure for the disease named.

These Specifics cure without drugging, purging or reducing the system, and are in fact and deed the sovereign remedies of the World.

LIST OF PRINCIPAL NOS.	CURES.	PRICES.
1	Fevers, Congestion, Inflammation	.25
2	Worms, Worm Fever, Worm Colic	.25
3	Crying Colic, or Teething of Infants	.25
4	Diarrhea, of Children or Adults	.25
5	Dysentery, Griping, Bilious Colic	.25
6	Cholera Morbus, Vomiting	.25
7	Coughs, Cold, Bronchitis	.25
8	Neuralgia, Toothache, Faceache	.25
9	Headaches, Sick Headache, Vertigo	.25
10	Dyspepsia, Bilious Stomach	.25
11	Suppressed or Painful Periods	.25
12	Whites, too Profuse Periods	.25
13	Croup, Cough, Difficult Breathing	.25
14	Salt Rheum, Erysipelas, Eruptions	.25
15	Rheumatism, Rheumatic Pains	.25
16	Fever and Ague, Chills, Malaria	.50
17	Piles, Blind or Bleeding	.50
19	Catarrh, Influenza, Cold in the Head	.50
20	Whooping Cough, Violent Coughs	.50
24	General Debility, Physical Weakness	.50
27	Kidney Disease	.50
28	Nervous Debility	1.00
30	Urinary Weakness, Wetting Bed	.50
32	Diseases of the Heart, Palpitation	1.00

Sold by Druggists, or sent postpaid on receipt of price. DR. HUMPHREYS' MANUAL, (144 pages) richly bound in cloth and gold, mailed free.

HUMPHREYS' MEDICINE CO., Cor. William and John Streets, New York.

SPECIFICS.

DRUNKENNESS

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