ship was about three en she struck. on resumed—I told Mrs ought one large frunk she thought it might be e package that was done dress; I told the passent I had brought some erwards saw the package oard the steamer Ore-Pidwell's name upon it. here admitted that the d, and stated that it was ispute. I had a freight would have looked after been asked; did not see on board : heard no unks coming on board; agents at San Francisco n Francisco was read: mpany's steamship Lat will be forteited i from San Francisco San Francisco,—1 m San Francisco to Vi will not be responsible of passengers after ar Received \$30.

baggage? to the question. ght the question was im e a receipt for it I'c give a receipt I am n ustom at San Francisc was a master marine am 46 years of age, an aring man since 183 to detail his career

s a custom adopted b

Francisco as to the car

s of years] C me of of the bark Vancouve the same year was mad was master of an Ameri rnia the Mary Ada which I was master i e; was master of th or three seasons; have Shipping Act through is a section of the A ship's compass must I eriods : if they are sel quirement of the law den ship may possibl s quite as much as mass of machinery in necessarily influence many alterations we here at San Francisc us was removed 120 fee and forward of the m ing apparatus was in t ss here described on work near the wbi ion provided for passe I thought it was nece compasses were rig before I sailed, only ail; the square sails w vards were on deck: set from fear of fire; d orders to have a the deep sea-lead I the hand leads han re we started : I took as just inside of Po position of the ship w ken was pointed out itness.] I judged of y eye; this was the o e if my compasses w were correct by add telltale compass in like, only mine was ter passing the Gold by W for half-an-ho to clear Point Rey vessels to steer W course is the pilots g w that there is any going into San not avoid if you h mpasses been corre eather had been cle e cause of my going at I went ashore on Po

that I went ashore

Examination resumed-In the morning I Examination resumed—in the morning I my own possession; I have not heard of found myself opposite Point Reyes and equally opposite the Farallones: the fact of my company thing being recorded; on my solemn oath opposite the Farallones; the fact of my com. I can't say the cause of the accident: passes being out 31 points was not the cause of my going ashore.

To the Court—The two compasses I was

steering by I think were not wrong; one of the three compasses was wrong; I do not think I went ashore because the one compass was out.

His Lordship-Now, Mr Solicitor General, tions you may think fit connected with the previous examination before the Royal Com-

Solicitor General proceeded to ask whether May, 1866, differently from what he had done

to-day.

Mr Ring objected, but the Court decided the

that have come to my knowledge I have Board of Trade.

To Mr Ring—There is no British survey. Witness-Yes; but from other circumstances a copy of the regulations issued by the

swung my vessel I should have detected the my judgment I took steps to adjust my comvariation, and that I attributed the loss of the passes; the magnetic condition of a ship is vessel to the variation; I also said that the changed as she moves on; the book states compasses must have been out at least 31 that it is absolutely dangerous to place too points, but I adopted another man's idea at much reliance upon the swinging of a ship; that time, and have now discarded it. There the most effectual way of guarding against is a current setting on the shore from the local attraction is to raise the compagness north, with a southwest wind, and I did say that I believed it was on Point Reyes that I got ashore, supposing my compasses had been correct; it is as likely that I would be on Farallones as on Point Reyes; I took Mr Townsend's word for it that there must have been 3½ points difference; I did not lay the

courses off on the chart, he did. To the Solicitor General-I cannot tell what to attribute the loss to; I did compare one steering compass immediately after she struck chere; I have been 33 years at sea; the with another compass further aft, and found a compasses of the Labouchere were sent ashore

Lordship's suggestion, that the former evidence adjust the compasses; I have sailed from the given by Capt. Mouat, as taken down by the London docks and there is only the Victoria Beach, be used. His Lordship stated that, as dock where ships can be swung; I was on well as he could recollect, the published states ment given in the papers were very correct, but the Judge's notes were legal. It would save a great deal of time, and Capt. Mouat would be able to correct or add to his evidence at that time given. The evidence was then read over by His Lordship to the jury: The loss of the vessel at that time Capt. Monat attributed to the deviation of the compasses, arising from the quantity of iren introduced during the alterations. I now doubt that. After the reading of the evidence given at the time of the enquiry, instituted by the Govern- given was West nothing to the North; this ment last year Mr McGrath, a sailing master was at 8 o'clock, which was continued until from the Reyal Navy, demenstrated from a chart of San Francisco harbor, to His Lord, side; there was a compass on that side; the ship, certain points connected with the dis-

By the Solicitor General—In comparing the port steering compass with the cabin compass
I found a point and a half difference after she struck; there was half a point difference between port and starboard before striking; after I found a point and a half difference, I the alterations were made; we lessened the had no reason to think that the steering compasses were incorrect; we steered by the port amount of iron about the smoke stack; there believe; I expressed to persons standing by out; there was an iron chain around the at the time of the accident, that there is where wheel before the alterations; after the alterathe mistake is, there is a point and a half tions the amount of iron there was diminishdifference in the compasses; had I found the ed; the only extra iron was the connecting difference half an hour earlier I don't know rods under the deck. what I could have done; I never before had | Cross-examined by Mr Wood-I have any fault to find with her compasses; It did been a quartermaster in an iron ship; have not occur to me to shift my compasses to the been in wooden steamers; came from Engold place in order to see if the alteration was land in the Labouchere.; den't think the La the cause of the accident by causing the devia-

At this stage His Lordship announced that the sailing master showed from the chart that Co. on the wharf at present; there is a rea point and a half would just take the vessel off Peint Reyes.

tion in the compasses.

To the Court-By taking a solar or lunar observation as well as by swinging the ship, the correctness of the compasses could be

stance, comparing a number of compasses. the manner of swinging a ship; I never saw Bonita; before starting I never saw great it done; don't know how long it would take confusion on board; the workmen were out such a ship as the Labouchere; kedging is one of the ship about half an hour before startway of swinging a ship; atmospheric causes ing; I think Captain Mouat did perfectly have an effect on compasses; I remember snow right; I attribute the accident entirely to the alone varied my compasses and led me on a weather, the compasses may have been rock in Puget Sound; I am positive that a fog wrong; I am not acquainted sufficiently with makes a compass more sluggish than it would the coast to know if the course steered was otherwise be; I never heard that it would correct; I never gave an opinion on this have an effect on the bearing; I believe that currents have an effect of bringing ships currents have an effect of bringing ships ashore; I Lever studied the currents; I saw but what I would have done. nothing to semark about the lookout; Mr Smith was a vigilant man; I am sure to was there from about 8 p. m.; I can't recollect a minute when Smith was away; I think it a gained on the pumps; had there been no fog safe thing to trust the vessel to the Indian Jack: he was trustworthy, had presence of mind and back and saving the cargo; I was not on courage; it did not occur to me to go the opposite way back to San Francisco, and se save or two months before she left; had she bee the ship, because I doubted the compasses; it swung I think I should have known it : I did not occur to use my deep sea lead, because think I was absent from her about three days we were going full speed; to go slow would fill the ship with water; my pumps sucked afterwards; I had reason to believe I was in forty fathoms of water, and for that reason it walker—Am master mariner; been 35 years did not occur to the trip. did not occur to me to use my lead; until the to sea; have a Board of Trade certificate pumps sucked I did not consider myself in [produced same]; renewed 1851—got it in danger; I did think there was danger all 1848; never swung vessels; to test compasses along; I recollect having attention called to I would generally take observations; never a light at sea; I swear Mr Chambers said saw a vessel swing; it is not usual in wood as well as a light at sea; I have been there was a light, addressing some one else; I saw a light about four o'clock; at the time chief officer on board the iron steamer Vesta; I saw the ship I had doubts as to where I she was not swung before leaving London; I was; I did not go on board, because I saw know of no Board of Trade regulations rethe land, and was going towards it; no one said it was advisable to communicate with the ship; I hought I recognized Point Reyes, sufficient to correct my compasses; generally and made for it, because the ship was making water fast; I did not avoid a ship be. By Mr McCreight—There was no rule to swing iron ships in London that I know of; I know the difference between a sailing ship and a priot boat; if I did say anything, it would have been, I don't want a pilot, because I would have been, I don't want a pilot, because I would have to pay pilotage; the goods of Mrs Pidwell came ashere in a boat; I helped to ta e a box on shore which I supposed way M * Pidwell's; I put them on Point Reves which was the last I saw of Point Reves which was the last I saw of Point Route may be not have may be not have been a Point Route may come at not have been a Maximilian had a severe attack of dysen-

of Drake Bay; I have doubts that I went on | them , I might have been able to carry the | Point Reyes; I believe I did strike there, but I box to the top of the Point; I did not stay there long enough to know what became of To the Court—It has been presumed that I the goods, except by hearsay; I never sent struck on Point Reyes, I den't know that I anyone to fetch them; Mrs Pidwell was on top of the hill; only that which came into

To Mr Ring-I never swung my ship; it was never pointed out as a duty; I know of no maritime rule making it imperative to swing a ship; swinging is one means of adjusting compasses: witness stated several methods which are used for detecting errors you are at liberty to ask the witness any quese in the compasses; I used the means best, as I thought, to adjust my compasses; the mere sounding by the deep sea lead would not be mission. There is a direct contradiction; I the means of ascertaining my position or of have my notes before me. the means of ascertaining my position or of finding my way back to San Francisco; up have my notes before me.

The Court hore suggested a recess of ten to the present moment I can't say in which minutes to enable Capt. Mouat to refresh his compass was the error; assuming there was a pilot boat there it would take some time to Upon the reassembling of the Court, the take me; at the time my ship was making water very fast. [In connection with evidence Capt. Mouat had not sworn, on the 4th of as to the adjusting of the compasses, His Lordship referred to the 301st section of the Merchant's Shipping Act, and asked wit-ness as a master mariner did he think it his duty to ascertain if there was local attrac-tion affecting the compasses, and if found to exist, to have it neutralized] I don't consider The examination of Capt. Mouat by the Solicitor General was then resumed.

The Solicitor General—Do you recollect, before the Commission, attributing the loss of the vessel to the variation of the compass, the vessel to the variation of the compass, correct it; my ship was not surveyed at my caused by the magnetic influence of the iron? request; I mean I don't know; I never had

To the Court_I also said that if I had or who files certificates in San Francisco; in above the deck of the vessel; I could have saved the ship had it not been for the fog.

To a juror-I had alterations made for carrying passengers as in the California steamers; I had an Indian lookout and my second mate; he was on the land side and the Indian forward.

James Smith, sworn, and examined by Mr Walker-I was second mate on the Labouto be adjusted; I have been mostly in wood-The Counsel for the defence accepted His en ships; never saw any of them swang to the starboard side (from 8 p.m.) of the ship when she struck; it was thick and foggy and very dark; I could see only about 1:00 yards when she struck; I was keeping a sharp lookout; kept my eye on the Indian boy a. well; Capt Mouat was on the port side of the hurricane deck; the boy had the name of being the best night lookout; I knew him about 3 months; he first gave the alarm, being 50 feet further forward than I; I kept my eye on the man at the helm; the course was at 8 o'clock, which was continued until pumps were in order after the accident, the engine pumps and the hand pump; the engine pumps sucked for a little time; the weather daylight; the vessel was kept running all the alterations were made; we lessened the mpass; I could not tell which compass to was about as much iron put in as was taken

bouchere was swang in London; came out before the mast; never heard any complaints of the compass; am employed by the H. B. gular place for swinging ships at Greenwich : an iron ship should be swung before going to sea; I don't think it necessary to swing a wooden steamship; I did not consider it ascertained; there are other modes, for in necessary to do anything more than Captain Mouat did, I was not present when Captain To Mr Wood I think I am familiar with Mouat was taking an observation of Point case before because I was in California :

By Mr McCreight-There was no rule to Point Reyes which was the last I saw of Point Bouita may or may not have been a Maximilian had a severe attack of dysen-

would have taken a different method in testa of Escobado were sent to him.

To the Bench—I might have moved a compass to the maintop and compared it with the compasses below; if they differed I that O'Hara was shot by Marquez for treachwould trust to the one aloft until I got ob- ery and collusion with the rebels. servations.

By Mr McCreight-I could not trust the cabin compass before testing its accuracy.

By Mr Walker—Providing the steering gear had not been removed I would not consider it necessary in going out of port to take a compass to the masthead; have taken a cargo of iron from London to Madrid.

Capt. Hedstrom, of British ship Vortigern, worn-Have been a master mariner since 1846; never swung a merchant ship under my charge; have carried a cargo twice without accident; compared the compass on board and if I do not find more than half a point difference feel I can trust them until I get an observation; remember once on the coast of Norway, when I had a cargo of iron, and when there was a vivid Aurora Borealis, there was a great variation; we had no guide of the compass at the time, they seemed to have lost their magnetism : I could depend on them before and a few hours afterwards; have sailed out of San Francisco barbor; believe the nature of the land is

Cross-examined by Mr Wood-When coming out of San Francisco I nearly lost my vessel; I noticed the ship out of its proper place, but whether it was caused by the currents or the variation of the compass I could not tell; I had to anchor near Point Reyes to save my vessel from going on the

To the Court-I don't think the alterations on the Labouchere caused any material varia-tion in the compass; if I had had alterations made in my ship, such as were made in the Labouchere, I should not consider it prudent to put to sea without submitting my com- action in case anything occurs. passes to some test; I should place my compass outside of the attraction of the iron, and should place my ship's head where there was no local attraction and then change it to the opposite side.

To the Solicitor General-I have no experience, by practice, as an officer of a steamship; my idea of adjustment is not the same as Capt. Mouat's; I should not content myselt with sending the compasses to an opician; it could have nothing to do with ads justing for local attraction; do not think the alterations in the Labouchere caused any more local attraction than before; never knew a fog to affect a compass. The witness was proceeding to give a detailed account of the place in which he found his ship near Point Reyes, when His Lordship interrupted, saying that the evidence must be rejected, because the voyage of the ship Vortigern

was not being inquired into.

Counsel for defence objected, and asked that a note be taken of their objection. Capt. Hedstrom then repeated the evidence given in his direct examination with regard to finding himself, from some unknown cause, nearly on the rocks at Point Reves.

The Court here adjourned until 10 o'clock on Thursday morning.

gy Glectric Telegraph

SPECIAL, TO THE DAILY BRITISH COLONIST The War on the Plains.

SALT LAKE, June 9-John Sharp's team east of here; one man was killed and several head of stock run off; they also run off

4 bead of stage stock. Ben Holladay and party proceeded East

from Weber this morning.
SALT LAKE, June 9-At 3 p.m. on Thursday the 6th. Plum Creek Station, 150 miles east of Julesburg, was "attacked by 200 Indians. The operator fought them 3 hours, when the Indians were driven off. They returned on Friday morning and it is reported that tre operator and another man were killed and scatped. 'The Indians drove off a lot of stock at that point. Three companies of volunteers will probably leave Der ver tom rrow for the head of the Republican on an Indian hunt. Central City has raised \$5000 to be paid for Indian scalps at the rate

of \$20 a scalp with ears attached.

SALT LAKE June 9—The lines is working as far as Julesburg : both have been down for five days one hundred miles east of that place from Indians, storms, &c. Indian troubles thicken between here and Den-

Ben Holladay returned here to-day to go via San Francisco. We have received the following from Julesburg: Gen Sherman recommende the wires to be moved to the north side of the-Platte on the railroad and that the stage lines transfer their passengers at Julesburg or the end of the track as it will save him guarding both sides of the Platte when one is sufficient for all.

The Stage Company have commenced by bringing their boats and stock up to the end of the rack about 30 miles from here, where they commence transferring to-day or tomorrow.

Gen Stevens and Gen Gibbons are moving with a force up Pole Creek, and Gen Auger with another force is moving to the South Fork. There are a great number of small bands stealing horses and scalping all through the country, but no large bands or villages that troops can strike.

General Custar is moving north and driving them from the vicinity of the Republican. It is expected the Indians will divide and pass around his flanks to the rear and strike the Smoky Hill route.

One telegraph operator was killed east of Julesburg, and several others driven back.

Mexico.

GALVESTON, May 3-Quaretero letters say Maximilian has probably escaped into the

sufficient means of testing the compasses; I | tery on the 15th, when the private physicians | Private correspondence from Sau Luis

> A protest has been made by prominent citizens of Chihuahua against any interfer- to military ser ice who emigrated without ence by the United States as to the disposal

> > Central America.

of Maximilian.

A letter dated on board the steamer Osceola, at Aspinwall, May 12, says that seamen taken off the Royo state that the Royo ran down the bay and ran out guns to bombard Santa Martha unless the Colombia officers imprisoned there were given up The demand was acceded to, and the steamer left with the officers and the Colombia flag flying for Carthagena.

Eastern States.

WASHINGTON, June 7-The judiciary committee did not take all the evidence off-red as to the complicity of the President in the assassination, on the ground that the resolution did not authorize investi ation into that charge; but Butler and Ashley assert that they will bring the question of impeachment to a square vote in the House, and that the majority and minority of the House

Canada.

MONTREAL, June 4-Parties from the Eastern border report that bands of Fenians are prowling about preparing for demonstrations before the middle of the month. The authorities are fully informed of what is going on. Communication is said to have taken place between the Governments of Canada and Washington, with a view to concerted

California.

SAN FRANCISCO, June 10-Arived-Brig Orient, 11 days from Port Orchard. Sailed-June 9, bark Carlotta, Puget Sound; June 10, ship David Woodley, Puget Sound.

South America.

NEW YORK, June 2-A special cable despatch to the Herald from London furnishes Rio Janeiro news of May 9th. Pomedo declines the mediation proffered by the United States in the difficulty with Paraguay because the Allies are preparing to attack Paraguay as soon as the contingent under Baron de Heural could join the forces which the former had sent to the upper Parana. There had been no further fighting. Cholera is raging in the camps. It is rumored that General Urquiza, with 10,000 men, had raised the standard of revolt and pronounced against the triple alliance. A revolt in the Argentine Provinces is reported.

NEW YORK, April 7-Nicaragua papers say that the mission of ex President Martinez to England is to obtain the incorporation of the Mosquera Company. Nicaragua will soon demand payment for the bombardment of Greytown, and a call for indemnity for Walker's ravages is likely to follow.

The Plains.

CERCAGO, June 8-An Omaha special says Sherman has withdrawn his forces to the south side of Platte river, between Forts Sedgwick and McPherson. The stages have and tetter, broken breasts, frosted feet and been withdrawn from that portion. Sherman chilblains, toothache, pain in the face, newof about thirty wagons were attacked by Indians last night at Washakie, 100 miles been withdrawn from that portion. Sherman chilblains, toothache, pain in the face, newthe heart of the Indian country and concentrate his troops to protect the stages and railroad, deeming that more important.

> Attempted Assassination of the Czar of Russia.

> New York, June 8-The Herald's special cable has a long account of the attempted assassination of the Czar of Russia. The assassin fired two shots; the second barrel exploded, wounding his hand. The first ball penetrated the head of the horse ridden by the Imperial groom. The assassin says he came from Belgium with the intention of killing the Czar, and declares he has no ac-

complice: The Americans in Paris will present an address to the Czar through General Dix. The address is congratulatory of Napoleon, and is extensively signed.

Several towns in France held the services of the Russian Church to-day. The Czar, Grand Duchess, and the sons of the Czar attended service in Paris, and offered thanksgiving for the escape of the Uzar from as-

Coronation of the Emperor of Austria. PARIS, June 7-All the Powers having diplomatic relations with Austria, except America,

will be represented at the coronation of the Emperor Francis Joseph to-morrow. Au amnesty will be proclaimed to all Austrian subjects charged with political offences.

Washington Territory Election.

PORTLAND, June 11-The Oregonian says that Walla Walla County gives '25 majority for Clark; Stevens County 55 for Clark. If Pacific City gives 100 for Flanders be has 114 majority. Wakiakum County yet to

California.

Sailed, June 11-British ship Nation's Hope, Nanaimo.

Eastern States. Boston, June 9-The Traveller's special dispatch says that typhoid fever is alarming-

ly prevalent in Washington. Hundreds of ases are reported. NEW YORK, June 9-The Herald's special

Washington dispatch says it is expected that telegraphic communication with Fiorida, Georgia, and the whole South will be established by June 15th.

Washington, June 10-The trial of Sniratt has commenced. He appeared very pale and careworn.

European.

CHICAGO, June 9-The steamship Bremen brings Luropean news to May 30th.

The Princess Mary was delivered of a daughter on May 26th.

The Daily News says the Reform Bill is making rapid progress in spite of its faulta-The main object of the Reformers has been attained.

At Berlin, May 25th, a royal decree was issued grant ng full pardon to persons lia

permission from lately incorporated provinces Candia intelligence through Greek sour ces, states that two fresh engagements cescurred on May 15th and 16th, resulting in avor of the Cretaus.

CHICAGO, June 10-The Cable has ransmitted a long account of the coronation of the Emperor and Empress of Austria as King and Quera of Hungary at Pesth, on June 8th. The coronation took place at Ofen, cross the Danube, with mediavel splendor, and the concluding rites at Pesth-8000 Hungarian and Austrian Nobles, a hundred Diplomatists and a number of strangers witnessed the ceremonies. The Greek Bishops performed the ceremony. The Emperor when anointed wore the ancient robes. shoes, crown and mantle of Stephen, the first Christian King of Hungary. The Empress was anointed under the right armpit; the Emperor took the oath in which he promised to reconquer the ancient rights of Hungary. The despatch says nothing like this has been witnessed for centuries and will probably never be repeated. The ceremony closed by the King riding upon a mount of earth brought from different departments of Hungary, waving his sword to the four points of the compass and solemnly swearing he would detend the Kingdom against. the world. This was followed by grand banquet and illumination at night, the Peers acting as servants at table. The Hungarian Diet voted a hundred thousand ducats as a present. to the King and Queen. Ten archdukes were present. A general amnesty for political offences was proclaimed amid excitement and enthu-

siasm indescribable.

The nobility of Warsaw met en-Sunday and resolved to send a deputation to Paris expressing their horror at the recent attempt to kill the Ozar.

THE PEOPLE'S FRIEND.

PERRY DAVIS'

VEGETABLE PAIN KILLER.

The Greatest Family Medicine of the age Taken internally, it cures sudden colde coughs, etc., weak stomach, general debility nursery sore mouth, canker, liver complaint, dyspepsia or indigestion, cramp and pain in the stomach, bowel complaint, painter's colie Asiatic cholera, diarrhoea and dysentery. APPLIED EXTERNALLY, cures felons, boils and old sores, severe burns and scalds, cuts, bruises and sprains, swelled joints, ringworm

EDY FOR A RAND CHILLS AND FEVER.

Fever and Ague.-Astonishlag Cures -- De Egbert Simms, formerly of the Medical College, Phila de phia, and now one of the most popular physicians is Minnesota, writes to a friend in New York, that Bristel de plas, and acowone of the most popular physicians in Minnesota, writes to afrend in New York, that Bristot's Sugar-coated Pills are working wonders in the region, in cases of Fever and Ague, and Bilious Remittens. Fever. The following extract from his remarks is published by permission of the gentleman to whom the letter was addressed: "I am not, as you know, much in favour of advertised pills Most of them are worthless; sometidangerous. But Bristol's Sugar coated Pills area an exception. No better family cathartic could be desired. There is nothing in the pharmacopoeia, as far and I am aware, that is equal to them. Nor is this all; the antibilious properties of the pills render them a positive'by invaluable medicine for the bilious remittent and intermittent fevers so common in this region. I have found them exceedingly efficacious in ague and fever. They are tonic as well as sperient, and may be given with greatbeneft, in cases where drastic purgatives would be dengerous?" They are put up in glass vials, and will keep in any climate. In all cases arising from, or aggravated by impure blood, Bristol's Sargarantes.

A Perfume and a Cosmetic.—The surpassing aromatic excellence of Murray and Labunan's Florida Water has caused its qualities, as a cosmetic, to be partially overlooked. It is not only the most refreshing and delightful of perfumes, but as a superficial application for the removal of blemishes on the skin, it is mean ressent. In trovided libraries on the skin, it application for the removal of blemishes on the skin, it is unsurpassed. In tropical climates, where the excessivable at causes annoying eruptions, and every sunbeam carries freckles, tan and sunburn in its train, this soothing toilet water is found exceedingly useful for cosmekiz-purposes. Its delicious fragrance is also a complete antidote to nervous headache and faintness. Sap. Furchasers are requested to see that the words "Figure Water, Murrar and Lannan, No. 69 Water street, New York," are stamped in the glass on each bottle. Without this none is genuine.

The Responsible Organ.—The stomach is responsible for more evils than were contained in Pandora's Rox. Atonic, dyspepsia or simple indigestion, is the first indication, of more than hair the diseases enumerabled in medical books. Meet it at once with Bristep's Sarasparilla, the most genial tonic and correct which the botacic kingdom has yet yielded to chemical science. Invigorate the stemach and gently stimulatesits gastric action with this famous restorative. Remember that the digestive apparatus is the primary sources of vitality frem which the whole body draws its supplies, and that Bristel's Sarasparilla is a specific for the disorders that affect it. In all diseases after my the liver, stomach or bowels, Bristel's Vegetables parilla. The Responsible Organ.—The stomach is re-

HOLLOWAY'S PILLS AND OINTMENT,—Unparalelled Persolarity.—The wonderful cures effected by these use-equalled remedies in all parts of the world have woon four them their present favor. Both Pills and Ointment succomposed of ingredients which purify at the same times that they strengthen. No one can deny that health discretation of the pends upon pure blood and the natural action of the animal organs. Both objects are effected without pills or danger by Holloway's medicaments, which are assumed to their power. Therefore the power of the complaints are no less adequate to deal safely with them most formidable and dangerous diseases which care afflict mankind.

13. The best Remedy for Purifying the Bleet trengthening the Nerves, Restoring the Lost Appear FRSE'S HAMBURG TEA.

It is the best preservative against almost any sickness used timely. Composed of herbs only, it can be give safely to infants. Full directions in English, Frenspanish, and German, with every package. TR1 IZ1 For sale at all the wholesale and retail drug stores a groceries.

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