

### We Treat You 30 Days FREE



Blood Poison can never be cured with mercury... Medical authorities say so. The most that drugs can do is to drive the blood poison back into the system and smother it for several years.

### Blood Poison

It drives it out. It positively contains no mineral poisons whatever, so that once cured by the Obbae Treatment you never run the terrible risk of having your bones soften, your nerves collapse, your teeth fall out, your kidneys degenerate or your brain weaken.

### 30-Day Treatment FREE

You want to be cured and cured quick—no pain, no itching, no mercury and no other drugs. The Obbae Treatment is yours for the asking.

### Great Obbae Treatment

This is a square deal. You sign nothing, no notes, make us no promises, except to take the treatment.

### THE OBBAE CO.

1517 Rector Bldg., Chicago, Illinois.

### Fruit Cake

Have you tried our extra fine quality of Fruit Cake? They have that real New England smack.

### Try Them!

Also our pastry, bread and rolls at the West Florida Steam Bakery, where purity and quality count.

### West Florida Steam Bakery

Phone 242.

### CITY TAXES

Discounts, Interest and Penalties.

Discounts. 2 per cent. if paid in October. 1 1/2 per cent. if paid in November. 1 per cent. if paid in December. January, net.

Interest Added. 5 per cent. if paid in February. 1 1/2 per cent. if paid in March. 1 per cent. if paid in April. 1/2 per cent. if paid in May. 1/4 per cent. if paid before June 15.

Interest and Penalties Added. 1 1/2 per cent. June 15 to July 1. 1 1/2 per cent. July 1 to Aug. 1. 1 1/2 per cent. Aug. 1 to Sept. 1. Advertisements for sale in September. Statements may be obtained at any time by calling at office in city hall. Under the law no more statements will be issued.

J. C. WHITING, Tax Collector, City of Pensacola.

A lot of old newspapers, tied up in neat bundles for sale, 5c a bundle, at The Journal office.

Read The Journal's Want Ads. and profit thereby.

### BUSY PORT BEST SORT OF A SIGN

ACTIVITY ALWAYS SYNONYMOUS WITH PROSPERITY IN SEACOAST CITY—NEW YORK, BALTIMORE AND OTHER AMERICAN CITIES SUPPLY BEST EVIDENCE OF THIS.

Philadelphia newspapers for several years have been calling the attention of its commercial men to the fact that Baltimore has been getting into position to capture some of its shipping trade, remarks a writer in the Baltimore Sun.

They have pointed to the municipal dock improvements under way here, and to the suggestions for a more ambitious and more comprehensive scheme. They do not like the fact that Baltimore is to have the advantage of a ship channel to the sea that is thirty-five feet deep and 600 feet wide, and appear to labor under the impression that this city's plans for a 40-foot channel 1,000 feet wide evidence a desire for a larger share of the world's shipping trade than its rivals are willing to grant.

While it is true that Baltimore has begun what may develop, through municipal, corporate or private enterprise, into a dock system commensurate with the importance of a good seaport, it has ambitious and progressive rivals.

What New York Has Done. Some years ago New York started out to acquire its water-front property, and now owns more than twenty-five miles of the total Manhattan water-front of about forty miles. At one time it was engaged in the construction of a group of nine piers in the Chelsea section. Of these a trade magazine of this city had this to say: "These piers are of large dimensions, planned to accommodate the largest transatlantic steamers. The city has built not only the piers themselves, but also the superstructure, freight and passenger sheds, etc., necessary to meet in full all the requirements of any line of steamers that may decide to lease them. The municipality has also dredged channels of approach and docks for these piers to the depths of forty feet at mean low water."

Philadelphia has gotten hold of some of its water-front property for improvement and possession, and Boston has been hammering along that line for years. The state of California owns nearly all the port of San Francisco.

Millions Spent For Docks. With each year the world grows wiser in its appreciation of seaport facilities. All over the globe nations and municipalities of late have been employing the best engineering talent and pouring out money like water on harbor improvements. Some of the principal cities so engaged, together with population, amounts of money spent or to be spent and the amount per capita, are here named:

City	Population	Amount spent or to be spent	Per capita
Baltimore	70,000	\$ 15,000,000	\$214
London	80,000	25,000,000	312
San Francisco	110,000	15,000,000	136
San Pedro	20,000	20,000,000	1,000
Cardiff	170,000	50,000,000	294
Newcastle	220,000	30,000,000	136
London	280,000	45,000,000	161
Rio de Janeiro	520,000	42,000,000	80
Liverpool	700,000	25,000,000	357
Baltimore	710,000	15,000,000	211
Glasgow	770,000	80,000,000	104

As against this showing, Baltimore, with an estimated population of 660,000, is to spend, in round numbers, \$5,000,000, or about \$9 per capita. Should occasion demand it, other large sums will be spent, probably by private owners, in order that the port's dock facilities may equal any demand upon them.

What a Ship Leaves in Port. It is well known in maritime circles that improved docks invite more shipping, and more shipping means increased prosperity in the community. Outside the wider range of statistics, checking weights, customs clearances, consular fees, bag hire and repairs, loading cargo, inspection, wharfage, harbor, tonnage, ship stores and bunker coal—it will be found that each ship pays locally from 30.8 cents to \$1.20 a ton.

The average port cost for entrance and clearing is 94.7 cents a ton; in other words, a 5,000-ton ship engaged in the foreign trade, contributes to the port \$4,735.

During the fiscal year ended June 30 last 394 vessels entered the port of Baltimore from foreign ports, and 283 cleared here for foreign ports. In addition, there were 1,478 vessels engaged in the foreign trade to enter from domestic ports, and 1,828 in the same class to clear for domestic ports.

Where Commerce Originates. Baltimore's importance as a port—

There is nothing will give assistance quicker in cases of Dyspepsia, Indigestion, Costiveness, Colds, Grippe, Jaundice, Malaria, than the Gasters. Try a bottle; also get a free copy of our 1910 almanac.

**HOSTETTER'S CELEBRATED STOMACH BITTERS**

### The Mission

Of those corpuscules in your blood that have been called "Little Soldiers," is to fight for you against the disease germs that constantly endanger your health. These corpuscules are made healthy and strong by the use of Hood's Sarsaparilla.

This medicine is a combination of more than 20 different remedial agents in proportions and by a process known only to ourselves and it has for thirty years been constantly proving its worth. No substitute, none "just-as-good."

### WEAR A Tailored Suit at Less Cost

All eyes envy the tailor-dressed man and the personal satisfaction that is his is not little. We represent THE ROYAL TAILORS of Chicago, and can fit you in a suit from \$14 up to as high as the ordinary man cares to go.

Hundreds of beautiful weaves and patterns to select from.

### D. & I. MAYER

Merchants Hotel Building.

and upon this hangs the value of her water-front property—depends on the favor in which it is regarded by what is naturally its tributary territory. This extends from western Pennsylvania southward far toward the gulf and includes a large part of the prosperous and growing South. Sections of the West will continue to contribute their share, despite the efforts of railway lines running north and south to divert traffic to the gulf.

One may usually determine a port's tributary territory by observing the nature of shipments made through it. During the year ended June 30 last the exports from Baltimore included cattle—to the value of \$1,481,570—and corn—5,832,344 bushels of R-F—in the West; bituminous coal from western Pennsylvania, Maryland and West Virginia; coke from the Pittsburgh field and lard, pork and hams from local, Chicago, St. Louis and Kansas City packing houses.

The South sent abroad through this port nearly six and a half million dollars worth of cotton to feed the hungry looms of Europe, and in the holds of ships went out for the various industries of the Old World nearly seventeen and a half million dollars worth of copper, contributed originally by Northwestern mines. There was flour to the value of \$5,620,798, for which hungry mouths all over the globe were waiting, and, in addition, wheat to the amount of 7,343,790 bushels.

There poured down the Patapsco, bound for other lands, a five and a half million dollar stream of oil, oil products, illuminants and lubricants, and in the holds of other Baltimore-cleared ships went various forms of American steel valued at \$2,956,479, of which \$1,836,232 was in the form of steel rails. For tobacco and snuff users of the Old World there was dispatched through Baltimore a total of \$7,546,844 worth of leaf tobacco and tobacco stems.

One may see from these few items, taken from a long list of custom-house entries, from whence Baltimore draws much of its export trade and where it may look for more. The total value of exports through this port for the period mentioned reached \$77,553,549. Imports reached a total valuation of \$24,303,580, and customs receipts amounted to \$3,897,350.51.

Lines From Baltimore. Engaged in the foreign trade from Baltimore are the following lines of steamships with regular sailing days: Johnston Line, to Liverpool. North German Lloyd, to Bremen. Puritan Line, to Antwerp. Blue Cross Line, to Havre. Neptune Line, to Rotterdam. Lord Line, to Belfast and Cardiff. Empire Line, to Leith. Atlantic Transport Line, to London. Hamburg-American Line, to Hamburg. Donaldson Line, to Glasgow. Red Star Line, to Antwerp. Scandinavian-American Line, to Copenhagen and Christiansia.

In addition are the following lines plying on this side of the Atlantic: United Fruit company, to Jamaica. United Fruit company, to Santo Domingo. Atlantic Fruit company, to Jamaica. Atlantic Fruit company, to Sama. Cuba. Joseph R. Foad company, to Colon and Central America. Lanasa & Goffe Importing and Steamship company, to Jamaica. Engaged in the coastwise and bay trade during 1908 were the Merchants and Shippers Transportation company, with 14 vessels; the New York and Baltimore Transportation Line, 4 Baltimore Steam Packet company (Old Bay Line), 6; Chesapeake Steamship company, 6; Baltimore, Chesapeake

### DID YOU FORGET?

anyone Christmas? 'Tis never too late to do good, and giving SHOES is good, so 'tis yet time to remember those whom you might have overlooked.

### MEYER SHOE CO.

Feet Furnishers For Folks. 102 S. Palafox.

DR. TAYLOR'S DYSPEPSIA-INDIGESTION TABLETS. For Flatulency, Colic, Diarrhea, Etc. Libbey good. Directions to be sent by mail. Free sample for Taylor's Liver Pills on request. Agents make \$2.40 daily. Par-Phillips Bros., Dr. S. B. Taylor, Box 655, Louisville, Ky.



SPECIAL PRICE STILL IN FORCE FOR THE HOLIDAYS. PENSACOLA CROCKERY COMPANY. Sole Agents.

### EVERYTHING MENTIONABLE IN THE GROCERY LINE.

Still at the Same Old Stand.

### KLEIN GROCERY CO.

MAX KLEIN, Proprietor. Wholesale and Retail Groceries and Ship Supplies. 500-502 South Palafox Street. Phone 358.

end Atlantic and Maryland, Delaware and Virginia Railway companies, 33; Baltimore and Philadelphia Steamship company, 4; Tolchester company, 5; Baltimore and Carolina Steamship company, 2.

Prosperity to all this business means the prosperity of the port, a general stimulating of business and an appreciation of the value of Baltimore's eighteen miles of water front which is available for docks, warehouses and manufacturing enterprises.

Trouble Makers Ousted. When a sufferer from stomach trouble takes Dr. King's New Life Pills and Indigestion Pills, but more, he's tickled over his new, fine appetite, stronger nerves, healthy vigor, all because stomach, liver and kidneys now work right. 25c at all druggists.

If Christmas day Saturday be a great winter that year you'll see. And full of winds both loud and shrill. But in summer, truth to tell. High winds shall there be and strong. Full of tempests lasting long. While battles they shall multiply. And great plenty of beasts shall die. They shall be strong, each one, and keen. He shall be found that sleazeth aught. Though thou be sick, thou diest not.

Read The Journal's Want Ads. and profit therebv.

### FLORIDA BEST BOAT IN NAVY

OUR STATE'S NAMESAKE BATTLESHIP WILL LEAD ALL OTHERS—SHE'S A REAL DREADNOUGHT AND DECLARED TO BE MOST POWERFUL FIGHTER IN WORLD

The recent trial trip of the battleship North Dakota, off the coast of Maine, proves that at the present writing the American navy has the largest, fastest and most powerful battleship afloat, says a marine writer in the New York Herald. But, so rapidly does the international game of naval seesaw go that it is possible that even by the time this is published Great Britain, Germany or some other nation may have produced one that will surpass it.

The 20,000-ton super-Dreadnought North Dakota developed a maximum speed of 22.25 knots and 35,150-horsepower, eclipsing the record of her sister ship, the Delaware, which had her trials over the same course on Oct. 23. The North Dakota is now well entitled to be called the greatest battleship in the world. Not even the Neptune, the great super-Dreadnought just launched for the British navy, is likely to equal her, and the Bellerophon, the queen ship of the British navy at the present time, is outclassed in every particular.

The Florida is three feet longer and 2,000 tons heavier than the North Dakota, the largest, the fastest and most powerful battleship afloat today. She is designed to be nearly three knots faster and much more heavily armed. In fact, she will be able to throw a broadside 25 per cent heavier than any other battleship afloat. When it is remembered that the North Dakota can fire a broadside of 10,000 pounds, or five tons, the tremendous size and power of the Florida becomes apparent. The Florida will be an entire navy in herself. A single broadside from her guns will be nearly twice as heavy as that of Dewey's entire Manila fleet.

Strength of Battery. The Florida will be 21 feet longer, 3,500 tons heavier and the relative strength of her battery will be 24 per cent greater than the Bellerophon of the British navy. The great Connecticut, for years the queen ship of our navy, and still the largest battleship in commission (the North Dakota and the Delaware will not be placed in commission until next year), will seem small beside the new Florida, for our latest leviathan is to be heavier by 6,000 tons, or about the entire displacement of the all-fated battleship Maine.

The Florida is to be 521 feet long and of eighty-five feet beam. Her displacement is already set up. She is expected to develop 38,000-horsepower and attain a speed of twenty-five knots. Her main batteries will consist of twelve 12-inch breech-loading rifles, as against the North Dakota's ten 12-inch, and the Connecticut's 4. All of her 12-inch guns will be capable of being fired in a broadside, and the weight of her broadside will be 12,500 pounds. Her secondary batteries will be composed of fourteen 5-inch rapid-fire guns, four 1-pound semi-automatic guns, two 3-inch field pieces and two machine guns. The cost of one broadside will be nearly \$20,000. In addition she will be equipped with two 21-inch submerged torpedo tubes.

Heavy Armor Belt. Her armor belt will be 12 inches thick, and her engines Curtis turbines of the latest improved type. When she is completed, she will resemble the North Dakota, with two funnels and two masts, four funnels and two masts. A crew of 900 officers and men will be necessary to man her and the government will have to expend more than \$1,000,000 a year to keep her in commission.

The keel of the Florida was laid last March, and since that time the air in the vicinity of the New York navy yard has resounded with the clangor of pneumatic hammers and the clink of the bolts as strip after strip of steel is bolted into place. At the present time she is nearly 40 per cent completed, although so long as she stands in the stocks she seems little more than begun. Nearly a thousand men and two huge cranes are at work upon her, and Naval Constructor Gramsbeck, who is personally superintending the construction work, declares that she will be launched early in the spring.

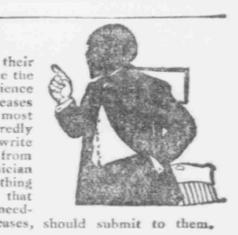
Although the Utah, a sister ship, which is being built by private contract, is further along in construction than the Florida, naval experts predict that the latter will be completed first. There is an exciting race in progress between the builders of the Utah and the Florida, and much is at stake on the result. If the Florida be turned out in record time and launched before her sister ship, which is slightly smaller, it will mean that the New York navy yard will be looked upon as the best shipbuilding plant in the country, and will be given the preference in all future contracts. All of which means more work and money for the metal shop trades and steel workers in New York. The initial cost of a great battleship like the Florida is more than \$10,000,000, and gives employment to 1,000 men for two years, at least, in addition to work for many thousands of other shorter periods.

The Sister Ship. But even if the Florida be not completed before the Utah, her sister ship, she will be the largest and most powerful battleship in the world. The Utah's displacement will be 21,387 tons—433 tons lighter than the Florida.

To persons who saw the beginning

### WELCOME WORDS TO WOMEN

Women who suffer with disorders peculiar to their sex should write to Dr. Pierce and receive free the advice of a physician of over 40 years' experience—a skilled and successful specialist in the diseases of women. Every letter of this sort has the most careful consideration and is regarded as sacredly confidential. Many sensitively modest women write fully to Dr. Pierce what they would shrink from telling to their local physician. The local physician is pretty sure to say that he cannot do anything without "an examination." Dr. Pierce holds that these distasteful examinations are generally needless, and that no woman, except in rare cases, should submit to them.



Dr. Pierce's treatment will cure you right in the privacy of your own home. His "Favorite Prescription" has cured hundreds of thousands, some of them the worst of cases. It is the only medicine of its kind that is the product of a regularly graduated physician. The only one good enough that its makers dare to print its every ingredient on its outside wrapper. There's no secrecy. It will bear examination. No alcohol and no habit-forming drugs are found in it. Some unscrupulous medicine dealers may offer you a substitute. Don't take it. Don't tangle with your health. Write to World's Dispensary Medical Association, Dr. R. V. Pierce, President, Buffalo, N. Y.—take the advice received and be well.

### Complete Stock of Mantels, Tile and Grates at the Lowest Prices. WM. JOHNSON & SON

One day's trial makes the woodman a staunch friend of Hansen's Gloves. The minute he gets them on he knows they are different—far better than ordinary.

**Hansen's Gloves for Lumbermen** are built for hard service. First of all they fit perfectly—with no pinching, binding seams in palm or grip. They are comfortable right from the start. They are soft and pliable—yet they wear like iron. They are reinforced at every point of strain—but they are not clumsy or "bulky" like ordinary gloves.

Come in and try on a pair. See for yourself the honest quality of the leather. See how it seems to put on a pair of working gloves that fit comfortably without being "baggy."

We have all of the other Hansen Gloves, too—the special numbers for Linemen, Engineers, Firemen, Farmers and Drivers—the complete line in all leathers and styles—gloves for every working use.

### Watson, Parker & Reese Company. "Everything to Wear."

of the great vessel's growth with the laying of her keel last March, the progress made in developing the vertical column, bottom and sides of the steel giant seem remarkable. From the long line of tightly riveted plates constituting the keel, there have grown out on both sides the great metal ribs of the ship, which have now been sheathed with steel. The ponderous stem that gives shape to the prow is in place, as is the huge frame that will carry the rudder. The plating on the inner bottom and the outer armor is practically completed. One of the huge funnels is already set up. Early in March, or not later than the first of April, the great mass of steel will be ready for launching, and before the end of the year the battleship Florida will be in commission, the queen of the United States Navy.

**Our Laundry Service** is just as good as a laundry service can possibly be. Our plant is perfectly equipped with all new pressure machinery, and only experienced help used. We want to do your laundry work during all of the new year 1910.

**NEW METHOD LAUNDRY.** E. W. LAWRENCE, Proprietor. 15-17 W. ROMANA ST. Phone 186.

### 9 BRAINY MEN IN MISSISSIPPI

IF YOU THINK STATE TO WEST OF US PRODUCES NOTHING BUT DUMBHEADS, JUST LISTEN TO EVIDENCE OF YOUR BLUNDER!

"In the matter of furnishing intellect to other parts of the Union, Mississippi has done its full share," remarks Col. J. N. Wildberger, a Natchez lawyer, at the City hotel. "Our state has contributed no less than six United States senators to the present upper house of the American congress, not including its own two senators. Among these are: Francis G. Newlands, the exceedingly clever statesman from Nevada, and George F. Chamberlain, who was elected to the senate as a Democrat in the overwhelming Republican state of Oregon, both these national legislators are of Mississippi origin, and so is Joseph W. Bailey, the brilliant senator from Texas. "Another son of whom we are proud is the secretary of war in Mr. Taft's cabinet, and it is doubtful whether there is any one of his official family on whom the president leans more heavily for support when delicate and difficult problems are to be considered."—Baltimore American.

She Told Him All. A good story is going the rounds about a drummer and a pretty waitress. "Nice day, little one?" he began. "Yes, it is," she answered, "and so was yesterday, and my name is Ella, and I know I'm a little peach, and have pretty blue eyes, and I've been here quite a while and like the place and I don't think I'm too nice a girl to be working in a hotel; if I did I'd quit my job, and my wages are satisfactory, and I don't know if there is a show or dance in town tonight, and if there is I shall not go with you, and I'm from the country, and I'm a respectable girl, and my brother is cook in this hotel, and he weighs 200 pounds, and last week he wiped up this dining room floor with a fresh 50-a-month traveling man who tried to make a date with me. Now, what'll you have?" The dapper little traveling man glared at the menu and then looked at the pretty waitress. "Nice day, little one?" he began. "Yes, it is," she answered, "and so was yesterday, and my name is Ella, and I know I'm a little peach, and have pretty blue eyes, and I've been here quite a while and like the place and I don't think I'm too nice a girl to be working in a hotel; if I did I'd quit my job, and my wages are satisfactory, and I don't know if there is a show or dance in town tonight, and if there is I shall not go with you, and I'm from the country, and I'm a respectable girl, and my brother is cook in this hotel, and he weighs 200 pounds, and last week he wiped up this dining room floor with a fresh 50-a-month traveling man who tried to make a date with me. Now, what'll you have?" The danger little traveling man said he was not very hungry, and a cup of coffee and some hot cakes would do.

Only One "BROMO QUININE," that is **Laxative Bromo Quinine** Cures a Cold in One Day, Grip in 2 Days

on box 25c