

NINE SAILORS
DROWNED IN WRECK

Schooner Fortuna Run into
by the Barnstable Off
Highland Light.

The Doomed Seamen Caught
Like Rats in the Vessel's
Forecastle.

Contradictory Stories Told by the Two
Captains as to the Cause of
the Calamity.

FOURTEEN OF THE CREW RESCUED.

The Steamer's Commander Says the
Other's Lights Were Obscured by a
Jib or Forestay-sail—She Sank
in Fifty Fathoms.

Boston, Jan. 14.—Nine sailors belonging to the fishing schooner Fortuna were drowned in a collision last night between their vessel and the British steamer Barnstable of Highland Light. Those who went down with the ill-fated craft were: William Akman, Robert Childs, Harry Menefee, Thomas Seaward, Crawford Minchin, Harry Emmecegan, Simon Dineaux, John Clark, and William Tobin. Arthur Noonan, cook on the fishing vessel, was severely injured by broken timbers, and was sent to the City Hospital. Those drowned belong in Gloucester, where they leave families. Fourteen of the crew were saved.

Captain Jack Greenlaw, of the Fortuna, gives the following account of the disaster: "We were off Highland Light at about 7 o'clock when I first sighted the Barnstable about abeam. The Fortuna was on the starboard track, running free, with booms well out. I had all the lower sails set on her. Our green light was showing perfectly free and clear to the steamer. It could not have been covered from him at all by the sails on the tack upon which we were. The night was clear. I had the helm. I had no idea of any possibility of trouble till I suddenly saw the steamer boom larger and got both her red and green lights. Then I knew that she was coming down on us head on.

"THEN THE CRASH CAME."
"I shouted and did all I could to attract his attention and avert the collision, but he did not change his course. I put my helm to starboard in the hope that it might just sheer clear, but it was too late and the steamer hit us. I had a crew of twenty-three, all told, which number included myself. Those drowned were in the fore-castle."

"How we ever got out of that fore-castle I never could say," said William Feener, one of the crew. "All I know is that we were in the bulkhead which led into the fore-castle, and through that we escaped. When we were on deck we found that the cook was injured. Just what did it we cannot positively say, but from the position in which he was sitting we believe that it was the big stem of the steamer that struck him when it crushed in the side of our vessel, and cut off entirely the fore-castle companion. When the escape of the cook was just a miracle, that was what it was, and he really saved his life—that is, the six of us who gained the deck."

"The ship went down in about three minutes. I should say not more than that. The ship's stern went to all of us to make for the rigging. We all got up—those, I mean, who were on deck, with one exception. He was Henry Medford, who was on watch aft when I saw him. None of us saw him afterward."

COMMANDER PAINE'S VERSION.
Captain E. E. Paine, the commander of the steamer, makes the following report of the collision:

"It was about 7:25 o'clock last night when we were northeast by east about three miles distant from Highland Light, Cape Cod. I suddenly discovered a two-masted schooner directly under our port bow. Before anything possible could be done to avert collision, she crashed into her just abaft of the fore rigging, cutting a great gaping hole in her, which extended far below the fore-castle companion. I ordered the engineer to keep headway in order that the steamer's nose would remain in the aperture made in the schooner long enough to give the crew an opportunity to escape. Most of the men on the schooner were in the fore-castle, and when the shock of the collision was felt they hurried on deck, climbed up the rigging of their vessel and reached the deck of the steamer.

"Nine of them, however, were unable to escape. In about four minutes after the collision occurred the schooner drifted away from the steamer, plunged forward and sank in about fifty fathoms of water. We remained in the vicinity for some hours, hoping to rescue some of the men, but after a thorough search no trace of them could be found, so the steamer proceeded."

Captain Paine stated that the weather was clear at the time of the collision and that the schooner's jib or forestay-sail obscured her lights, and that it was owing to this that his vessel and reached the deck of the steamer.

"The Fortuna was built at Gloucester in 1894. She registered 124 tons gross, and was owned by the late J. H. Gifford. She left her wharf in Boston at 1 o'clock yesterday morning, bound for the Georges on a fishing trip.

The Barnstable is from Port Antonio with fruit for this city. She brought the first intelligence of the disaster when she arrived.

MAD DOG BUSY IN JERSEY.

New Brunswick, N. J., Jan. 14.—A mad dog was at large here this morning, and he bit at every one who came in his way. Raymond Stafford, a six-year-old boy, was on the street, and did not get out of the way in time, and was bitten. The dog next bit another boy about the same age whose name could not be ascertained. The boys were removed to their homes and physicians cauterized their wounds.

Before the rabid animal was finally killed at a street near the city hall, he bit him. All these dogs have been ordered, by the authorities, and they may all be killed. Some of the dogs that were bit are quite valuable.

Swearing Off Assessments.

There was a large number of persons at the Tax Department yesterday to swear off their assessments. President Barker of the crowd was larger than he had ever been before. The Commissioners explained yesterday why they had raised the assessed valuation of the Manhattan Elevated Road. On the sworn statement the company who own the road was not in keeping with the value of realty owned by the company.

PARSONS'S FIGURES LOW.

Outside Engineers Say \$89,000,000 is Small Enough Estimate for Rapid Transit.

The Supreme Court Commission gave another hearing yesterday at the rooms of the Rapid Transit Commission, No. 226 Broadway. Engineer George W. McNulty, whose estimate of the cost of an underground road differed so widely from that of Engineer Parsons, took the stand. He had prepared a statement of the cost of excavation at Broadway and Houston street for the cable road, which was considered by the commission in determining the cost of building an underground road in Broadway. He said the cost a running foot was \$480, which included the care of gas and water pipes.

Lawyer Boardman, counsel for the Commission, questioned McNulty about the cost of underpinning on Broadway below Fourteenth street, and the excavating and care of pipes. The engineer said in his judgment the expense would be fully 25 per cent more than had been figured by Mr. Parsons.

Albert Lucius, consulting engineer of the Ninth Avenue Road, was examined by Lawyer Murray, counsel for the property owners. He was shown Engineer Boardman's estimate of the cost of the road, and said in his opinion that it was too steep. He thought a 1 per cent grade was preferable, and would be less expensive to excavate. He declared it would be necessary to provide artificial ventilation for the underground roads with exhaust pipes between stations.

He thought Mr. Parsons's figures were too low for the work in Battery Park, as care would have to be taken not to interfere with the "U" road pillars. He endorsed Mr. O'Rourke's estimate as nearer the truth than Mr. Parsons's. He declared that the scheme provided, both at the Battery and at Fourteenth street, was inadequate, and said the \$88,000,000 estimate was not large enough, but nearer correct than Mr. Parsons had come to. He considered 10 per cent the best grade, not 2 1/2, as Mr. O'Rourke had made it, for a maximum. He thought the road should be wider than had been provided for, so that more tracks could be laid.

Benjamin F. Carpenter told the Commission he was present to represent a syndicate of contractors who stood ready to build the road, and would give bonds to do the work. Frederick H. Gouder suggested that he wait till the hearing had been concluded, and he withdrew. Mr. Zabriski said he would be through his side of the case in a few days. Mr. Shepard, counsel for the commission, said he would need five days for rebuttal. Mr. Condit said 1,000 pages of testimony had already been taken. The hearing was continued till today.

MANSFIELD'S POOR MEMORY.

He Denies Having Unbraided His Atlanta Audience for Poor Attendance.

The eccentricities of Richard Mansfield have taken a new turn. Yesterday he telegraphed to Charles Frohman, asking him to contradict the report that he had made a speech after his production of "A Parisian Romance," in Atlanta, Ga., in which he berated his audience for lack of appreciation of his more artistic efforts.

In his dispatch Mr. Mansfield asks, "Who is responsible for these reports?" and emphatically denies having made any sarcastic reference to Henry Irving, or, in fact, of having addressed his audience at all.

As a matter of fact, Mr. Mansfield said all the things he is credited with, and the "responsible parties" are vested in his own being. A letter from the manager of the theatre has been received in this city, which fully corroborates the press reports. The newspapers of Atlanta have given a speech in full, and his friends in this city are at a loss to account for his specific denial.

"It is only charitable to Mr. Mansfield to say that his speeches are one of the eccentricities of genius," said an intimate friend of the actor, who said he had made some extraordinary statement, and in an hour forgot all about it. Nobody supposes he did not make that Atlanta speech, and his denial is only a matter of form. He may feel sorry for what he said, and is trying to "square" himself; but it is absurd for him to deny the fact of hundreds of people who were present when he delivered it.

Amusement Notes.
Charles Frohman has closed a contract with Nell Burgess by which he takes Mr. Burgess and "The County Fair" company on a tour after the present season closes at the Star Theatre.

"The Night Clerk" will follow "The Milk White Flag" at the Grand Opera House. Peter D. Dalley and other fun-makers will be seen in the farce.

At the gala performance Saturday night at the Irving Place Theatre, "Das Eiserne Kreuz" and "In Civil" will be produced. The performance will be in honor of the twenty-fifth anniversary of the German Empire.

The opening sale of seats for the first week of Sarah Bernhardt's tour will be on Monday at the Park Theatre. The strong and forcible character of Mr. Jewett's acting could find no better lines than those given him in this historical play. His powers are of such a nature that, despite the feeling every one has for Benedict Arnold, Mr. Jewett retains the sympathy of his audience. His speech before the court-martial and his monologue after the verdict are masterpieces, and were heartily received. The cast supporting Mr. Jewett is an exceptionally strong one. The usual Wednesday and Saturday matinees will be given during the week.

Miss Jane May made her first appearance in Brooklyn Monday evening at the Columbia Theatre in "Miss Pygmalion," arranged by Michael Carre and Jean Herbert. Miss May's performance was a success.

TRIAL OF BROKER CHAPMAN.

Witnesses Fail to Appear and the Case for the Prosecution is Closed.

Washington, Jan. 14.—When the trial of the New York broker, Elverson R. Chapman, was resumed this morning the District Attorney asked for a recess until afternoon, stating that although a subpoena had been issued for Theodore Havemeyer, of New York, the United States Marshal had been unable to find any trace of him. The summons for Vice-President Dick, of New York, and for James P. Robinson and Manager Fraser of the Franklin Sugar Company, Philadelphia, had also been unsuccessful. Secretary Searies, who had been put on the stand for this purpose, had been summoned to his residence, and the Government had taken steps to apply the law by calling for the other witnesses and the defendant to evade examination. Counsel Nathaniel Wilson, for the defence, declared that the failure of Mr. Havemeyer to appear was from no disposition on his part to evade examination. Counsel Dittenhofer declared that the prosecution asked too much indulgence.

Judge Cole declined to take a recess until the afternoon, as desired by the prosecution, and when the court opened later, Mr. Fraser and the other witnesses summoned by the District Attorney, failed to appear, and the prosecution was compelled to close its case.

Those in Need of a Cough Remedy will find Dr. Jayne's Expecterant always prompt, thorough and efficient. Beware of cheap imitations. Regulate your bowels with Jayne's Sanative Pills.

BRIDGE DANGER FROM FOG.

Trustees See the Need of Some System on the Cable Tracks at Once.

Several Styles of Apparatus Considered Without a Choice Having Been Made Yet.

FAULTS OF ELECTRIC APPLIANCES.

General Manager Gouindie, of the Kings County Elevated, Points Out the Advantages of the Semaphore Automatic System.

The possibility of a serious accident on the Bridge railroad in a fog is keenly perceived by the Bridge Trustees. Several plans for the prevention of such an accident have been submitted to them for consideration. So far no definite project has met all the requirements of the Bridge railroad.

Any electrical device not only involves a great expense for cost of maintenance, but is not always absolutely reliable. Weather conditions are apt to interfere with the current and the slightest derangement of wires results in a failure of signals.

General Manager W. T. Gouindie, of the Kings County Elevated Railroad, suggests that the Bridge Trustees equip their road with the same system of fog signals in use on the Manhattan elevated roads in this city and on the Kings County elevated road in Brooklyn.

"The system of fog signals on our road," said Mr. Gouindie yesterday, "is automatic and cannot get out of order unless tampered with. It has been maintained every season for eight years from the 1st of November to the end of March, and it has never been known to fail.

"The signals are a series of semaphores placed at the side of the track 1,200 feet apart. These are operated by the wheels of the engine. As the engine enters the first section of the system it strikes a trap in the rail. In passing that trap down the danger signal is thrown up, blocking the way for the following train. The first train passes through to the second section.

"In the second and all succeeding sections the engine encounters two traps on the rail. The first of these traps throws up the danger signal for its own section and the second trap releases the danger signal and resets the trap for the next section. The connections between the traps and the signals are made of wrought iron pipe and the traps are adjusted with the best of springs. Very little care is needed to keep them in perfect working order.

WHAT ARE DANGEROUS FOGS?
"It will be seen from this that it is an impossibility for one train to enter a section occupied by the preceding train, unless the danger signal is disregarded. We have a few dangerous fogs every season. I call a fog dangerous for railroads when you cannot see seventy-five feet ahead of the engine. When we are running under close headway in the rush hours the fog becomes a decided menace. But through the use of this system of signals we have never had the slightest trouble because of fog.

"For the cable road on the Bridge, with its peculiar grades and terminals, the system could easily be adapted. The cable and tire road could be equipped with it at a cost not to exceed from \$10,000 to \$12,000. On the main part of the road, from the beginning of the incline to the Star Theatre, almost the end of the incline on the other, signals could be placed about 400 feet apart and operated precisely as they are on our road.

"Hot for the terminal stations a slight variation would have to be made to meet the requirements of the manner in which the trains are run into the stations, particularly on the Brooklyn side. The trains coming into the Brooklyn station would reach the end of the down grade, so as to get sufficient momentum to run them over the long distance of cable and around the curve which carries them into the station. At the point where they let go the cable lever would drop and around the curve would set that signal for danger. The second trap would clear the section behind it and being passed down by a train. But to reset this signal and these traps a man at the end of the station platform.

WARNING TO SWITCHMEN.
"The setting of this last signal at danger would throw the lever up automatically. By that the switchman on guard would know that a train was coming into the station. After the train had discharged its passengers, and the switch engine had pulled it out of the road, the switchman would pull his lever down, thus removing the danger signal and resetting the traps at the end of the incline.

"It sometimes happens that a train becomes stalled between the end of the incline and the station platform. By using this system as I suggest the man in charge of the lever would know of such an occurrence in a few seconds, no matter how dense the fog might be. The throwing up of his lever would tell him that a train had started from the last signal for the station. It requires only the fraction of a minute to make that run. If the train did not arrive promptly he would know that something had happened to stop it.

"Then without loss of time he could send his flagman up the track with the switch engine following, and he would know where the train had become stalled. Thus the train could be hauled into the station with a minimum delay, and without consideration when the night or morning rush is on.

"By placing the signals 400 feet apart on the main part of the road absolute safety could be assured. The trains are about 200 feet long, and that would give 200 feet of clear track between the signals, and doubly sure I would suggest that a sign be placed at the side of the track in each section 100 feet in advance of the signal to warn the engineer of the danger. This would warn the gripman on the first car of his distance and of his close approach to the signal.

Mr. Gouindie introduced the system on the Kings County road when it was built. He had made a satisfactory test of it on the Manhattan lines with the management of which he was previously associated.

In the absence of Chief Engineer C. C. Martin of the Bridge, yesterday one of his assistants stated that semaphores are now used as danger signals at the ends of the inclines, but he could not say whether it would be practical to equip the entire road with such signals.

BRANN TO A WIFE-BEATER.

Hopes Special Sessions Will Send Him to Jail for a Year.

James Murphy, of No. 56 Catharine street, who is over fifty years old, was led into the Centre Street Police Court yesterday between two big policemen. After him came his poor, weak, little wife, carrying her baby. The woman's eyes were blackened, and she told Magistrate Brann her husband had beaten her because she would not give him the money she had earned Monday by washing. She said he had attacked her and the child at 2:30 yesterday, and showed the Magistrate the child's body covered with bruises.

In holding the man in \$500 bail for trial the Magistrate said: "You are one of the worst brutes ever brought before me, and I hope the court of Special Sessions will send you to jail for a year."

McDonald's Indictment Ordered.

The Grand Jury ordered indictments for grand larceny yesterday against Theodore F. McDonald, ex-clerk of the Court of Special Sessions. The complaining witness was Justice E. B. Hinsdale, of Special Sessions.

ROOSEVELT AND HIS CRISCS.

Says Child Stool Pigeons Must Be Employed to Detect the Saloon Keepers.

No Other Way of Securing the Evidence Needed to put a Stop to the Sale of Liquor to Minors.

SURPRISED AT THE MAGISTRATES.

The Commissioner Points Out Some of the Evils of the Traffic, Which, He Says, the Board is Determined to Put Down.

"There exists in this metropolis," said Police Commissioner Roosevelt yesterday, "no more dangerous and thoroughly insidious means of obtaining money than the sale of liquor to minors. Scores of saloons here are owned by men of the semi-criminal type, and they make a business of trying to debauch little children by selling them liquor. The amount of liquor thus consumed is appalling. I have seen it estimated that over half the habitual drunkards that figure in our police courts had become such before they reached the age at which they could legally buy liquor.

"Among the children themselves appalling crimes and catastrophes continually take place when they have been drunk in this manner. One of the worst which I now think of was that mentioned in John Jacob Astor's book. He tells of a boy employed to 'rush the growler' for a gang of men in a factory. For course, the boy got into an empty building and was eaten alive by rats.

"But of course the misery caused to the children while children is as nothing compared to the horrible life of degradation to which this custom prepares them when they grow up. Earnest workers among the tenement houses have again and again begged us to try to stop this crime, and as the present Police Board has particularly endeavored to see that the children who disinterestedly lend their lives to the solution of the problem of securing better and purer saloons of liquor, we did all that in us lay to stop the traffic.

"It is, however, an exceedingly difficult traffic to stop. In the saloons which carry on the criminal trade most extensively children are admitted in a stream, but only one at a time. The liquor is given to each when it is alone in a little hallway or at the door by the proprietor or bartender of the saloon. In such saloons there are always lookouts stationed to give warning of the approach of any one whom they do not recognize as a friend and a possible fellow-criminal.

"No policeman in uniform can do anything, no grown man in citizen's clothes can get evidence which will secure the conviction of even the innocent of the saloon man. For the sake of the elementary principles of decency, the traffic should be stopped, and the only way in which this can be effectually stopped is to use the evidence of the minors themselves.

"This evidence can be obtained only by getting some minor, who has already been in the saloon a hundred times to buy liquor for violent purposes, to go in once more to purchase it in order that the vicious trade may be stopped, and himself may be saved.

"It is difficult to be patient with a man that we shall stop the traffic, but if we are to stop it, we must have raised among the champions of dishonour, by honestly enforcing all laws that any newspaper should attack the police for striving to put down this pecuniary revolting form of crime.

"It would seem still more incredible that we should have the most earnest support of the Magistrates. If, under the present construction of the law, it be decided that the commission of this crime really forbids obtaining evidence to prevent its commission, then decent people should see to it that the statute is amended."

THAT DELAYED EXCISE REPORT

It Will Probably Be Submitted to the Mayor To-day, Harburger Dissenting.

President Murray and Commissioner Woodman, the Excise Board, will probably submit that report to the Mayor to-day, in order that it may be incorporated in a special communication to be made to the Board of Aldermen. The report will contain suggestions of several changes that should be made in the present law.

Their views are not shared by their colleague, Commissioner Julius Harburger, who should have declined to affix his signature to the report and submitted it on his own. Mr. Harburger does not favor a reduction in the number of saloons, nor an increase in the price of licenses.

SWEET SIXTEEN IN COURT.

Pretty Mary Burke Was Engaged to a Man Twice Her Age.

Mary Burke, a remarkably handsome cigarette girl, who is only sixteen years old, complained against James Brewster, aged thirty-three years, in Jefferson Market Police Court yesterday, and was held in \$2,000 bail to answer to it to-day. The girl lives with her parents at No. 12 West Broadway. Brewster lives at No. 42 West Broadway. He is a saloon keeper, and is also advertising agent for the Fourteenth Street Theatre and takes tickets at the gallery entrance. He was in the habit of passing the girl in at the theatre and had given her several valentines, although he has a wife and several children.

Another young girl who had been deceived by Brewster went to Mary Burke's father, who is a respectable barber, and told him what to expect if he did not take care of the girl. He investigated, but his daughter refused to believe the story about the wife and children, and said Brewster had promised to marry her as soon as he could get his money. He decided upon the arrest of Brewster at the theatre Monday night.

The girl, who is No. 42 West Sixteenth street, gave bail to get him out of the Macdougall Street Police Station. Yesterday she surrendered the prisoner, saying she had acted on the assumption that the arrest was for a violation of the Excise law. He said he had daughters at home who wanted nothing to do with a man arrested on such a charge.

EVADDED THE GAME LAWS.

Farmer Collins Secured a Fine Buck in Spite of the "Close Season."

Newburg, N. Y., Jan. 14.—The enemies of Game Protector Kidd are laughing at the way a farmer up at Tucker's Corners defeated him.

Deer hunting is now prohibited, and Inspector Kidd having learned that James Collins, a fruit grower, had killed a fine buck near Tucker's Corners, hastened to the scene and caused Collins to be brought before Judge Gingham.

Collins admitted that he had killed the deer. He said that a large and vicious buck had been discovered in his strawberry patch and he had taken his gun and endeavored to drive him away. The deer paid no attention to brack but that were thrown at him, and Collins advanced closer. At this deer turned on him and he had a narrow escape from the buck's horns thrust. Finding he had no opportunity to escape he shot the buck and distributed the meat among his relatives.

The farmer was released with a caution not to kill any more deer in self-defence.

A Small Sum

was a marvelous purchasing power at Cooper-Howard's, 1 West 14th st., near 9th ave.

At Vantine's.

Anticipating the great increase of duties on our lines of goods in the TARIFF BILL now before Congress, we have paid the duties on every case, bale and package in bond and placed them in our stores and free warehouses.

Note these clearing-out prices of Japanese Porcelains:

- 40c. Blue and White Soap
- Dishes for..... 20c
- 65c. Fancy Bonbon Trays for.. 35c
- 75c. Croton Sets (3 pieces) for. 50c
- 50c. Rose Jars for..... 25c
- \$1.00 Condensed Milk Jars for. 50c
- \$2.00 Jardiniere Stands for..... \$1.00

Vantine's little Japanese Pocket Stores will keep you warm and comfortable. Carry one in the muff or the pocket.

A. A. VANTINE & CO., The largest Japanese, Chinese and India House in the world. 577-579 Broadway, N. Y.

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Full guarantee with each piano. Pianos rented by the day, week or month.

SPECIALITIES: Repairing, Tuning, Polishing. ESTABLISHED 40 YEARS.

GOETZ & CO., 81 and 83 Court St., Brooklyn. One block from all car lines. Open Evenings Until 10 o'Clock.

MAKING PATRIOTISM PAY.

Thousands of President Monroe Buttons Sent to Venezuela to Be Sold.

That Venezuelans have become so thoroughly imbued with the Yankee spirit as to know how to make capital out of patriotism was indicated by a shipment of goods by the steamer Venezuela which left this port yesterday for La Guayra. The goods were several thousand buttons, similar to the ordinary campaign badges, with small satin American flags attached. On the top of the buttons was a picture of ex-President Monroe and the words "America for Americans; One Country, One Flag, One God."

They were sent by W. F. Blot, ex-secretary of the Venezuelan league at Washington, who, in speaking of the matter yesterday, said: "I received a letter from a friend in Caracas on the last steamer from Venezuela, stating that the people of the country were wild with enthusiasm and would buy anything which would show their appreciation of the United States. I decided upon the President Monroe buttons. They will bring twenty-five cents each."

INDORSE GOVERNOR MORTON.

North Side Republican Club Aid His Boom for the Presidency.

The North Side Republican Club has adopted the following resolution, which was introduced by Thomas J. Rush: Resolved, That the North Side Republican Club at its annual meeting approve of the candidacy of Governor Morton, and recognize in him every qualification of character and experience, as a member of Congress, foreign minister, President of the United States Senate and Executive Officer of this State, and as a candidate for the nomination for the nomination at the St. Louis convention, and pledges itself to exert every effort to the successful accomplishment of the wishes of the Republicans of the State.

Officers were elected for the ensuing year including President, J. Stewart Wilson; Vice-presidents, H. M. Greene and Charles A. Schott; corresponding secretary, Frank H. Scardfield; financial secretary, K. H. Smith.

RUN OVER AT THE BRIDGE.

Mrs. Hoffman Was Injured, but Her Infant Daughter Escaped.

Mrs. Lena Hoffman, of No. 18 First Street, was run over yesterday afternoon in front of the Brooklyn Bridge entrance by an express wagon in charge of John Kelly.

Mrs. Hoffman had her infant daughter in her arms at the time, but the child escaped unhurt by rolling to one side. The mother was cut about the face and suffered from several contusions of the body. The wagon was heavily laden. Officer Brady, of the Bridge Squad, arrested Kelly.

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By Harry S. Miller

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Full Music Folio Size, with Beautiful Cover Design by Wechler, executed in Eight Colors.



Supplement to THE JOURNAL, Jan. 19, 1896.

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Will Be Announced Later.

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however, but tell your newsdealer to-day that you want it. The Sunday Journal is always sold out to the last copy, and if you do not order it in advance you are not likely to get it. The reason for its extraordinary sale is that it is

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