Mlle. Rondebush, Whose Mother Perished at the Wreck.

The death of Mme. Grandin, mother of Mlle. Rondebush, who was coming to this country as a member of the Metropolitan Opera Company, was most pathetic. Both had got safely into a boat, but the craft was capsized, and the mother crushed to death beneath the seats.

erently.

The whole village and neighborhood are alive with excitement, and knots of men linger about talking with the rescued members of the crew.

It is exceedingly difficult to trace the events of the disaster, but so far as can be ascertained, it seems that the weather was not thick, but that a strong southeast wind was blowing and that there was a heavy ground swell on and a strong current running.

Dinner was ready and Captain Griffiths was about to proceed to the saloon when a sudden crash made it apparent that the steamer had gone ashore. The captain immediately went on deck, and the survivors say they saw him on the bridge doing all in the power of a brave man to lessen the disaster.

Authentic particulars of the events occurring after the ship struck are not yet obtainable. It seems, however, that one of the ship's boats containing several women got away safely, but was capsized. A number of its occupants were rescued by lifeboats. Another boat with sixteen hands was picked up by a lifeboat and got ashore, and two or three other persons managed to reach land.

Out of the 161 persons on board forty-five escaped. Up to a late hour to-night about thirty bodies have been washed ashore at different points. A southerly wind is now blowing, and it is expected that the bodies of many more victims will be recovered by to-morrow. An inquest will be held on Monday. The rescued persons are receiving the greatest attention from the inhabitants, and the utmost kindness is being shown to the women passengers.

Mr. A. G. L. Smith, who was among those known to have been saved, says his home is in Oregon. Mr. Smith said this evening that he saw the captain on the bridge giving orders, which were carried out as far as possible. As the ship sank the captain ran alongside the side and sprang overboard. The vessel lurched and the passengers all seemed to be thrown into the water at the same moment. Mr. Smith, who is a strong swimmer, managed to get through the mass of people in the water and succeeded in evading several who tried to clutch him as he passed them. He says he swam for three hours and a half before he reached the shore.

PASSENGERS OF THE ILL-FATED SHIP.

F. W. Lockwood, Who with His Daughter Is Probably Lost, Was a Well-Known Oil Dealer.

F. W. Lockwood lived at Stamford, Conn., but for more than thirty years had been a prominent business man of this city. His offices are at No. 81 New street, and Mr. Lockwood had made a fortune as a dealer in oils. He was connected with the Standard Oil Company. He was about sixty-five years old, and went abroad on August 1 of this year. With him was his daughter, Mrs. Amelia B. Gumprecht, and neither her name nor that of her father appears in the list of those saved.

Mr. Lockwood was known to the entire oil trade of this district and to many men prominent in other lines of business. He was a member of the Produce and Consolidated Stock exchanges, of the Union League Club, and the New York Yacht Club and the owner of two yachts. He and his daughter took a general tour of the Continent, largely on account of Mrs. Gumprecht's health, which was not good, and it was in the hope that a longer sea voyage might benefit her daughter that Mr. Lockwood took the slower American Transport Line. He had made arrangements to come home by a different route. Mrs. Lockwood remained at Stamford, and Mrs. Gumprecht's two children are now there with their grandmother. Charles Martin, who manages Mr. Lockwood's business, had received no news of his employer's fate late yesterday afternoon other than that contained in the newspapers.

F. R. Pemberton, who was with his wife and two children on the Mohegan, and all of whom were saved, is the senior member of the firm of Pemberton & McAdoo, brokers, at No. 15 Wall street, and well known in the Street.

Mr. Pemberton sailed for England five weeks ago, and took his family with him. He had written to his partner of his intended return by a slow line, and had cabled of his departure on the Mohegan. When the news of the disaster came Mr. McAdoo tried vainly to get word of his partner, and it was not until noon yesterday that a cablegram came from Mr. Pemberton, dated Falmouth, England. It said simply: "Wife and both children safe." Mr. McAdoo was overjoyed, and many Wall Street men who were friends of Mr. Pemberton, called to assure themselves of his safety. Mr. Pemberton lives at No. 24 West Fifty-eighth street.

William J. Bloomingdale, one of the passengers saved, is a young man who represents abroad the business of his uncle, W. C. Bloomingdale, No. 95 Broad street. He is twenty-one years old, and was on his regular return trip to this country.

Miss Hart, whose name is on the passenger list of the ill-fated ship, was Miss Hannah F. Hart, a daughter of the late Henry I. Hart, of this city. She was the stepdaughter of Henry Morrison, a retired lawyer, and lived at his home, No. 233 West Seventy-eighth street. Mr. Morrison was one of the best known members of the New York Bar. Edward F. Lauterbach studied law in his offices.

Henry Morrison, jr., who was also among the passengers not reported saved, was his son, Miss Hart's step-brother.

John Le Lacheur, who, with his wife, was a passenger on the Mohegan, was a native of the Isle of Guernsey, and was on his way to visit friends at Grand View-on-the-Hudson.

Mrs. Crane was a relative of A. L. Crane, of No. 33 Miami avenue, Detroit.

R. A. Kipling lived in Paris, but was formerly a resident of Roselle, N. J. He is said to be a distant relative of Rudyard Kipling.

Miss Shephard lived at Montreal, Canada.

L. N. Luke and his wife were residents of Kingston, Pa.

Mrs. Compton Swift, who was saved, lives in Columbus, Ga. She is a wealthy woman and spends many of her Winters in New York. Last year she occupied apartments at the Jefferson in East Fifteenth street. She went abroad for her health.

Miss Katherine Noble, who was picked up by a lifeboat and of whom one of the crew said "She is the pluckiest woman I ever met in my life," is a sister of Herbert Noble, a lawyer of this city, who lives at No. 47 East Forty-fourth street.

George Maule was employed by the American Transport Company as under horseman. He was well known to horse dealers and a familiar figure at Newmarket.

A. H. Harrington and D. J. O'Neill were from Philadelphia.

R. A. Baxter lived in Surrey, England.

William Baker, said to have been the steward on the Mohegan, had an interest in a restaurant kept by his sister at No. 4 Bond street.

"Hyslop saved." Captain Tuzo, of Tuzo, Corbett & Co., Custom House brokers, received that brief cablegram from Falmouth, England, yesterday afternoon. No other news had reached the city of the fate of John Hyslop, a business man and yachtsman with a host of friends, who was on board the Mohegan when she went on the rocks. Captain Tuzo and Mr. Hyslop had been lifelong friends.

Mr. Hyslop has been a business man in this city for many years, and was at the head of the Hyslop Steam Heating Company, which has offices at No. 200 East Twenty-ninth street. He was the official measurer of the New York Yacht Club, and in that capacity has measured the Defender and nearly all of the yachts that have been prominent in racing. He has a family, and lives at No. 4 Riverside Terrace. His son, Frank W. Hyslop, is in business at No. 2 Cortlandt street. The message to Captain Tuzo was the only news he had of his father's safety.

Mrs. John Phelps Firing, who, with her daughter, Bessie May, is reported to have been lost, is the wife of the chief clerk in the Navy pay office, in the Stewart Building, at Broadway and Chambers street.

By a particularly sad coincidence, Mrs. Firing and her daughter had intended to leave this country for Europe on the ill-fated Bourgogne. At the last moment they changed their minds and left a week earlier by the same line. They had return tickets via the French line, but owing to the Bourgogne disaster, Mr. Firing had written to them to come by another route, and they sacrificed their return passage to take staterooms on the Mohegan. Mr. Firing is a veteran of the civil war and has ever since then been in the pay office of the Navy. The family lived at Glen Ridge, N. J., where they had many friends.

Miss Fraser is said to be the niece of Beaumont Shepherd, office manager of Greenshields & Greenshields, Montreal, Canada. It is feared that the Miss Shepherd reported lost is his only sister.

Miss Maude Rondenbush, who was among the saved, is a singer well known in New York. Her professional name is Maude Rondez. She is engaged to sing with the Metropolitan Opera Company for the coming season. Her home is in Meadeville, Pa. She was travelling abroad with her mother. Mrs. C. S. Grancelin, whose name does not appear in the published passenger list, but who, it is feared, was on board.

Miss Louise H. Warner, of No. 34 West Thirty-second street, has been abroad for several months, and her aunt, Mrs. H. L. Mershon, with whom she lived, fears that the Miss L. H. Warner in the passenger list may be her niece. Miss Warner was last heard from in Scotland. She intended to leave soon for America, but said that she would sail from Rotterdam.

MOHEGAN ONE OF FIVE NEW VESSELS.

She Was Recently Purchased from the Wilson-Furness-Leyland Line.

The Atlantic Transport line has its home office in Baltimore, though all the vessels of the line fly the British flag. President Baker, who lives in Baltimore, owns a large block of the stock. The line was established some fourteen years ago. It then comprised the steamships Missouri, Mississippi, Maine, Montana and Maryland. With the exception of the Mississippi, which is now used as a United States transport, and the Missouri, donated to the United States as a hospital ship, the original steamships of the line are still in the service, travelling on the Philadelphia route. The purchase a few months ago of five new steamships, of which the Mohegan was one, from the Wilson-Furness-Leyland line, gave the Atlantic Transport line a complete fleet of new vessels for the service between this port and London.

In this port the line is managed by the New York Shipping Company. Philip A. S. Franklin is manager of this company, and by virtue of this position is general manager of the Atlantic Transport Line. T. Hogan & Son, of this port, are the stevedores of the line, and they also own some of the stock. In London the line is represented by Williams, Torrey & Field, who are also stockholders.

The vessels of this line have in the past saved more than one wrecked crew, and the Missouri, when she was in the service, was known as the lifesaving ship. She saved the passengers of the sinking Thingvalla liner Danmark some years ago when the seas were rolling over the Missouri's bows and the launching of a boat invited its destruction. In spite of the seas the Missouri's lifeboat was launched and every one of the passengers taken off the Danmark, which went down soon afterward.

A feature of this rescue, afterward placed on canvas by Painter Rhemy, was the saving of twenty-one infants under one year. Each one was slung under the arms and thus hauled aboard the swaying lifeboat. Chief Engineer Cross helped in this work.

SHIP'S ENGINES NOT AT FAULT.

New York Manager of the Line Declares They Could Not Have Caused the Disaster.

Philip A. S. Franklin, general manager in New York of the Atlantic Transport Line, declared yesterday that the Mohegan was in first-class shape when she left London.

"The Mohegan was forty-one days undergoing repairs," said Mr. Franklin, "It is true that she was twenty-two days on the voyage to London—the return voyage of her maiden trip—but it was not true that she was overdue on that trip or that she broke down. The engines were run slowly on purpose, and we expected her to take the time she did on the voyage. It was after this voyage that she was placed in dry dock and carefully overhauled.

"Her engines were taken apart and cleaned, and carefully tested after they were put together. She had a very satisfactory trial trip six days before she was sent on this voyage, and I am satisfied that there was nothing the matter with her machinery. You may rest assured that the disaster was not because of any defect in her engines or boilers.

"The hull was as stanch as that of any vessel on the ocean to-day. These steamships were intended to carry large cargoes, and they are all built strong. She had bilge keels, like all the Atlantic transport vessels. It is a fact that the insurance rate is less on these vessels than on many others, because the insurance companies have confidence in them.

"Regarding the vessel breaking down on her first westward trip and the presentation of a protest by the passengers I know nothing. Certain it is that no protest was made to me. The builders' engineers accompanied the vessel on her first trip, as they always do in such cases. The machinery of any vessel, however well built, is liable to give trouble on her first voyage. But these vessels are among the very safest on the Atlantic, and the fact that the insurance companies have confidence in them is pretty good evidence of that fact.

"After the trial trip of the Mohegan before leaving on this last and disastrous voyage, we received a cablegram from the ship's engineers who declared that her engines and, indeed, all her machinery was perfect.

"In Captain Griffiths we had every confidence. He was a man of fifty-five years and a native of London, where he leaves a widow. He had been in our service for many years, and was one of the most careful navigators I have ever known. He never took any chances. His prudence was proverbial in the service. His officers and crew were all tried and trusted men. I knew Chief Officer Couch personally. He, too, was a man of prudence, and there was always the utmost harmony between him and the captain.

"Two members of the line have gone to the Lizard to-day, and we expect to have more complete information to-morrow concerning this disaster than it is possible to obtain to-day. This is the first vessel we have lost in fourteen years."

USING RUSTY MINT MACHINES.

China Making Coins with Dies That Lay for Months in the Mud.

Washington, Oct. 15.—United States Consul Goodnow at Shanghai reports to the State Department that the Chinese have set up a mint at Cengtu, and in doing so they exhibited in marked degree Chinese methods. The machinery came from an American manufactory at Bridgeton, N. J., and was duly delivered at the head of navigation on the Yangtse River. The Chinese authorities allowed the boxes to lie in the water for a month, and then without cleaning took them to Cengtu, a two months' journey.

When the boxes were opened they were found to be filled with mud, except where the rats had made nests. The machinery was finally gotten together, but the dies were so badly rusted that they would have been condemned in America. The Chinese, however, made no objection to the imperfect places in the coins, apparently thinking them additional safeguards against counterfeiting.

UMBRIA'S DELAY CAUSES NO FEAR.

Sighted Off Cape Clear by the Spanish Steamship Mandrilono.

SAID HER ENGINES HAD BEEN STOPPED.

But Captain Dutton Refused the Proffered Assistance of the Spaniard and His Agents Feel No Anxiety Over His Non-Appearance.

The announcement by cable yesterday that the Spanish steamship Mandrilono had reported at Liverpool that she passed the Cunarder, Umbria, motionless, 360 miles west of Cape Clear, Ireland, was not viewed with any degree of alarm in the Bowling Green office of the line. Captain Bilbao, of the Mandrilono, did not say the Umbria was disabled. He passed her, he reported, on October 10, and the Umbria's engines were stopped. This circumstance was regarded by Captain Bilbao as rather suspicious, and he signalled the Cunarder, asking if assistance was needed. But with characteristic independence, Captain Dutton, of the Umbria, replied in the negative.

The Cunard captain did not enlighten Captain Bilbao as to what had caused the Umbria, which had left Queenstown the day before, to stop her engines, and as the Spaniard could get no satisfaction he proceeded to Liverpool.

No Anxiety Expressed.

The Umbria was due here yesterday, but up to a late hour last night she had not been reported. At the Bowling Green office the delay was regarded with no anxiety. One of the officials of the line said it would not surprise him to hear of the Umbria at any minute. The fact that Captain Dutton did not want any help was regarded by the agents as proof that the mishap, if any, was not serious.

"It is more than likely," said one of the officials, "that the Umbria did not remain motionless long. Just what caused the delay we have not heard, but it was nothing of a serious nature, you may be sure. Captain Dutton is a careful navigator, and he has always taken good care of his vessel and all on board."

The Umbria has had an eventful career. She is the sister ship of the Etruria, and both were built by John Elder & Son, of Govan-Fairfield. The Umbria is 501½ feet in length, has a beam of fifty-seven feet and a depth of hold of forty-one feet. She registers 8,120 gross tons. Her hull is of steel and is subdivided into ten water-tight bulkheads. These bulkheads are carried clear to the upper deck and are fitted with fireproof doors.

She has triple expansion engines, driving a single screw. The vessel belongs to the British Naval Reserve, and nearly all her officers are members of the Naval Reserve. The crew is a trained one in every respect, fire and boat drills taking place on every trip of this as well as every other steamship of the line.

Ample Life Protection.

The Umbria carries a full complement of life boats, besides life rafts and belts. She has accommodations for 500 saloon, 100 second cabin and 800 steerage passengers, and there are almost double the number of life belts required for all the passengers she could carry.

The steamship once held the record between this port and Queenstown. Her best voyage west was made in 5 days 22 hours and 7 minutes. Eastward she made it in 6 days 1 hour and 15 minutes.

The Umbria has been in any number of mishaps, but by the rarest good fortune she always managed to escape serious damage. In a thick fog off the Long Island coast in 1888 she sliced some forty feet off the stern of the French steamship Iberia, which sank in a few minutes. The Iberia's crew was saved and the Umbria steamed into port little the worse for the collision. The only damage she showed was in the scratches on her plates.

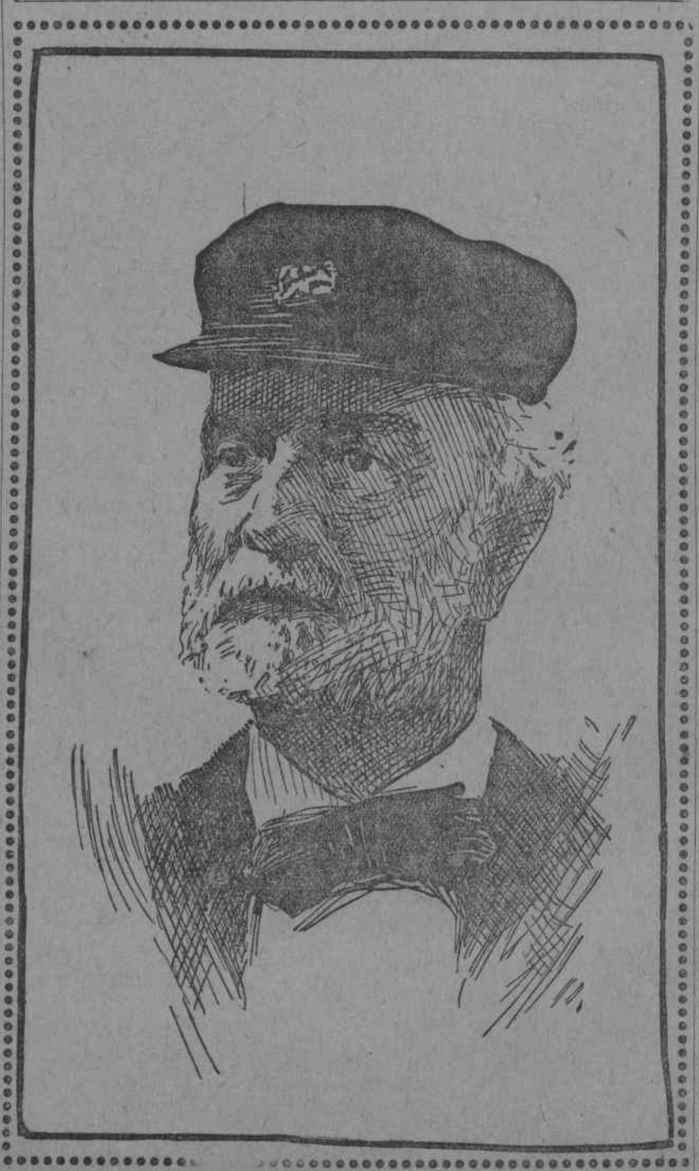
Again, her main shaft broke at sea some years ago, and for days the fate of the Umbria was the one subject of discussion in this port, where many of her passengers lived. But the Umbria ultimately steamed into New York safe and sound, with every one on board in the same condition. Then was told the story of her mishap and the skill of her engineers in mending the break.

Has Always Escaped.

In June, 1896, the Umbria launched herself on top of the wreck of the barge Andrew Jackson, sunk in Gedney's Channel by the steamship Verda. The Umbria was held a prisoner for more than ten hours, but she floated at high water without even a dent in one of her plates.

On this voyage she had about 125 saloon passengers, including Charles Van Alstine, the eccentric Klondiker, who chased his runaway wife across the Atlantic. She accompanies him.

Captain R. Griffiths, Commander of the Mohegan.



John Hyslop, of New York, Saved from the Mohegan.

FLOOD OF BETS AT EVEN MONEY.

Half of E. B. Talcott's $50,000 Placed at These Odds—Joe Vendig Gets $8,000 On.

ONE WAGER OF 2 to 1 ON VAN WYCK.

Judge Schuchman Lays $100 to the $50 of a Friend. Over $50,000 More Waiting for Backers of Roosevelt Who Have Cash at Evens.

HOW THE ODDS HAVE SHIFTED.

September 29	2 to 1 on Roosevelt
October 10	10 to 6 on Roosevelt
October 11	10 to 7 on Roosevelt
October 12	10 to 8 on Roosevelt
October 13	10 to 9 on Roosevelt
October 14	10 to 10 on Roosevelt
October 15	10 to 10 on Roosevelt

One bet of $100 to $50 on Van Wyck on October 15.

There is no lack of money now to be had by those who are willing to lay wagers on the result of the election. Even bets are generally placed, though there are odds each way at times to break up the monotony. It is asserted that before another week Van Wyck will be the favorite, and that odds will be asked of those taking the Democratic end.

Early in the forenoon the announcement was made on the Stock Exchange floor by E. B. Talcott, that there was $50,000 in Van Wyck money waiting at the office of Bell & Co. to be covered in even money by those willing to back Roosevelt.

Up to the closing of the Exchange at noon fully half of this sum had been taken up, and certified checks were passed to and fro to secure the holdings.

Hugo Blumenthal and Jules S. Bache & Co., took $4,500; W. E. Pearl and Theodore Cox took $1,000 each, while among other takers were R. H. Halsted, Maurice B. Mendham, Harry Content, J. M. Spiegelberg, P. M. Sproule and Norton & Tunstall.

In the majority of cases the money was placed by the brokers on behalf of clients and at a regular commission, similar to that charged in other dealings by the firm.

Before the close of the Exchange Bell & Co. announced that they had another $50,000 to place on the same terms as soon as the first total had been disposed of.

At Morris Park race track the bookmakers devoted some attention to election betting in addition to their regular ventures. Joe Vendig placed $5,500 on Van Wyck, at even money, against O. A. Jones, of Washington. Another bet of $2,000 was made with Fred Walbaum at the same odds, while a smaller bet of $500 was placed with another bettor not named. Walbaum, it is rumored, has now $15,000 on the Roosevelt side at varying odds.

Uptown there was a general fusillade of betting going on in every hotel lobby and cafe. Much of it was of the wind order, without any posting of cash to make good the opinions and offers.

At about 11 o'clock the Theodore Cox contingent appeared at the Hoffman House and made good the even bet of $10,000 a side arranged the day before with Sergeant-at-Arms Len Wager on behalf of a group of Democrats and which had been secured by a forfeit deposit of $250 a side. After disposing of this matter Sergeant Wager hurried away on a trip to Troy.

There was a rumor in the afternoon that the odds had risen to 2 to 1 in favor of Van Wyck, and there were many inquiries as to the details of bets made at these odds. It is true that a bet at these differences was made by Judge John P. Schuchman, of the City Court, with a friend named A. Blenders. The amounts were $100 and $50 respectively.

In general bets about town some of those mentioned yesterday as having been placed were Abe Levy, $10,000 on Roosevelt against $8,000 by Jimmy Wakely on Van Wyck. C. H. Tibbetts announces the placing of $5,600 on Van Wyck against $8,000 on Roosevelt.

Colonel John F. Gaynor was reported as having $10,000 to place even on Van Wyck. W. J. Connors, of the Buffalo Express, did not appear with the $10,000 reported as placed with him by a syndicate of Buffalonians, but several queries were sent on from this city asking where the funds were and begging that they be not allowed to go uncovered.

Colonel Theo. Hamilton, of the Seneca Club, was reported as having $10,000 on Van Wyck ready to meet an even amount. H. Baldwin, the bookmaker, reported an even bet of $500 on Van Wyck with Joseph Strauss, of Chicago.

Milton Roblee, of the Bartholdi House and up for Assembly on the Democratic ticket in the Twenty-fifth District, was worried over a report that he had made a small bet and had taken the Roosevelt end of the stick. It was just the other way, he explained.

Among other fair sized bags of cash waiting to be hung in the balance were $50,000 at the office of Alfred de Cordova, of No. 30 Broad street, and $15,000 in the hands of Charles White. Mr. Cordova has already put out $3,300 on Roosevelt at 10 to 8.

There was a general laugh at the attempt to circulate a story that Tammany Hall had hired all the bookmakers and other betting men in town to make "wash" bets and gradually raise the odds and make Van Wyck a strong favorite. "To make that good," said one Wall street man, who has already placed many thousands of dollars, "they should have included the cashiers of the majority of banks in town who have certified many checks. Go over to the Garfield Bank, where many of the uptown boys keep their cash, and see if the money is not actually up. If there is any Republican who fears that there is any 'wash' business going on, let him come up with his cash or give an order to his broker and he will find a genuine response in good money soon enough.

"The odds have dropped to even simply because more Van Wyck money was coming into the game, and this same confidence in the result on November 8 will make Van Wyck the favorite in a very few days unless the Republicans back up their views. The trouble with them is that they can't certify a lot of talk. It takes a good name on a good check."

Word was received at Democratic headquarters at the Hoffman House yesterday of a $1,500 bet even at Albany between Louis Sauker, for Roosevelt, and Eugene D. Wood, for Van Wyck.

CANDIDATES FOR BENCH NOTIFIED.

There was a notable gathering of Democrats in the red parlor of the Democratic Club last night when the Tammany candidates for the bench were formally notified of their nomination. Richard Croker was there, and so were John F. Carroll, Maurice Untermyer, Congressman George B. McClellan, Corrections Commissioner Lantry, Police Commissioner Sexton, Register Isaac Fromme, former Judge Van Hoesen and a host of others.

Senator Thomas F. Grady, Chairman of the Notification Committee, addressed each of the candidates in turn. The members of the committee were drawn up in a crescent, between the horns of which were ranged the three candidates for the Supreme Court—George P. Andrews, David Leventritt and James Fitzgerald—and the nominee for the City Court Judgeship—Theodore F. Hascall. Senator Grady addressed himself first to Justice Andrews, whom he eulogized for his fourteen years of faithful service.

In reply Justice Andrews said: "If I am elected I shall go on the bench not as a Democrat, but for the purpose of administering the law according to the dictates of my conscience. Nevertheless I am free to confess that I have convictions on the issues of this campaign; nor will it do any harm to remind you that it fell to my lot when dealing with a Raines law case to give a decision which scuttled that infamous law. I believe that the Democratic majority in the County of New York will amount to 100,000."

Judge Fitzgerald and Mr. Leventritt, in accepting nominations, also predicted a sweeping Democratic victory.

NOT TO GO ON THE OFFICIAL BALLOT.

Chicago Platform Ticket Off—Citizens' Case Still in Doubt.

Albany, Oct. 15.—The State ticket of the Chicago Platform Democracy will not go on the official ballot. The certificate placing this independent ticket in the field was received by the Secretary of State at 11 o'clock last night, and in examining the same he found the jurat of the notary public on the Ulster County petition defective, and he so advised the committee that brought the same to him, and gave them such opportunity as was left to have the defect corrected.

The last hour for filing the certificate under the law expired at midnight last night, and the Ulster County petition was not returned corrected by that time, nor has anything been heard of it up to noon to-day. So Secretary of State Palmer has ruled that, inasmuch as the Ulster County petition was defective and was not corrected and filed before midnight, the whole certificate is defective, and its nominees cannot go on the official ballot.

Secretary Palmer has postponed the hearing on the protest against the legality of the Citizens' Union State ticket from Monday afternoon to Tuesday morning at 10 o'clock.

LITTLE BOY LOST IN THE THICK WOODS.

A Kind Farmer's Wife Took Him in and Put Him to Bed.

Eight-year-old Ellsworth Randall, while on his way home from school at Patchogue on Friday, became lost in the woods. Men and boys searched the woods and fields all night and found the lad asleep at the home of Edward Pfieffer, of Middle Island, three miles from home.

The little fellow goes a mile and a half to school each day, and yesterday after school he stopped at the Bartlett farm to pick beach nuts. He became bewildered in the thick woods, and went directly from the homeward path. Night fell, the rain storm came up and when the lad reached the Pfieffer house Mrs. Pfieffer took him in and put him to bed.

Better Health

In a Long Island City Family Because of Hood's Sarsaparilla.

"I was troubled with neuralgia and headaches and disordered stomach. Reading about the cures by Hood's Sarsaparilla I decided to get a bottle, and after I had taken it a short time I was entirely cured. My husband is now taking this medicine for rheumatism, and my children to purify their blood, and we can all safely say that Hood's Sarsaparilla is in every detail just what it is claimed to be. I never intend to be without it."—Mrs. J. Lozynski, 185 Purdy st., Steinway, Long Island City, N. Y. Remember

Hood's Sarsaparilla

Is America's Greatest Medicine. Sold by all druggists. $1; six for $5. Be sure to get Hood's.

Hood's Pills are prompt, efficient and easy in effect. 25 cents.

BEFORE TREATMENT

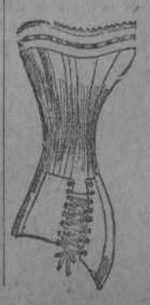
LADIES,

this picture is a true representation of my treatment before and after for removing wrinkles, restoring the face to its youthful appearance. If your face is falling, getting flabby, and you stand before your mirror and with your hands raise the cheeks, you will form some idea of how you would look after my treatment. To prove my method, ladies who cannot come send 10c for printed matter, manner of home treatment, physician's certificate of indorsement, photos of ladies treated who are willing to testify to my honest process of removing wrinkles, smallpox marks, freckles, discolorations, etc., making any face beautiful with perfect complexion.

AFTER TREATMENT

Mme. MAYO, 240 Fifth Ave., New York.

VIAU'S ABDOMINAL CORSETS.



LONG WAISTED, OF special design, made very short over the hips, leaving nothing under the belt to prevent corset from curving in to the waist. May be laced as desired.

PRICE $5.00 UP.

FOR SLENDER LADIES.

I have my newly patented Spring Bust Corset, which does away with all padding. Price, from $2.50 upward.

Made to order, $4.00 and upward.

SEND FOR CIRCULAR.

B. VIAU,

69 W. 23d St., N. Y.