CREWS' MERITS COMPARED.

Burr McIntosh Points Out the Difficulty of Picking Out the Winner.

Great Issues Are at Stake Over the Result of Next Friday's Race. Indications as to the Betting.

By Burr W. McIntosh.

Wednesday, June 23.—Freshman Race—Yale (1), Cornell (2), Harvard (3).

Friday, June 25.—'Varsity Race—Harvard (1), Yale (2), Cornell (3).

That's the way I pick 'em at this writing. What do I know about it? Nothing! Not a thing. I leave it for those who know all about it to tell after the race: "Didn't I say that if so and so happened that So and So would win?" Nobody really knows much about it. There is a terrible lot of turmoil and hubbub up here to influence one in trying to figure out winners. But I find the best way to arrive at a conclusion is to take four ounces of "observation," one ounce of "what you read," an ounce and a half of what people "know," three-fourths of an ounce of "undergraduate enthusiasm," half an ounce of "college betting," an ounce and a quarter of "knowledge" and seven ounces of "what you feel in your bones;" and you have a pound weight which will pass unchallenged nine cases in ten.

And yet to-day there isn't one of the above mentioned crews that hasn't a good look in. Harvard has been the steadiest performer. Because of last Fall's work she started in far ahead of her opponents. Very great improvement is not therefore to be expected, but every man in both boats knows full well the intensity of the desire felt in the outcome. The 'varsity is in as perfect condition as could be possible.

Very encouraging reports come from Yale's quarters. The man whose judgment I bank on there really feels very hopeful. If they do the trick it will certainly be a big victory for "home talent." I have known "Bob" Cook for eighteen years, and have followed closely his association with Yale's rowing interests. Victory to him this year means more, far more, than any year in the past. Failure at Henley led to harmful criticism. It is an open secret that there have been dissensions in the crew. It took a brave man to go up there at the very beginning of the season and start to build up a crew with only two of last year's crew as a nucleus. He has accepted the entire responsibility and has built up a crew which really seems to be formidable. Although I'll have to walk for months if they win, nobody would cheer their victory more heartily. But I don't think they can do it. A week ago, in choosing Cornell to also win from Yale, the men from last year's excellent boat were an important factor. Three weeks ago I'd have staked my life on Cornell's chances against Yale. Possibly their family troubles are not our affair, but if the silly, rattle-brained game of "Cornell checkers" is continued, and it really is true that "no man knows who is to be in the boat up to the last day," I would much prefer that I had put my fifteen cents on a double "00," which is fixed to never come up. But it must be fun for somebody. I am told that the game was played by ordering the crews to line up side by side. Then the moves were ordered. For instance, "No. 6 'varsity, go to No. 2 Annapolis;" "No. 4 scrub jump No. 5 'varsity and move to stroke Annapolis." No. 5 'varsity, being "jumped," falls out of the boat and swims for shore. It doesn't matter if he doesn't reach there. They have oarsmen to burn at Cornell. (And innermost reports say that they are burning to beat the band.) The game is kept up until there are two boats left filled. Then two dice are taken, and, leaning over the port side, so as to be sure of getting left, the coach throws until either 7 or 11 appears. Then he says to one of the crews: "You're it!" and for twelve whole hours that is the 'varsity boat. But they have so many men here that they can be swimming all along the course in case anybody gives out.

Dollars to Crullers.

For the Cornell-Pennsylvania-Columbia race, although it is dollars to crullers that Cornell will have a new crew, I cannot see a great deal of sunshine on the horizon for the followers of either Pennsylvania or Columbia.

Truly, there is no telling what a day may bring forth. A week ago it was firmly fixed in that which I would fain call my mind that it would be Harvard, Cornell, Yale. The juggling of thought may turn it back that way by next Thursday, or after Yale arrives. Up to date, since her arrival, Cornell has been a distinct disappointment. Possibly this impression is accentuated by watching Harvard. It is no exaggeration to say that nine-tenths of those who will be fortunate enough to be here next Friday will say the latter is the best looking race crew they ever saw. It really is a delight to watch them. During the three-mile spin last Wednesday (they started to do four, but were forced to stop through the lack of courtesy of the steamer Hasbrouck) a uniform stroke of 32 was maintained from start to finish. The time, 14:35, was, under the conditions, very good. There isn't a boat on the river that moves with anything like the smoothness. They also dip deeper and catch the water firmer than any other crew here. It is an open question as to which is the better method, but both Cornell and Pennsylvania are given fully twice as much work as Harvard. This fact will prove a good object lesson for coachers to study. The reason will be learned in Mr. Lehmann's interview.

Pennsylvania, both 'varsity and freshmen, have improved very much during the past three days. They are both exceptionally good looking in the boat. The chief fault—and one which will be made very manifest in the race—is not "chewing it up." They don't get deep enough in the water to get full value. It need cause no surprise if both crews round into dangerous form.

I cannot see any hope for Columbia. There is no crew on the river that can touch them in powerful appearance. They are veritable giants, as compared with almost any of the others, but a crew of Sandows and Samsons couldn't win from any freshman crew here. The Columbia 'varsity seems muscle-bound to a degree. They move well together, but there isn't the agile activity and utilizing of the body which makes winning crews. At this writing it looks very much like Cornell, Pennsylvania, Columbia, for both 'varsity and freshmen.

It can safely be said that the betting on the 'varsity race next Friday will be, possibly, the heaviest in history. In no sense is this harmful or pernicious in any way. Most of the larger wagers I have heard of, or seen made, are between Yale and Harvard men, Cornell being barred. In many instances the man making the proposition has taken his choice, with the other two in the field. The reason for the unusual number of wagers being laid is that Harvard has an even or odds-on chance. There are no gamer supporters of their colors than Harvard men when they feel that they have a chance, but to see game after game, race after race and year after year go by without a single championship would try the soul of Richard the Lion Hearted, were he here, to say nothing of the pocket of a numerous millionaire. Therefore, with better cause than they have had for years, Harvard is betting. And Yale, well, always. There never was a team, nine or crew from New Haven that went without supporters. The deep-dyed feeling of infallibility is not weakened by an off year or two. Last January I told a Yale man that I didn't think Yale would be first in baseball, on the track, on the water or on the football field in this year of 1897. He offered to bet 1 to 3 that she would win them all. Week before last I saw a Yale man bet $50 to $25 that Yale would defeat both Harvard and Cornell. True, it was in the heat of argument, but he did it. I never do any wagering myself, but to those who do, I would whisper that my idea of fair odds is: Harvard, $100; Yale, $65; Cornell, $57.50.

What the Race Means.

The victorious crew next Friday will be hailed with heartfelt enthusiasm by all but extreme partisans. Ninety-nine people in every hundred here will know, and have known for weeks or months, the issues at stake. They know that if Yale wins it means a great victory for "Bob" Cook, and victory or defeat means much. And the most deserving crew will have won. They know that if Harvard wins every true sportsman's lungs will expand and give forth their loudest hoorahs for Rudolph C. Lehmann, the gallant sport-loving gentleman, as well as for the boys who will have killed the crimson hoodoo. If Cornell wins the memory of her splendid conduct during the period of "arranging" the present race will be recalled. Cornell, in a way, will stand for American spirit, as neither of the others does. She is willing to row all comers in the college world. Whether she wins or loses, Yale and Harvard will withdraw and begin their five years of dual existence. So the satisfaction to Cornell for futurity will be known and felt.

The old line, "alas! how soon are we forgot," came very vividly to mind last Thursday as Cornell's crew and coach swept by Harvard's quarters. It is a safe conjecture that not one person in a hundred who will be here next Friday will think of associating the names Leander and Cornell. And yet, a little less than two years ago the entire sporting world of the two countries was rent and torn asunder by the Leander-Cornell contretemps. Mr. Lehmann was the Leander coach and Mr. Courtney was there in the same capacity for Cornell. Thus to him who delves into history and man's innermost thoughts a desire to have strong X rays turned on to the thoughts of both would be very pardonable. Nobody in England blames the boys who sat in the Cornell boat for an iota of the damage caused. And next week, when Yale arrives and the launches pass each other, I wonder if the suggestion of a thought similar to "Oh, if I only had last year's Leander crew here," will not involuntarily flash through the Harvard coach's brain. He had the pick of all England then. Now he has but one university to choose from. Therefore, if victory is his next Friday it will be all the better earned. But I believe he feels as sure of victory to-day as he did a year ago.

Mr. Lehmann's Forecast.

The following opinions will be of interest to all interested in college rowing. Almost a year ago, at Henley, after Mr. Lehmann had finished the last hard practice spin on the Saturday morning before the Leander-Yale race—to be rowed the following Tuesday—in response to a cable from a paper I represented, he gave the following characteristic statement:

As to English crews, I believe I've got a good crew. They've only been together three weeks. Don't know whether they are equal to '91 and '93. Leander crews have a way of pulling themselves together and acquiring pace in the last two or three days, and even during the race itself. The crew has shown very fair pace over the whole course, and over every part over which I've tried them. In rowing for two minutes they have shown as much pace for that short burst as any crew I've seen. I think the average of crews in for the Grand, is a high one, and, assuming that New College is as good as they were at Oxford, or even better, I consider them very formidable opponents for any crew, for they row together in good style and have proved over and over again that they possess great pace. I've seen Yale go very fast for half the course. Over the whole course I haven't seen them go so fast. They are undoubtedly very well together, and the style of their bodies and the uniformity of their work show that they have been admirably coached. They appear to trust more exclusively to their leg work than an English crew, which tries to combine with that a very long body swing, in order to get the weight of the trunk properly applied throughout the whole stroke.

Physically, Yale men are the strongest crew here, and the contest between English crews and them will therefore be a contest of styles, several of the English crews here being excellent exponents of the English style, as I assume Yale to be of the American style. A "bushes" wind, such as prevails to-day, will immensely favor any crew having the "bushes" station, and a very great deal will therefore depend upon the chances of the draw which takes place this afternoon.

R. C. LEHMAN.

The reader will certainly not deny that the mind of a diplomat evolved the words above quoted, or that the speaker had a from fair to middling idea of the story to be told a few days later.

Quite as interesting in its way was the opinion of Mr. H. T. Trevor-Jones, who coached the winning crew of the year before—Trinity Hall—one of the most popular men and coaches in the English rowing world. He and his faithful gray horse, "Sultan," had coached the Cambridge crew at Cambridge, and different crews at Henley for the past dozen years. Mr. Trevor-Jones gave the following views just after Mr. Lehman had submitted to the ordeal:

I can only talk about our own crew. They went off at the beginning of the week, dead, the natural result of the first week or ten days' training, with three hard days work on top. Since then I've eased them, and now they are shaking together fast. I expect to bring them to the post quite fit on Tuesday. I think the crew is about as good as last year's. Of course, success depends entirely on the draw. Wind like to-day, the Bucks side is worth at least four lengths. Of our opponents, I am most afraid of New College.

H. T. TREVOR-JONES.

Mr. Lehmann Is Satisfied.

After the Harvard crew had returned from their work this morning, once more I pounced upon Mr. Lehmann and led him to a shady retreat as near as possible to the one resembling the tree which overshadowed Leander's quarters last year. I re-read his last year's interview, and he smilingly submitted to a repetition of the ordeal.

"As to Yale," said he, "I saw them four weeks ago, but not having seen them since I cannot, of course, form any estimate of their ability. They appeared to me then to be a very sturdy lot, and they have undoubtedly improved very much since that time, but, of course, I cannot judge how much.

"Cornell I only saw Thursday from the top window of our house, so I cannot say anything in regard to them.

"As to my own crew I am very well satisfied with their improvement since the first three days, when they were much thrown out by the change of water and surroundings. Since then they have steadily improved in uniformity and in rhythm, and I have seen them show very satisfactory pace."

"Are you satisfied with them?"

"Yes. I am thoroughly satisfied with them. There has been absolutely no trouble of any kind, either in question of teaching, discipline, or of general training. Individuals in every crew have certain faults which a coach finds it impossible to eradicate, but I think this crew has what we call in England a good 'general style,' and has grasped the main principles very well. I never saw a crew that was so teachable and that thoroughly took hold of a new schooling as this one."

"Quite a bit of discussion has arisen over your not having worked the crew nearly so hard as the coaches of the other crews have. Had you any particular reason for giving your crew less work?"

"Not particularly. I would have given them more work during the past three days than I have but for examinations and rough water. However, they do not need a great deal of extra work. They were worked very hard in the early Spring, with a view to being able to take it easy when they came here for the warm weather. I shall very probably give them one more hard trial at either three or four miles, but do not know just when."

"What do you think of the course and the contingencies which may arise next Friday?"

"I think it rather unfortunate that conditions render it necessary to have the race rowed at half after three, as the water has been very rough at that hour almost every day since we have been here. If it is as rough as it has been most of the time no shell could live in it; but what will be decided upon in the event of too much roughness I, of course, do not know."

In conclusion I congratulated Mr. Lehmann upon the success which he had made while here in every way and the interest which he had aroused in college rowing, and then asked him if he would hesitate to say whether or not he was thoroughly satisfied with his charges.

"My association with Harvard," said he, "has certainly been quite the most gratifying time of my life. I am very proud of the crew, and I've become very much attached to them all. I am thoroughly satisfied with their condition now, and if we do not win, it will not be because I have not had a crew that I was in every way satisfied with, for I never had more satisfactory material at my command."

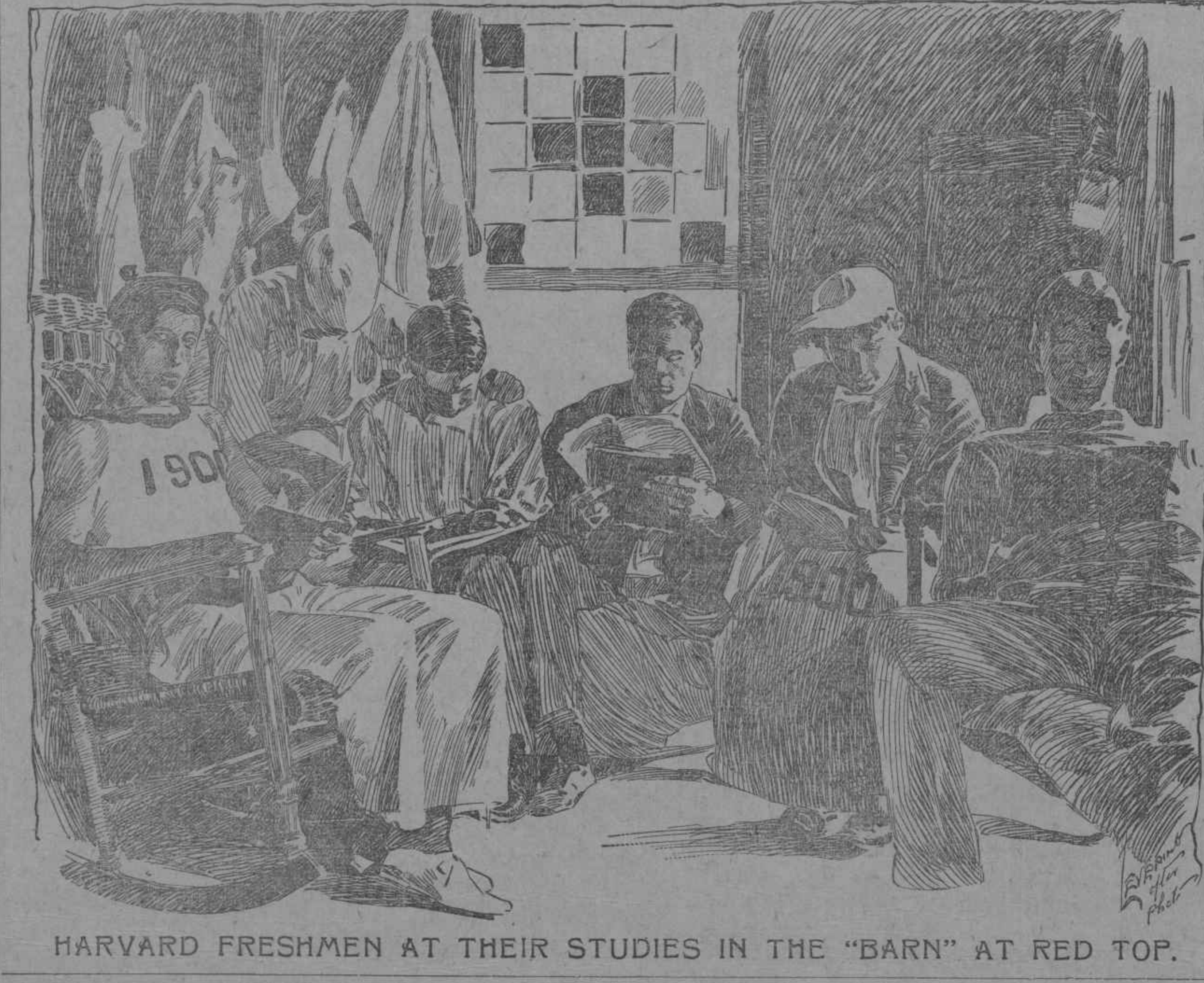
Splashes and Tips.

All ye who can should be here next Wednesday to see what looks fair to be the scrappiest race of the four. The youngsters of Yale, Harvard and Cornell have all been at work. They all think they are good, and those who are fortunate enough to be here are likely to agree with them.

The only hardship which Mr. Lehmann has had to endure since his first arrival here has been, and is, the continued effort of his newspaper admirers to change the name which his family preferred—Rudolph—to plain, prosaic Robert.

Gordon S. Carrigan, the experienced commodore of the Schuylkill Navy, has been widely spoken of here for referee for the second week. The committee could hardly improve upon Commodore Carrigan from every standpoint, and from the talk here to-day he is quite likely to be invited to officiate.

A word to those filled with wisdom is sometimes all that is necessary. Any man coming here the day of, or day before, the big race, and bringing with him the innocent belief that the best of everything in the way of comfort and opportunity to see the race is his, had better have that belief drawn before starting for hence. Unless previous arrangements have been made, come expecting to take every chance.



HARVARD FRESHMEN AT THEIR STUDIES IN THE "BARN" AT RED TOP.

VARIOUS TYPES OF STROKE.

Walter Camp Reviews Some of the Important Races in College Boating History.

By Walter Camp.

THOSE who speak of strokes, English and American, usually take it for granted that the English stroke has always been a long, slow stroke, while the typical American stroke has been a rapid one. This is a mistaken idea, for the Englishmen have been through the question of high strokes, and some of them were by no means unbelievers in the quick stroke back in the late '60's. Archibald McLaren, one of the early authorities on boating in England, wrote in the early '70's, lamenting the increased love of the high stroke, as follows: "Too often we have found that a short, quick stroke, by which the boat is kept at an almost uniform rate of speed throughout, is a vast saving of propelling power. The difference between this and the old stroke resembles that between an unbroken, even level running, and a succession of leaps or bounds."

What might be called the stroke in the early American college boat races was a high one. In 1859, in the closest race up to that time rowed, namely, a race on Lake Quinsigamond for the Worcester citizens' prize, the Yale crew, which finally won the contest while rowing for the most part at forty-six to forty-eight, spurted after Harvard had the lead upon them to fifty, and then it is credibly reported to sixty at the finish and won by two seconds. Something may be said in extenuation of such a pace, for the crew, it seems, had, up to a short time before, been rowing with thirteen-foot oars and a stroke of only thirty-eight, but their new oars were only ten and a half feet long, and they found themselves unable to get and keep way on the boat save at a high stroke. But the demon of the fast stroke had seized upon them, for the next year they ran it up to a similar point and were beaten by Harvard, but by only twelve seconds.

Yale First Moderated Her Stroke.

In '64 and '65 the Yale stroke was still quick, but not so short as in the race of 1860, the last previous race. In 1866, however, Harvard quickened her stroke up to forty-two, while Yale altered hers to a much longer and slower one. Harvard won by a half minute. In 1867 Harvard won again, but, in 1868, led away, as seems almost always the case, when once thoroughly in love with a fast stroke, they ran it up still higher, forty-five, and shortened their oars still more. True, they won again, but the crew they sent to England in the following year was rowed down by the Oxford four in the last two miles of the race. For all this in 1870 both Yale and Harvard rowed a high stroke, Yale as high as forty-four and Harvard as high as forty-eight, and, although they had the 'varsity race to themselves, both their freshmen crews were beaten by Brown. Yale did not row in the next regatta, but Harvard did, and was beaten easily by the Massachusetts Agricultural College.

Harvard and Yale were both beaten by Amherst the following year, and then Cook went to England and brought back the principles of the longer, slower stroke. With this stroke Yale won in 1873, but the following year both Yale and Harvard pulled thirty-two to thirty-four, and were beaten by Columbia at thirty-eight in the first race. What the eventual outcome might have been no one can tell, for Harvard and Yale fouled and Columbia won. Again the next year Cornell, with her higher stroke—higher, that is, than the stroke Yale and Harvard were rowing—won. In 1876 Yale pulled thirty-two to thirty-four and defeated Harvard, pulling from thirty-five to forty, but Harvard was defeated by Cornell again at a point or two higher still. In 1879 again we find Harvard pulling a stroke averaging two points higher than Yale's, though only going up to thirty-eight, winning the race, and in 1880 Yale, at an average of two points higher than Harvard, thirty-eight to forty, winning. In 1881 both crews got up still another peg, and Yale, going from thirty-eight to as high as forty-four, with Harvard only to forty, the race went to Yale.

Davis Came on the Scene.

But in 1882 occurred what was unquestionably the most remarkable exposition of a fast stroke that has ever been seen. The whole story of the stroke and what led up to it is worth telling.

The year before Davis, a professional, had had more or less influence in leading the men to practise a high stroke. There was a good deal of discussion about the matter, and some questionings among the old graduates as to the advisability of the high stroke. The boating men were rather divided, although the undergraduates and crew were strongly impressed with the statements made by Davis.

Finally it came to be a question that must be determined, and Davis offered to build a boat, and rig it according to his ideas, and if the crew with the fast stroke in this boat did not beat the time that was the record on the harbor, that is, beat the best time ever made by any Yale crew over the four-mile harbor course, by more than a minute by the first of May, they could turn him and his boat adrift. The offer was accepted, and in spite of the thorough disbelief of many, the fast stroke in the peculiar rig—the men being seated in pairs—did accomplish all that had been claimed for it. The test was made before a number of the graduate committee of the boat club, and the time was 20 minutes 9 seconds.

The Davis rig and stroke, therefore, won the day, and the crew went to New London thus equipped. On the day of the race there had never been a more confident Yale crew. They had repeatedly beaten time records in their practice work, and felt sure of success. They started off at a stroke of 46, letting it down to 44, but never at any period below 40, and the boat entered the third half mile of the race a clear two boat lengths ahead of Harvard, and evidently good to keep up the pace indefinitely.

The Boat Seemed Anchored.

Here happened the most inexplicable thing that has occurred in college boat racing on this side of the water; a thing for which all sorts of explanations have been offered, but none of them thoroughly satisfactory.

In that half mile they rowed the same high stroke, but the boat was as if anchored, and Harvard gained eight boat lengths before the end of that half mile, thus making up the two lengths they were behind and putting them in the lead some six lengths. This portion of the course was called the "eel grass" section, and was over the flats, while the Harvard boat was in the channel. But it does not seem as if this would have been enough to make the remarkable difference. From that point on to the finish Yale gained at every stroke, and at the quarter mile was lapping Harvard, and had her coxswain not mistaken the course and steered outside of some boats, the fast stroke might even then have triumphed, for Harvard finally finished by a scant half length ahead.

Although defeated, the Yale crew, with the fast stroke, and in spite of the stop in the third half mile, had rowed the course in faster time than any Yale crew before them; and it is no wonder that among the men who rowed in this boat there are some settled convictions as to the advisability of the fast stroke.

FAREWELL TO GALES FERRY.

Yale Crews Leave This Morning, on Their Yacht Peerless, for the Hudson.

GALE'S FERRY, June 19.—Early to-morrow morning the Yale crews will bid farewell to Gale's Ferry for another year, and on board the yacht Peerless will be sailing down the Thames bound on the voyage to Poughkeepsie. The crew is exceedingly fortunate in having so generous a friend as Mrs. Harkness, for in placing the Peerless at their disposal she has not only saved to the Yale management a very considerable sum of money—the cost of transportation for men and shells—but she has changed the trip from New London to Poughkeepsie from a tedious and confining journey by rail to a pleasant Sunday sail by which the men will really be benefited in health.

It is just twenty-one years since the Yale crews commenced to come to Gale's Ferry to train, and nineteen times they have raced on the Thames. Last year they went to Henley, and this season they are to vie with Harvard and Cornell on the Hudson. Yale has been criticised this year for again coming to New London for the period of final preparation, when the race is to occur at Poughkeepsie, but those in a position to know best say that this is the wisest move that she could have made. Here on the Thames the coaches know every bend and turn of the river, every tide and current, and they know in just what time and under just what conditions every Yale crew for the past twenty years has covered each fraction of the four-mile course. Consequently, they are able to compare the work of the present crew with records made in the past, and to learn just where they stand. They know, too, that this has proven a most healthful place to train, and that the quietness and seclusion of their quarters have given the men an opportunity to concentrate all their thought and energy simply on the improvement of their rowing.

Bob Cook Is Happy.

Every one is enthusiastic this year over the good results of the training at Gale's Ferry. Bob Cook declares that the crews have made as much progress during their seventeen days' stay here as they did during the entire Spring practice in New Haven, and Captain Bailey heartily echoes his sentiments. Save for a little wind and rain the first few days after their arrival, the weather has been exceptionally favorable, and has remained so cool that there has been no danger of the men getting out of condition, even under unusually hard work. The total loss in weight of the crew since their arrival here, and after more than two weeks of hard daily practice, is only between 16 and 18 pounds, and the 'Varsity crew men leave here in perfect physical condition.

The form of the boat has improved wonderfully in the past two weeks. The oars are taking the water in better time and with a firmer catch, there is more power in the stroke, the boat rides more evenly and goes faster between strokes. But the great trouble with the crew is that they are erratic.

Their Form Not Consistent.

Under seemingly the same circumstances they have covered the four-mile course in what approached very nearly to Cornell's record time on the Hudson last year, and then, again, they have proved two minutes slower. In the half-mile they have twice equalled any previous record made on the course, and they have twice been beaten by a freshmen crew, which, though faster than most freshmen crews, has been weakened by the loss of some of its best men. It is certain that the Yale crew, if at its best, can pull out a magnificent race against Harvard and Cornell, but if the race should come on one of its "off days" it is not impossible that they would form the rear guard of the procession.

There has been no change whatever in the make-up of the crew since two days before the Wisconsin race, on June 29, and, barring some accident, the order in the race will be as follows: Bow, Rogers; 2, Whitney; 3, Campbell; 4, Grenway; 5, Captain Bailey; 6, Allen; 7, Griswold; stroke, Langford.

The Freshmen's Chances.

The Yale freshmen have, up to within the past two or three days, been considered as the most probable winners of their triangular race with the youngsters from Harvard and Cornell. They are a big, powerful and splendidly built set of fellows, who row in very much better form than is usually found with freshmen. But misfortune has overtaken them at the eleventh hour, and the whole outcome of their race is now absolutely uncertain.

Simons, No. 2, one of the best men in the boat, has been found deficient in one of his examinations, and under the rigid faculty ruling cannot represent his class in the race. At the same time, Schueppe, one of the substitutes, has been incapacitated from rowing on account of a wrenched knee, and Wicks is the only remaining substitute who can be put in the boat. Previous to the withdrawal of Simons the order was: Bow, Patterson; 2, Simons; 3, Brock; 4, Flint; 5, Cross; 6, McGee; 7, Niedecken; stroke, Williams. Now, four days before the freshman race, it is not yet determined whether Wickes can be put in at Simons's place, or whether the whole order of the boat will have to be shifted.

Local Tennis Championships.

The Metropolitan lawn tennis championship will be held under the auspices of the United States National Lawn Tennis Association, by the West Side Tennis Club, beginning on Tuesday, June 22. The events will consist of men's singles and doubles and mixed doubles. An open handicap for men will also be held. A handsome challenge cup is offered in the men's championship singles to be won three times to become the property of the winner. Mr. Robert D. Wrenn will act as referee.

STUBBORN FACTS.

Some of the Most Surprising Achievements of the Age.

An Institute of Healing by the "Laying On of Hands."

How the Public View the Work of Professor Damon, the Magnetic Phenomenon.

A new lustre is added to the fame of our great metropolis by the glorious record the Magnetic Healers have created for themselves in curing all manner of diseases.

They came among us nearly a year ago determined upon a course of humanitarian work. They treated, free of all cost, 2,138 people upon the platform of Masonic Temple. Since that time the press of the city has teemed with accounts of their wonderful healing of all conditions of invalidism.

At first it was before the public gaze that these great men performed such cures as astonished thousands of spectators; later it was at their institute, where those who could pay for treatment sought them in such numbers as to necessitate a change to larger quarters. And to-day there is no more interesting feature of the city than the Damon Institute, at 30 and 32 West 27th st., near Broadway.

There, sitting about the stretch of luxurious reception rooms, are patients of all conditions and from all directions for consultation and treatment. The latter case is entitled to especial notice, for they represent the entire gamut of ailments.

The founder of this institute, Prof. Damon, the principal exponent of Vital Magnetism in America, is without a peer in the power of healing disease by the laying on of hands. It may be truly said there is magic in his touch—a subtleness of magnetic force that dissipates pain and infuses new life as the glow that radiates warmth. Through his knowledge of the demands of the science he so ably controls, he has secured as co-workers men who possess similar qualifications and who are eminent in medical lore and practice. These specialists are as a united whole in perfecting the marvellous cures that are the order of the day at this mecca for invalids. Among those whom the writer of this article has met, that have been cured at the institute, are Mrs. James Stewart, of chronic rheumatism in limbs and arms. Mr. Anthony Simpson, of paralysis in right arm; Mrs. Mary Hatch, of goitre; Mrs. Anna Crouch, of fibroid tumor; Miss Morrison, of glandular swelling of the throat; Andrew Martin of lumbago, kidney and liver trouble; Henry May of rheumatism in limbs, back and hands, to a terrible degree. These were all chronic cases of years standing.

Elegant rooms are furnished patients from a distance. Don't forget the number, 30 and 32 West 27th st., near Broadway.

These nerves that you see marked on the drawing are sympathetic nerves. They originate in the brain and the spinal cord. These are their centres. They are distributed to the stomach, they are distributed to the heart, they are distributed to the lungs, they are distributed to the liver, they are distributed to the bowels, to the kidneys, etc. When these nerves are harassed, when they are misused, when they are abused, nervous twitchings in different parts of the body follow—indeed, nervous twitchings are to be expected. Abuse any of nature's children and you pay the penalty. 'Tis the abuse that kills. If you overload the stomach, overtax the brain, or overharass any of the organs of the body, you must expect weakness to ensue. Now, it is a fact that the great remedio-treatment "Hudyan" reaches these nerves and puts them in good order. "Hudyan" cures the disorders and disabilities of men. It is a remedio-treatment for men. It cures lost manhood, drains, pimples, prematurity. "Hudyan" cures morbid fancies, etc. If you are suffering, why don't you use the right effort to be cured? Why don't you use the great remedio-treatment, "Hudyan?" Hundreds and hundreds and hundreds of men have used the "Hudyan" remedio-treatment, and they have been cured. You, too, can be cured. If you can't, call or write to the greatest medical Institute in the West—Hudson Medical Institute. The doctors will advise you at no cost to yourself. Write for "Hudyan" circulars and testimonials. No one else can give you "Hudyan."

CIRCULARS AND TESTIMONIALS FREE.

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