

BELL DID NOT WARN OF DANGER.

Tally-Ho Horror Grand Jury Says the Weight of Evidence Tends to That Fact.

PRESENTMENT HANDED UP.

Positive Statements as to the Railway's Conduct Are Preferred to Negative Ones.

WITHIN LEGAL REQUIREMENTS.

The Local Authorities Are Urged to See That Gates or Flagmen Are Placed at All the Crossings.

The Queens County Grand Jury yesterday handed up the following presentment touching the tally-ho horror at Valley Stream:

To the Honorable, the Supreme Court: The matter of the terrible disaster which occurred at the Merrick crossing, near Valley Stream, in the town of Hempstead, on May 31, 1897, has been properly brought before the Grand Jury of Queens County.

Not only has the Grand Jury considered this matter in its relation to those who suddenly and fearfully died in the collision, but it has also considered the lives of those who may be hereafter in jeopardy by reason of similar catastrophes arising from similar conditions.

By reason of the great importance which attached to this matter and the widespread interest felt in the result of its conclusions, the Grand Jury has been most diligent, and has exhausted all means in its power to fix the responsibility for the disaster.

We find that George Pashley, Lester Roberts, William Gilchrist, Dora Bertson and Winslow Lewis came to their death from wounds, bruises and fractures incidental to the collision between a locomotive of the Long Island Railroad and a coach, upon which deceased were at the time being conveyed.

It is conceded on all sides that the crossing is a dangerous one. That there is neither a flagman nor gate there, and as to whether or not the electric bell, placed there by the company, was operating at the time cannot be absolutely determined. The weight of evidence strongly tends to show, however, that it was not.

We are informed that the only charge, if any, which could be made against the railroad company, would be a charge of manslaughter in the second degree, arising from the fact that the company was guilty of culpable negligence.

To sustain this charge of culpable negligence we are unanimously of the opinion that there have been some act of the company so grossly negligent as to be criminal in its character or some omission of duty so flagrant as to amount to incalculable negligence.

We understand that the law compels all railroad companies to sound a whistle and ring a bell at a distance of not less than eighty rods from the point where a public highway intersects the railroad track, and also sign boards to be placed where they can be seen at all crossings when the track is at grade with the highway, and that these are the only statutory obligations imposed upon the company. The statute law, we are informed, does not compel the company to place a flagman at every crossing, or an electric bell unless directed so to do by order of the Court upon application of proper parties.

Affirmative Accepted.

While there are several witnesses who swear that they did not hear the whistle or bell at the whistling post, there are several others who swear that they did; and both the engineer and fireman swear that the whistle was blown and the bell rung. We assume that the direct and positive testimony is to receive the greater weight. The claim, however, is made that the witnesses did not hear the bell ring or whistle blow. All witnesses testify as to the proper signboard. It appears to us, therefore, that the railroad company has observed the statutory requirements. Outside the statute law there can be no doubt that the company has used the same care and diligence to protect the travelling public, but having observed the regular requirements, we cannot say that the company was negligent in any particular. Whether it observed that care and diligence which it ought to have done, outside of the statute law, is not for us, but for the civil tribunal to determine.

We next come to the responsibility of the driver of the coach. The evidence shows that he had with him two assistants who were to aid him during the journey. They had already crossed several tracks. There had been a collision at the crossing a short distance from the crossing, and one of the assistants testified that they did not see the warning sign until they reached the track, and that at no time while on the journey did the driver give the horses and send one of the men ahead to look out for approaching trains while crossing the railroad.

No Bill Against Driver.

It was seen that prudence would have indicated to the driver of the coach, laden as it was with so many people, that these men who were sent with him as assistants could have been utilized for no better purpose than watching for approaching trains. We particularly commend the driver of the coach, for that want of prudence and foresight which caused him to lead in a very large degree to the catastrophe.

We cannot, however, find upon the evidence that there was such a degree of negligence as would warrant us in finding a bill of indictment against the driver for manslaughter.

We now come to what we believe to be our duty to the living. There is a duty which the travelling public owes to itself which should not be forgotten. The law gives every individual the right to rest, and any person may petition to the local authorities for either a gate or a flagman at crossings where the track is at grade with the highway, and the local authorities may direct the company to install such gates or flagmen. If the company neglects so to do, then the local authorities may apply to either the Supreme or the County Court, and if either of these courts orders such gates or flagmen, then the company must install them. The local authorities are the Commissioners of Highways in town affairs, the village trustees in village affairs, and in county affairs the Board of Supervisors. The law names the proper local authorities to make application for a flagman or gates at the crossings, and the local authorities being in the county road system of Queens County.

Safeguards Needed.

Numerous witnesses have testified that the crossing is a dangerous one, but no person has been found who has made any complaint to the local authorities. The local authorities may apply to either the Supreme or the County Court, and if either of these courts orders such gates or flagmen, then the company must install them. The local authorities are the Commissioners of Highways in town affairs, the village trustees in village affairs, and in county affairs the Board of Supervisors. The law names the proper local authorities to make application for a flagman or gates at the crossings, and the local authorities being in the county road system of Queens County.

citizen has a dislike to make himself unduly prominent, and still more often it is too much trouble, and by this procrastination very serious results frequently occur.

We therefore advise that individuals take upon themselves such a degree of personal responsibility as will induce the local authorities to have proper safeguards thrown around the various railroad crossings in Queens County.

We recommend and urge upon the local authorities that they should not further delay, to notify the railroad company of such crossings in this county as are dangerous, and order gates or flagmen at all such crossings; and if the company does not heed these orders, we then urge upon the local authorities to go to the courts and procure orders compelling the company so to do.

We are mindful of the large expense necessarily entailed upon any company compelled to place gates or flagmen at all crossings, but no amount of expense will atone for the loss of one human life. The late disaster has caused widespread suffering to many estimable people, and it is to prevent such horrors in the future that we strenuously urge these precautionary measures, alike upon individuals, and upon those whose duty it is to take charge of these matters.

The foregoing presentment was unanimously adopted by the Grand Jury of Queens County this third day of July, eighteen hundred and ninety-seven.

R. U. CLARK, Foreman.
OLIVER L. JONES, Clerk.

PATRIOTS PRAY TO-DAY.

Tomorrow the Real Active Work of Celebrating Independence Day Begins.

The cracker went off with a slapetty bang, And so did the Union torpedo. The bell in the steeple went clanketty clang, From Bangor to Quogue and Toledo. While fumes of burned powder from East unto West Went bumping around on the zephyr: The fractured thumb owner jumped high with merrit: Like the petulant rail-lapped heifer. By the red, white and blue Of the flag in the sky, Every patriot knew 'Twas the Fourth of July.

The ambulance rattled along like the wind, The patroy pranced, foaming and frantic, The fragments of arica lingered behind, Like the spray on the purple Atlantic. The cannon all belched with a fury divine, The heavens were lit by the rocket, And he that fled swift for the Rockaway brine Soon was fractured in spirit and in pocket. While he wept on the sands, With a long, weary sigh, Though his wan, weary hands, 'Tis the Fourth of July!

The plowheel is whirling, the lantern is lit, The ball of the candle is bobbing, The dog in the cellar is throwing a fit While his eyeballs with terror are throbbing. The orator's doing his blithe song and dance, The flag is the breeze softly kissing, And now doth the victim most tenderly glance On the thumb that's so woefully missing, And from shore unto shore We all joyfully cry In the rumpus and roar Of the Fourth of July.

R. K. MUNKITTRICK.

The special religious celebrations of the Day of Independence are unusually numerous, and include:

St. Jerome's Parochial School, One Hundred and Thirty-eighth street and Alexander avenue, patriotic sermon by Rev. P. W. Handy and presentation of flag by John A. Rawlins Post. G. A. R., to the school. Presentation speech by Charles W. Dayton. Ascension Baptist Church, East One Hundred and Sixtieth street, near Park avenue, 8 p. m., address by State Senator Charles L. Gray.

Union M. E. Church, West Forty-eighth street, 8 p. m.—Patriotic services for Grand Army posts; address by Rev. Dr. Clark Wright pastor.

West One Hundred and Twenty-fifth Street Branch Y. M. C. A.—Patriotic address by Rev. Ensign McChesney at 4:30 p. m.

Laying of corner stone of new German Evangelical Lutheran Church of St. Paul, at 3 p. m., at No. 213 West Twenty-second street.

Washington Camp Grounds, Bond Brook, N. J.—Oration at 3 p. m. by Hon. Amos Cummings.

St. George's Roman Catholic Church, Hoyt and Sackett streets, Brooklyn—Sermon by Cardinal Gibbons, in the morning.

Russell Place Methodist Episcopal Church, Broadway—Patriotic services Sunday evening.

Tomorrow it will be reasonable to expect an accession of fervor among the noise-makers, and in view of the compromise by which the celebration is carried over to a secular day, enlargement of the scope of enjoyment will be more trips up the Hudson, and on the bay, at least as many pleasure-seekers at the seaside resorts, and withal, special demonstrations worthy of particular mention.

The Democratic League of Kings County will celebrate the day in the Academy of Music, Brooklyn, at 10 a. m. Henry George is to preside and an address will be delivered by the Hon. John P. Altgeld, of Illinois.

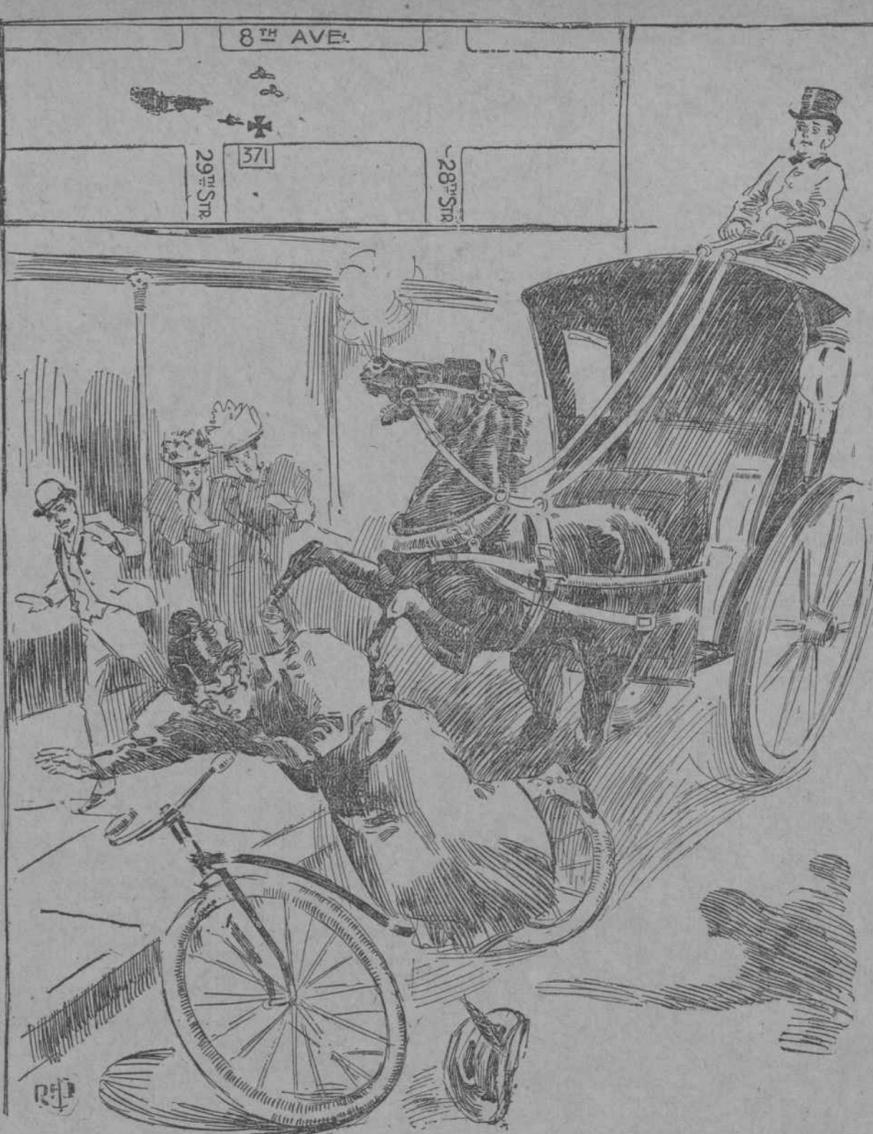
The Yorkville Democratic Club announces a picnic at Schuetzen Park, Astoria, L. I., but that it will take on the enthusiastic character of a good, old-fashioned Democratic Fourth of July celebration is more than probable.

The Clan-na-Gael are to have a picnic at Sulzer's Park, and oratory in which referred to the Queen's Jubilee may be made, is very likely to be part of the proceedings.

The Young Men's Christian Association of New York will make an excursion to Lake Mahopac.

Burglar Caught After Five Years.

After five years of search the Mount Vernon police have run down Thomas White, who is wanted in that city on four charges of burglary. White is sixty years old, and has served fifteen years in Sing Sing prison for burglary. On September 14, 1892, while being arraigned in the Mount Vernon Criminal Court on charges of burglary he escaped from the court officers. Efforts to run the fugitive down proved futile. White, a policeman, was patrolling North Fourth avenue to-night he espied White entering a saloon. He ran up to him and placed him under arrest.



Mrs. Geraldine Pohlman Knocked from Her Bicycle by a Cab Horse.

She was riding down Eighth avenue at 9 o'clock Friday evening, when Cabman Nank Malloy's horse crashed into her from behind. One of the horse's hoofs cut her scalp, her nose was broken and the roof of her mouth was crushed. Witnesses say she slowed up to let Malloy pass, but he forced her toward the curb, and his horse suddenly twitched his head to one side and caught her.

BIKE COP CLUNG TO A RUNAWAY.

Caught the Horse by the Nose, Lost That Grip and Clutched the Collar.

DRAGGED FIVE BLOCKS.

The Horse Brought to a Standstill, Kavanagh Fell to the Pavement Unconscious.

Firecrackers frightened a horse on Fifty-ninth street, near First avenue, yesterday afternoon, giving Bicycle Policeman Francis J. Kavanagh an opportunity to distinguish himself that nearly cost him his life.

The horse was attached to a covered business wagon belonging to Schlepfi Brothers, wine dealers at No. 136 Bleecker street. Driver Henry Wagner had just removed its feed bag and was about adjusting the bit back into its mouth when a firecracker that was thrown by a mischievous boy exploded under the animal's nose.

In an instant the horse had broken away from Wagner and was dashing wildly down Fifty-ninth street, the bit dangling under its chin. Henry Graf, Wagner's assistant,

was in the wagon holding the reins, which, however, were practically useless under the circumstances, but he managed by hard pulling, fearing that the animal would plunge into the river if it continued on Fifty-ninth street, to turn it up Avenue A.

Kavanagh, the bicycle policeman, caught sight of the runaway and promptly raced after it, catching up at about Sixty-third street. He saw that the horse was headless and in an instant conceived the idea of catching it by its nose and stopping it that way.

Another extra burst of speed and he was near enough to make this daring attempt. Then he jumped from his wheel, but his grip on the horse's nose relaxed and he barely saved himself by catching the collar.

Hanging on to it he was dragged for five blocks, or until Sixty-eighth street was reached. The crowds attracted by the runaway expected every minute to see the plucky policeman's brains dashed out. Horse and clinging policeman went by so quickly that nobody was able to go to the rescue. At Sixty-seventh street, however, the animal showed signs of weakening at the tugging of the officer and the pulling of the man in the wagon on the reins, and a man who jumped into the breach at Sixty-eighth street brought the runaway to a standstill.

Kavanagh was thoroughly exhausted by this time, and he fell, happily out of the path of the horse and wagon, and was therefore not run over. He lay where he fell as if dead, and was unconscious when picked up by bystanders. A hurry call was sent to the Flower Hospital for an ambulance, and Dr. Stork, who responded, quickly revived the policeman.

It was only the day before that Kavanagh figured in a singular daring exploit, and almost on the same spot, stopping a runaway team attached to a heavy brewery wagon belonging to Peter Doelger, after a race of eight blocks. His record is one of the best on the bicycle squad.



Bicycle Policeman Dragged Five Blocks by a Mad Horse.

Firecrackers frightened a horse attached to a business wagon on Fifty-ninth street, near First avenue, yesterday afternoon. Policeman Francis J. Kavanagh started on his wheel after the runaway. He caught the horse by the nose, missed that grip and clutched the collar. When the horse was brought to a standstill Kavanagh fainted.

YACHT HELVETIA RAMMED BY A TUG.

Verdon Nearly Sinks Columbus Iselin's Boat in the East River.

MAN KNOCKED OVERBOARD.

Owner and Guests on the Bridge Barely Saved Themselves by Grasping the Rails.

Columbus Iselin's handsome steam yacht Helvetia came within an arm's length of the bottom of the foot of Pike street, East River, yesterday afternoon in a collision with the tug Theresa Verdon.

As it was, the yacht's cutwater and bows were cut into kindling wood and one of her sailors, Charles Dish, was knocked overboard.

On board the Helvetia at the time were Columbus Iselin, her owner; his brother, Adrian, and three gentlemen guests. There were, fortunately, no women. The yacht was bound for Mr. Iselin's country seat at New Rochelle.

Plenty of Room to Pass. Captain Frank Buckley was at the wheel when the Helvetia started up the East River from the Battery at 12:45 p. m.

The tide was running a strong ebb and the yacht had on a full head of steam when she passed the Catharine Ferry on her way up the river. On both sides of the yacht were railroad boats and tugs, also stemming the tide up the river, and bound down were two small steamers, a float and the tug Theresa Verdon. The tug was off the yacht's starboard bow and between her and the shore, and, apparently, there was plenty of room for both vessels to pass.

The Verdon's mate was at the wheel, and when the tug was less than 100 feet away from the Helvetia the Verdon's wheel was suddenly swung to starboard.

In a moment the tug swerved in her course and the next the two boats were rapidly approaching each other bow on.

The Verdon's pilot, who was on the forward deck, saw the danger, and he dashed into the pilot house and wrested the wheel from the mate's hand. With all his force the pilot swung the wheel to port, at the same time rapidly signalling to stop and reverse the engines.

Her Bows Crushed In. The Helvetia's machinery had also been reversed, but it was in vain. The tug came on impelled by the rapid current, and her square nose struck the yacht's cutwater, crushing it like so much putty.

There was a sound of rending planking and then the yacht bounded off and almost capsized to port. Charles Dish, a sailor, was knocked off her forward deck like a nine pin, while Mr. Iselin and his guests, who were on the bridge, saved themselves by grasping the rails.

Dish arose to the surface and swam back to the yacht, which began to settle forward. She was headed for pier 46, where Mr. Iselin and his party landed.

Reaches a Landing Safely. By stuffing blankets into the leak the yacht was kept afloat and with four sailors balling she stemmed to the Atlantic Yacht Club pier, at Fifty-fifth street, South Brooklyn, where she was quickly towed to-day.

The yacht registers 37.12 tons and is valued at \$100,000. The tug was but slightly damaged.

CARELESS CABMAN MUST ANSWER.

Mrs. Geraldine Pohlman's Head Cut and Jaw Crushed on Eighth Avenue.

BRUSHED FROM HER WHEEL.

Cabman's Horse Frightened the Wheelwoman and Trod on Her Prostrate Form.

Tomorrow morning at Jefferson Market Court Frank Malloy, a cab driver of No. 562 Eighth avenue, will have a chance to defend his action in running down Mrs. Geraldine Pohlman, of No. 51 Perry street, thirty-two years old, was riding down Eighth avenue at 9 o'clock Friday evening, when Malloy's horse knocked her from her bicycle a few doors above Twenty-eighth street. One of the horse's hoofs cut her scalp, her nose was broken and the roof of her mouth crushed.

Policeman Pross, of the West Thirty-seventh Street Station, seized Malloy. Mrs. Pohlman was picked up by Mr. M. Newman, a tobacconist, in front of whose shop the accident occurred, and another neighbor and carried to Gebhard & Bell's drug store, at Twenty-eighth street and Eighth avenue. An ambulance was called and Mrs. Pohlman was taken home. She could articulate only with the greatest difficulty.

Dr. S. D. Westcott, of No. 156 West Twelfth street, took a dozen stitches in her head, where the horse's hoof had cut the scalp, and her broken nose was bound so the fracture would knit. The superior maxilla was crushed from the incisors on the left side past the molars, and the patient was very weak from shock and loss of blood.

When the case came up in court yesterday morning Dr. Westcott sent word of his patient's helplessness, and Justice Flammer adjourned the hearing until tomorrow morning. He asked Malloy what he had to say for himself. The cabman answered that he had nothing to say, but he had been on duty fifteen hours and was worn out and scarcely himself when the affair happened.

Justice Flammer held him in \$1,000 bail, in default of which he was remanded to Jefferson Market Prison.

The witnesses of the affair coincided in saying Mrs. Pohlman was riding quietly and slowly downtown. Malloy's hansom was going in that direction. Mrs. Pohlman was midway between the downtown car track and the curb. When she heard the horse's hoofs she slowed up to let Malloy pass. He kept forcing her toward the curb, and his horse, suddenly twitching his head, caught Mrs. Pohlman on the shoulder and she tumbled over on her side. Her bicycle was smashed by the cab wheels.

Mr. Pohlman said yesterday: "My wife has ridden a wheel for more than a year and is covered 2,000 miles without mishap. She was advised by a number of physicians to ride. Policeman Pross has the names of several witnesses, who will bear me out in asserting that the affair occurred through no fault of my wife. Possibly exemplary punishment were assessed Malloy, other tired drivers would be more careful."

Passengers on the train which left the Brooklyn end of the Bridge at 8:23 o'clock yesterday morning saw a young woman crossing the street with her bicycle. She was following Policeman Andrew Kane made the following report:

At 8:25 a. m. a young lady on a wheel, accompanied by a young man, was riding on New York tower was struck by a wagon and knocked off her wheel. I reached her as quickly as possible but she was not hurt. She refused to give her name or address and required no medical aid.

Mr. Miller, of No. 113 Nassau street, an eye-witness, said: "I was standing on the platform of the second car of the train. I noticed a wheelwoman pedaling rapidly across the roadway, just before reaching the lower end of the New York side sidewalk to pass a lumber truck. The driver was seated on the front axle, while the pole of the truck was extended over the sidewalk fifteen or more feet behind him. The driver turned toward his left to get past another truck, crossing the bicycle's path. She slowed up, but ran into a pocket formed by the front and rear axles and the pole and the bridge railing. There was a crash, and the young lady, who was riding a girl, she slipped off her wheel and fell on her right arm over the pole between the axles and hung there. Several of us shouted 'Help!' and she was rescued by a man who pulled up his horse. A policeman ran up to her."

A Chapter of "Bike" Accidents.

Mary Gill, while attempting to cross Fifth avenue near One Hundred and Twenty-fifth street last night, was run into by William Cost, twenty years of age, of No. 111 East One Hundred and second street, who was riding a bicycle. Miss Gill suffered a severe fracture of one of the ribs. Cost was arrested and taken to the One Hundred and Twenty-sixth Street Station.

Three-year-old Annie Abrams, who resides at No. 1043 Second avenue, while crossing First avenue and Fifty-sixth street last evening, was run into by a bicycle ridden by Harry Maronstein, fourteen years of age, of No. 16 Sutton place. The little girl sustained a few bruises and contusions. She was attended by Dr. Stork of the Flower Hospital. Maronstein was taken to the East Fifty-first Street Station.

James Sully, forty-five years of age, who resides at the Belvidere Hotel, fell from his bicycle at Sixty-first street and the Boulevard last night sustaining a severe scalp wound. Policeman Corcoran, riding the ambulance and Sully was taken to the Roosevelt Hospital.

James Duff, a six-year-old son of J. J. Duff of No. 82 Jefferson street, Yonkers, was run down by a bicyclist riding across the street while he was crossing the street. The wheelman escaped and the boy was picked up at the Belvidere Hotel, where he was taken to the Roosevelt Hospital. He sustained a compound fracture of the skull. There is slight chance of recovery.

Uncle Sam Wants New Stations.

Between now and Monday evening Staten Island will be thoroughly explored by a squad of the New Hampshire's crew, under Lieutenant Anderson, Signal Officer of the First Cavalry Battalion. Uncle Sam's naval warriors are in search of convenient spots to locate a few new signal stations. They are looking for the most advantageous spots whereon to locate telephone and telegraph stations. The same will be rapidly signalling to stop and reverse the engines.

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SHOT DOWN HIS CHILD'S BEHAVIOR.

The Swift and Sure Vengeance of a Broken-Hearted Father.

BROODED OVER THE CRIME.

Haunted by the Thought of His Daughter's Sad Good-Bye Before Drowning Herself.

Tombstone, Ariz., July 3.—At 1 o'clock today William C. Greene deliberately killed James C. Burnett, and if the facts be as are alleged he has behind him the support of the community. The two men met on Allen street. A few words passed, when Greene drew a revolver and shot down the unarmed man before him. Greene offered no resistance to arrest, but surrendered himself to the Sheriff.

Greene charges Burnett with being the cause of the drowning of Greene's daughter and another girl. To a reporter he made the following statement: "The man I killed was the cause of the death of my child. I ascertained beyond the shadow of a doubt that he was the guilty man, and as I thought of my little girl as she put her arms around my neck on the day she was drowned I could think of nothing but vengeance on the man who caused her death. I have lived in this Territory for twenty-five years and have always been a law-abiding man, but I have no regret for what I have done."

HEALING THE SICK.

Disease and Suffering Being Swept Out of New York. Cures Unparalleled, HUNDREDS HAVE BEEN CURED.

Old Systems Stand Aghast at the Grand Results of This New Treatment.

No great discovery has had its birth, even in this century of wonder, without being obliged to run the gantlet of adverse criticism and attack by envious, unjust and jealous contemporaries.

Vital magnetism as a practical science has come to stay, despite the scurrilous attacks of interested professional critics. The many and convincing letters and statements published from time to time in the public prints should be prima facie evidence of the genuineness of the cures accomplished at the Damon Institute.

The patients who have seen fit to publish their experiences at the hands of the specialists of the Damon Institute are all reputable people and well known in their neighborhoods. They are easily reached, and all that they have stated may be readily verified. Is not such evidence far better than any other?

Remember, all of these cases have been in the hands of practitioners of the various schools and finally pronounced incurable, yet they were entirely and permanently cured by the physicians of the Damon Institute.

It is impossible to quote any great number of testimonials in an article like this, but we append one or two letters lately received from grateful patients, who are anxious to testify as to what has been done for them, to wit:

175 Cole St., Jersey City, June 20, '97.

Dear Sirs: Allow me to thank you for the good you have done me by your treatment at the Damon Institute. Mere words are powerless to express my appreciation of your successful efforts in my behalf.

For many years I have been a sufferer, a complete nervous wreck, and my condition was a thing which was formerly a curse, is now a blessing. My mind is clear, my body is recovering. My thoughts are clear, my actions emphatic and less hesitating and, in short, you have rescued me from a miserable life.

Thinking you once more, I remain, yours respectfully,
CHARLES MAGER.

We will next quote a few lines from a letter sent by a grateful father whose daughter was cured of St. Vitus Dance at the Damon Institute. The original of this letter is on file and can be seen:

Some months ago my daughter (aged twelve) broken down by overwork at school, developed symptoms of St. Vitus Dance (chorea). I took her to the Damon Institute. No rash promises were made, and if my judgment were for anything, the physicians of the Damon Institute are not the men to make rash promises.

At first the child was unable to feed herself or to walk without assistance, and her bright intellect, which was always the top of her class, had become like that of a child of six. She is now restored to us by the blessing of God, through the medical treatment she underwent at the Damon Institute.

Comment on such testimony is needless. We will add one more letter, which speaks for itself:

Damon Institute: I have been attended for months by many physicians for a pulmonary trouble, pronounced consumption at the New York Hospital and the Belvidere Hospital, and being given up as incurable and told my only hope of improvement would be in a change of climate, and in the meantime the care of their sun, for her cold liver oil. I visited the Damon Institute, 30 and 32 West Twenty-seventh street, and placed myself under the care of their eminent specialists. After a single month's treatment I now consider myself fully cured.

W. H. BROS. ROCHER, No. 9 West Eighteenth street, Westchester, N. Y.

Any of our readers who may wish for further testimony may call at the Damon Institute, 30 and 32 West 27th St., N. Y. City, where every courtesy will be extended, and information furnished as to terms, accommodations, treatment, etc.

HAVE YOU TRIED DR. DEGGER'S SHAKE NO MORE? IT CURES MALARIA

Advertise your "Wants" in the Journal—always sure of results. Read letter on first page of today's "Want" Supplement.

Ladies

Indispensable as a prompt, safe and reliable remedy for all painful obstructions and irregularities. No lady need despair: most hopeless cases relieved with PAPIOLINE.

of the Persian Parsley Capsules, endorsed by leading specialists for diseases of women. All druggists, or mail, price \$1.00. P. O. Box 281, New York.

Each bottle is enough for three months.

Pennyroyal Pills

Chichester's English Diamond Brand. Original and Only Genuine. LADIES: Do not buy cheap imitations. Beware of cheap imitations. At Druggists, or send for a free trial. Write to Chichester's English Diamond Brand, 25, Abchurch Lane, London, E.C. 4, England. Sold by all Local Druggists. PHILADELPHIA, Pa.