ISELIN'S BLUNDERS AND AMATEURS IMPERIL THE CUP

These, Experts Agree, Chiefly Responsible for Columbia's Lamentable Showing. A Hank Haff, a Rhodes or a Watson Her Only Salvation Now. Fog Causes a Further Postponement.

The question of superiority between green Shamrock and white Columbia is as far as ever from settlement. Following the renowned example of the Kaiser with his ten thousand men, the torpedo boats, revenue cutters, steam yachts, dispatch boats, and a diminished fleet of excursion craft steamed down to Sandy Hook lightship yesterday and then steamed back again.

The fog which, left over from the wet weather of Sunday and Monday, still obscured the waters of the bay, the buildings at the Hook, and boats both great and small, seemed to hold prisoner the bouncing southwest wind which had been promised for the battle yesterday.

All day long it mocked the sun, and under it the water all about the race course lay like an oily mirror, disturbed only by the long heave of the ground swell. All day long, in consequence, the racers lay at anchor inside the Horseshoe, and on their tenders and the great yachts of the rival owners and Regatta Committee men there was fidgeting and chafing and thorough-paced disgust.

The sorry succession of flukes found in yesterday's dead calm and immovable fog a climax that was fatal to good nature. Even the exemplary equanimity of Sir Thomas Lipton is beginning to be a trifle frayed at the edges.

At 11:25, with a scant score of craft lolling on the swells about the lightship, the signals on the committee boat announce that the race was off. Then there was a general gathering inside the Horseshoe, an hour of deliberation as to whether or not a race should be sailed to-day.

Talk of a Race To-day.

There was a little talk on board the committee's tug between Mr. Sharman Crawford, of the Royal Ulster Yacht Club, and Messrs. Kane, Griswold, Grinnell, Herman Duryea and August Belmont; a journey was made to the Corsair and Commodore J. Pierpont Morgan was taken into the conference. Then the word went out that the programme adopted after Saturday's fluke would be followed, and beginning to-morrow races will be sailed every day except Sunday, until the fate of the cup is decided.

"I am anxious and willing to race at any time," said Mr. Iselin.

"I am, of course, willing to accept any conclusion which may be reached at any time by the committee," said Sir Thomas.

The two declarations, sound similar, but it was said last night by those in position to know that the eagerness to race to-day goes all upon the side of the Irish knight. When he learned the "conclusion" of the committee he gave his green-capped crew leave to go ashore, and they gathered beach plums all the afternoon.

With the Columbia's men it was a different story. They spent the early hours of the afternoon in tinkering the boat, bolstering the unmended Herreshoff mainsail, the looks of which leave much still to be desired, and the new clubtopsail, which has been so desperately needed. At 4:30 the anchor was hauled up, and in the stiffy breeze which was stirring the boat was taken out for more tuning and experiment.

Every loyal American has hoped, and still hopes, that the change in Columbia's sails will give to her heels the magic which it is now plain that they are in need of, but from the day of the first failure to cross the finish line it has been common talk that something besides new sails was wanted about the syndicate boat.

The Brooklyn Eagle has spoken out in meeting with great vigor on the subject. The gist of its declaration is embodied in these pungent sentences:

This Is the Whole Trouble.

Three of the best navigators of yachts in Europe are on board of Shamrock. One excellent but lamentably overworked and overstrained navigator holds the tiller of Columbia, in the person of Captain Barr. The others in authority there are a woman, a mascot goat or parrot, a lot of yacht club amateurs, who swagger around, and Mr. C. Oliver Iselin, who, through the excellence of his manners, has the unhappy capacity of reconciling many people to the probable victory of Shamrock, and who would better stay off Columbia, leaving a sailing master to masters of sailing, as Sir Thomas Lipton wisely modestly and unselfishly does by staying on the Erin and letting men who know how to handle Shamrock do the handling of her. * * *

On the Columbia with Captain Barr should be Captain Haff, of the Defender; Captain Terry, of the Grayling, and Captain Rhodes, an unequaled master of sailing. The presence and cooperation of these men would enable Captain Barr, on Columbia, to work her on somewhat even terms with Shamrock. Their absence has put Captain Barr at a disadvantage—and Columbia, too.

We know, were they present, they would require the swagger amateurs to leave the yacht, would send the mascot ashore, would dispense with the charm and wisdom of the ladies, and would prefer Mr. Iselin to go on some steamboat—and stay there. But they would probably keep the cup here and that would in part compensate for the other losses. * * *

Columbia cannot win unless the reforms pointed out are brought about. Shamrock cannot lose if Columbia persists in the mistakes which are preventing the cup to Shamrock.

It is doubtful if this outspoken counsel or any other thing short of a Navy Yard derrick could move Mr. Iselin from his position in the limelight which of necessity illuminates a great international contest.

Good, Plain Advice.

Nor is it likely that Mr. Iselin could have had such candid and well meant advice from other quarters than the columns of the newspapers. None of the sailing masters who in all reason ought to be helping Captain Barr to lick the Shamrock can afford to subscribe to these wholesome truths, willing though they might be to do so if their bread and butter for years to come were not put in jeopardy by frankness. The yacht club dignitaries are equally reticent, though for a different reason.

After the first unsuccessful effort at a race with the Shamrock, Mr. Iselin was visited by a Journal reporter, who was instructed to ask certain simple, civil and wholly proper questions about the race—questions such as the Shamrock's managers have answered after every one of the meetings, freely, courteously and in the same spirit in which they were propounded.

The answer sent back from the only man of the Columbia's outfit who would consent to speak was this:

"The newspapers know more about sailing this boat than anybody else. They'd better run it."

But mark the inconsistency. A dispatch to the Journal from Atlantic Highlands last night said:

"Mr. Iselin left for New York this evening. He refused to discuss the suggestion that he let sailors sail his boat, but it is no breach of confidence to say that Mr. Iselin announced to-day that he 'would sail his own boat as he d— pleased."

That seems a sufficiently lucid definition of the position of Captain Barr, upon whose head, should Columbia lose the cup, no disappointed citizen should hereafter visit aught of reproach.

Barr Is Helpless.

The announcement assures the public, too, that the executive board on the Columbia, by the result of whose deliberations Captain Barr must shape his manœuvres, is not likely to be changed.

The precise "plan and scope" of Mr. Iselin in relation to yachting were outlined yesterday for the Journal by one who, as a wholly disinterested spectator, has kept critical watch for many years of the sport and the people engaged in it in this neighborhood. This gentleman said:

"While Mr. Iselin has been identified with yachting for twenty years or more, and for the last ten years has been considered by the public at large America's foremost amateur yachtsman, his chief strength has been not so much in his knowledge of yachting as in his ability to command large sums of money which other people put at his disposal for the defence of the America's Cup.

"Very few men of means could spare the time to look after the thousand and one details connected with the running of a cup defender, and for this reason, and this reason alone, Mr. Iselin was chosen.

"Having unlimited means and backing at his disposal, he has had the call on the best talent in the country; but he never, even in his sand-bagging days, sailed his own boat, and always relied on his skippers and crews to win whatever prizes he may have picked up. Of late years all this has changed, until now Mr. Iselin thinks he can run a cup defender without any help from any one, and the result is what might be expected.

These are Real Skippers.

"Even his best friends who sail with him would hardly say that as a skipper he is the equal of Hank Haff, Nate Watson or Captains Terry or Rhodes. As a matter of fact, Mr. Iselin is simply a promoter and organizer of yachting syndicates, and as such is entitled to every credit.

"To start with his connection with the cup defender one must go back to 1895, the year of the Vigilant, Colonia, Pilgrim and Jubilee. In that year he was forced to be content with a skipper named Hansen, who formerly sailed the Quickstep. Although Hansen was supposed to be in command, he really had nothing to do with the sailing of the yacht, which Mr. Iselin ran in connection with a quartet of amateurs—Herbert L. Leeds, of Boston; W. Butler Duncan, Jr., Woodbury Kane and Newberry D. Thorne. All of the above were on the Defender and are now on the Columbia.

"With the possible exception of Mr. Duncan, not one of them knows one side of a boat from the other, yet their assistance is asked and their advice and criticisms are listened to by Mr. Iselin in preference to America's foremost professionals, like Haff, Terry, Watson, Rhodes or Ellsworth.

"According to those who have sailed with Mr. Iselin, the Columbia's managing owner's chief duty on board is to d— the crew when they are shifting light sails and sailmakers and occasionally to berate the skipper when he does not quite understand some of the Iselin manœuvres. This, of course, demoralizes both captain and crew. Heretofore the American boats have been so much superior to the English that they have won in spite of Mr. Iselin's blunders, rather than through any skill of his."

COLUMBIA DRIES HER TINKERED SAILS.

After the Dampness Is Out the Mainsail Appears to Be Improved.

After a damp, motionless, dispiriting day the sails were set on Columbia late yesterday afternoon, and she was sent around the bay for a spin of about an hour. The mitered mainsail, the jib and the new club topsail were used.

After the dampness had been blown and dried out of the mainsail it appeared to set better. The club topsail worked admirably, and Mr. Iselin said there would be no more changing of sails before the race on Thursday.

A fog as thick as Bowery vegetable soup and less wholesome crept up in the night, and in the morning hung over land and water like a curtain of mush. Sir Thomas Lipton, on the deck of his yacht, at 6:30 a. m., saw the flags hanging to the masts like wet Ocean Grove bathing suits.

At intervals of 27 seconds the Sandy Hook fog whistle belched forth a sound like the chorused complaint of a herd of ailing cows. It was a sad affair, in truth. The only redeeming feature was the marvellous dexterity in profanity manifested alike by Briton and Yankee. There were curses not loud and curses deep and loud, running the whole swear word vocabulary and back again.

No move was made to get the yachts out, and tugs lying near the precious boats tooted frequent signals of warning to a numerous fleet of fishing boats.

The fog lifted a little about noon. The excursion boat Glen Island loomed up with a big crowd of disgusted sightseers. A lone cornetist on the deck played a dirge as the boat passed the Erin.

Then came Mr. Morgan's steam yacht Corsair, from which Mr. Iselin took a large party of friends to look over Columbia. The steam yachts Radha, Narada, Trophy, Noya and Sapphire followed each other out. The excursion boats Gayhead, Dolphin, Angler, Grand Republic, Republic, La Grande Duchesse, Shinnecock, Isabel and Monmouth chased each other for good positions around the yachts.

The announcement that there would be no racing until Thursday caused the excursion boats to scamper back to town. The Erin also went to New York to put Sir Thomas Lipton's guests ashore.

A boat's crew from the Columbia was ashore at Atlantic Highlands yesterday looking for the discarded mascot Dewey, which is a black cat of the male gender, with white feet and what is known as a banjo eye. Three sailors took him to the pier on Sunday and hurled him ashore with great velocity. They cursed him for a hoodoo, saying that he was the cause of the light winds. Yesterday, without him, they had no wind at all, and they want him again. He is living at ease among the passenger cars on the Jersey Central pier.

GUESTS ON THE ERIN ENJOY THEMSELVES.

Sir Thomas and Mr. Barrie Kept Busy Entertaining on the Steam Yacht.

Sir Thomas Lipton, host, and a royal good host at that, beamed and smiled and ran about like a messenger boy in looking after the wants of his guests on the Erin yesterday.

"It isn't our fault that there was no race, you know," he said in a half apologetic tone to his departing visitors.

It was a merry, loafy day on the Erin. The hardest worked man was David Barrie, Sir Thomas Lipton's American representative, who was at the Barge Office at daylight waiting to receive the guests of the day.

Sir Thomas, as is his custom, stood at the top of the gangway and received his visitors with a handshake and a smile. Among these were Sir Horace Tozer, of New Zealand; Captain Clement A. Griscom and Barclay Warburton, of Philadelphia; Mrs. Stuart and Miss Bond, of New York; Rear Admiral Lord Charles Beresford, the Right Honorable W. J. Pierrie, Count Dessenffy, of the Austrian Legation; Mr. and Mrs. J. Craig, of Belfast; the Hon. Charles Russell, Sir Henry Burdette and Mr. and Mrs. Henry Siegel. The news of no race was disappointing, of course, but disappointments are soon forgotten in the generous hospitality aboard the Erin.

CITY HELPED HIM CELEBRATE

Derby, Conn., Does Honor to Governor Blakeman on His 100th Birthday.

Derby, Conn., Oct. 10.—To-day is the one hundredth birthday of George Blakeman, Derby's oldest resident, and the entire city has given the event a royal welcome. At noon nearly all the factory whistles and the bells of the churches and school houses were blown and rung continuously for five minutes. Special exercises were also held in the schools.

Mr. Blakeman has been one of the leading men in the growth and business interests of the city, and among other distinctions it is believed that he is the oldest member of the Masonic Order in the country.

INDEX TO "WANT" ADVTS. IN TO-DAY'S JOURNAL.

Agents wanted	14	4
Auction sales	13	5
Billiards	11	6
Boarders wanted	13	3
Business Property	12	4
Business Opportunities	11	7
Dancing Academies	13	4
Dogs and Birds	11	7
Educational	13	4
Excursions	9	2
For Sale	11	6
Furnished Rooms	13	1
Flats and Apartments	12	5
Flats and Apartments	13	1
Good Will and Interest For Sale	11	7
Help Wanted—Male	14	5
Help Wanted—Male	15	1
Help Wanted—Female	14	1
Hotels and Restaurants	13	4
Horses and Carriages	6	5
Houses to Let	13	3
Lawyers	11	3
Loans	11	4
Lost, Found and Rewards	9	2
Machinery	11	7
Miscellaneous	13	3
Musical	13	4
Personals	9	2
Pawnbrokers' Sales	13	4
Pianos and Organs	11	5
Purchase and Exchange	11	7
Real Estate at Auction	12	1
—Manhattan	12	1
—Bronx	12	1
—Brooklyn	12	2
—Long Island	12	3
—Queens	12	3
—New Jersey	12	3
—Westchester	12	4
—Out of the City	12	4
Real Estate Wanted	12	1
Real Estate to Exchange	12	1
Railroads	11	5
Steamships	9	3
Steamboats	9	3
Situations Wanted—Male	15	4
Situations Wanted—Female	15	2
Turf	6	5
Unfurnished Rooms To Let	13	1

JULIA MARLOWE AS BARBARA FRIETCHIE. PHOTO BY YE ROSE.

The Favorite Actress in Her Latest Character.

HETTY GREEN, 3D FLAT, HOBOKEN.

America's Richest Woman Masquerades There as "Mrs. G. Dewey."

"ADMIRAL'S MY COUSIN."

"He's Just Like Me," She Declares; He Fought at Manila as I Fight in the Courts."

Mrs. Hetty Green, the richest woman in America, has again taken up her residence in Hoboken, and, with her husband and daughter, Sylvia, is domiciled in the new apartment at No. 1201 Washington street.

The name "G. Dewey" appears under the bell of the third flat south. Mrs. Green, her husband and daughter arrived from New York at their new abode on Monday, being closely followed by two trucks loaded with household goods.

Shortly after she had seen the trucks unloaded Mrs. Green went to a neighboring grocery store and ordered a quantity of provisions sent to the flat. It was said yesterday that she is to be known as "Mrs. Dewey," which name she was known by when she occupied apartments at No. 1248 Bloomfield street in the early part of the year.

Mrs. Green was not in when a call was made at the flat yesterday, but Mr. Green and Miss Sylvia were seen. Mr. Green, who is somewhat of an invalid, was reclining in a big armchair in the uncarpeted parlor, but had little to say save that he expressed the hope that Shamrock might win, so the Americans might have something to work for.

The reason that she calls herself Dewey, Mrs. Green says, is because she is a Dewey, and the famous Admiral is her cousin.

"You see," she said, "Dewey's grandmother was a Storey, and lots of my folks were Storeys, and the Storeys married the Deweys, and there you are.

"My cousin is just like me; he's a fighting genius. The spirit in which he fought at Manila is the same spirit in which I fight in the courts. You see, when we Deweys know we are right, a locomotive and a train of cars going down hill can't stop us. That is the way with us Deweys, especially with me and my cousin, the Admiral."

THIRD ATTEMPT TO GET PROPERTY DIVIDED.

Case of Mrs. Alberta P. Tracy Against Mrs. Annie Dolan Tried Again.

The third trial of the action brought by Mrs. Alberta P. Tracy individually and as the executrix of the will of her father, William L. Evans, who died in New Orleans in 1897, against Mrs. Annie Dolan for the partition of the property at No. 160 East Eighty-first street, which is valued at $20,000, commenced in the Supreme Court yesterday before Justice Mattice and a jury.

The action is really against Mrs. Kate Maria Williams, a daughter of David W. Evans, an uncle of Mrs. Tracy. In the two former trials the juries disagreed. Mrs. Dolan is the grantee of the property from Mrs. Williams, which is in dispute.

BIG FIRE AT GOLDEN GATE.

Forest Aflame Endangers a San Francisco Suburb.

San Francisco, Oct. 10.—A fire, believed to have been of incendiary origin, did great damage to-day about the base of Mount Tamalpais. The town of Mill Valley was in danger, and Summer guests fled to places of temporary safety.

Corte Madera Gulch, Boyle Canon, Bilthdale Canon and the Cascades were denuded of pines and redwoods by the flames. Lorenzo Ferrari, a laborer, is believed to have been burned to death.

Pennsylvania Road Inspected.

The annual inspection of the New York division of the Pennsylvania Railroad Company was made yesterday. About two hundred officials went over the road bed. Prizes will be awarded to the supervisor whose section is in the best condition, and to the section boss whose track is in the best shape.

Captain Watkins May Get His Rehearing.

If the application of Captain Frederick Watkins, formerly of the American liner Paris, for a rehearing of the investigation of the wreck of his vessel at the Manacles, on the Cornish coast of England, which cost him his license, is granted his statement will be heard next week.

Notes of the Theatre.

May Irwin will come to the Bijou Theatre two weeks before the date she had booked, opening in "Sister Mary" on Friday, October 27.

Harper & Brothers will publish a new edition of "Vanity Fair," which will be illustrated from photographs taken from Minnie Maddern Fiske's production of "Becky Sharp," at the Fifth Avenue Theatre.

Souvenirs of the fiftieth performance of "In Paradise" will be given to-night at the Bijou Theatre.

"Macbeth" was produced last evening, at the Grand Opera House, with Louis James as Macbeth; Kathryn Kidder as Lady Macbeth, and Charles B. Hanford as MacDuff. The house was crowded by an enthusiastic audience.

The Castle Square Opera Company will celebrate its five hundredth performance of English opera on next Monday night, with the performance of "Aida," at the American Theatre. The souvenir of the occasion will be a bound volume of the stories and casts of the operas given since the inception of the enterprise at the American Theatre, on Christmas, 1897.

"Maedelais Rekrut," a new German farce, will have its first production here in German at the Irving Place Theatre, on Monday, simultaneously with the production of the American version, "The Girl in the Barracks," at the Garrick Theatre, by Clara Lipman and Louis Mann.

"A Stranger in a Strange Land" has proved such a laughing hit that its stay at the Manhattan will be prolonged beyond the period originally contemplated. W. A. Brady is endeavoring to find another New York house for this hilarious farce when it is finally compelled to give way to "Papa's Wife," with Anna Held.

"The Choir Invisible," which was to have been produced at Washington, on Monday, but was postponed until last evening, has again been postponed, owing to insufficient rehearsals.

"The Sorrows of Satan" will shortly be sent on tour by William A. Brady, and rehearsals were begun yesterday. Charles Kent will personate the Satanic character, and the production will be elaborate and spectacular.

Ludwig Englander, the composer of many successful comic operas, will sail for Europe on Tuesday, having been commissioned to write the music for several new productions to be brought out in London. He will in future live in Hungary, on an estate left him by a rich uncle, worth nearly $220,000. Before Mr. Englander receives this fortune he will be compelled to swear allegiance to Emperor Joseph, of Austria, thereby sacrificing his citizenship in the United States.

A pretty souvenir, consisting of a ladies' silver belt buckle, was presented at the Casino last evening, in commemoration of the successful run of "The Rounders."

Walter Jones has gone back to Vaudeville, having formed a partnership with Norma Whalley, both to appear in a frivolous, but amusing sketch at Proctor's Theatre.

The Grau Grand Opera Company began its American tour, last evening, in New Haven, with the production of "Faust."

A GRIEVING MOTHER SEEKS IN VAIN HER PRETTY DAUGHTER.

Annie Edinger, Always Dutiful, Leaves Her Home Suddenly.

PRIEST AIDS IN SEARCH.

Was Faithful in Her Religious Duties—Elopement Suspected.

If Annie Edinger is half as good and sweet a Christian girl as Father Taylor and the members of the Church of the Blessed Sacrament say she is she will repent of a cruel and hasty act and return home when she reads this story of her poor mother's suffering.

Annie is eighteen years old, and has always been a good girl, religiously inclined and a dutiful daughter.

She was a constant attendant at church, and went to confession regularly. Last Sunday morning she dressed herself with unusual care and went out, telling her mother she was going to church. At the bottom of the first flight of stairs she ran half way up again and called to her mother to come and give her a parting kiss.

Father Taylor Promises Aid.

Mrs. Edinger thought this peculiar at the time, and recalled the fact with a feeling of dread when her daughter did not come back that night. When she had not returned last evening Mrs. Edinger was nearly distracted. The poor woman wept and sobbed convulsively. She had just returned from a call upon Father Taylor, who could not believe that one of the fairest of his flock had gone away for any evil purpose, and promised to assist the heart-broken mother to find her daughter to-day with the aid of the police, if necessary. Mr. Edinger, who is a letter carrier, did not work yesterday. He spent the day seeking his child in vain.

Between her sobs last night Mrs. Edinger said to a Journal reporter:

"It all seems incredible to me. My child had no reason to leave her home. Last Winter she worked in Cushman's bakery, at No. 691 Amsterdam avenue. She did not work during the Summer, however. Last Thursday night, though, Manager Tompkins sent for her and said he wanted her to come back at advanced wages.

Wept at Having to Go to Work.

"Annie didnt seem to like that, though, and cried bitterly at the prospect. But she went to work on Friday and Saturday, and seemed particularly bright that evening. I suppose she knew then that she was going away in the morning.

"No mother had a better girl than I had in my Annie," said Mrs. Edinger as a tear dropped on the photograph of her missing daughter. "I can only imagine it being possible for one person in the world to exert any evil influence over Annie. This is a man who is more than forty, and old enough to be her father. I am the more fearful that he has something to do with my daughter's disappearance owing to his past record.

"If it proves to be true that this man is the cause of my child's ruin, may the curse of Heaven rest on him," cried Mrs. Edinger impressively. "And I will try to see that it does," echoed the father grimly.

Annie Edinger.

Though she has always been a good girl and a dutiful daughter she is breaking her mother's heart by staying away from home and her parents fear she has eloped.

ENGLISH CRICKETERS BEAT PHILADELPHIANS EASILY

Philadelphia, Pa., Oct. 10.—Prince Ranjitsinhji's team of cricketers gained an easy victory to-day by a margin of 133 runs and an innings to spare, and made the Philadelphians appear very much below their standard of skill at the game.

The Englishmen left for Toronto to-night, where they will encounter Canada on Wednesday and Thursday.

The following is the score:

RUNS AT THE FALL OF EACH WICKET.

First Innings:

Ranjitsinhji's—16, 90, 101, 221, 246, 268, 337, 349, 365.

Philadelphia—7, 23, 41, 38, 63, 67, 71, 71, 84, 85.

Second Innings:

Philadelphia—21, 37, 57, 60, 60, 121, 125, 144, 146, 147.

"JUDGE" BORROWS $800,000.

Knickerbocker Trust Company Lends That Sum to Comic Weekly.

The Judge Company, publishers, yesterday pledged its copyrights, personal property, etc., for $800,000 to the Knickerbocker Trust Company.

The mortgage secures gold bonds for the above sum due in ten, twelve and fifteen years at 4 per cent interest.

Do You Need Building Up?

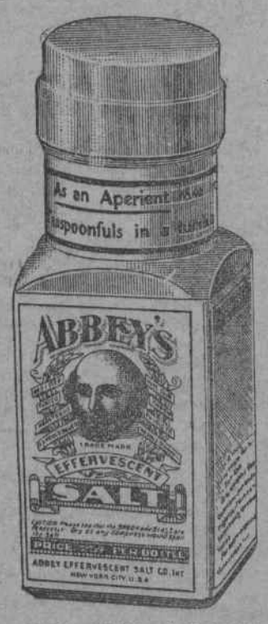
You may be a large eater and yet be weak and not weigh as much as you should. This is because you do not receive proper nourishment from your diet. If you wish to be strong and increase in weight, take Johann Hoff's Malt Extract. Taken with meals it will assist the proper digestion of food and cause it to be easily assimilated; you will then obtain from your diet the largest amount of nourishment.

Johann Hoff's MALT EXTRACT

is not only a true nutritive tonic, but is a food in itself.

Dr. H. B. Buterbaugh of Indiana, Pa., writes: "Have used Johann Hoff's Malt Extract with very satisfactory results. I have one patient who began to use it about six weeks ago. His weight then was 95 lbs. He now weighs 148 lbs. and is strong and healthy."

Get the Genuine Johann Hoff's Malt Extract Avoid Substitutes



"The 'Salt' of Salts."

What is this?

It is a bottle of Abbey's Effervescent Salt.

What is it for?

It is for the cure of Constipation, Dyspepsia, Biliousness, Headache, Heartburn, Flatulency, Sallow Complexion, Sour Stomach and all other diseases caused by indigestion.

What else is it for?

For the *prevention* as well as the cure of disease—a teaspoonful in a glass of water night and morning will *keep* one in perfect health.

Where can I get it?

At druggists'—25c., 50c. and $1 the bottle.

The Montreal Medical Journal says: "Abbey's Effervescent Salt is one of the most useful remedies known for keeping the blood and the system generally in proper condition. By its constant use the system is kept clean, the digestive organs in a normal condition and a healthy appearance and clear, bright complexion is the inevitable result."

Brokaw Brothers

Invite attention to their superb stock of

Gentlemen's & Boys' Clothing

The goods used in these garments manufactured expressly for us by the best foreign and domestic makers. Novel in design. Beautiful and artistic. Not equalled by any ready-made clothing shown in this country.

Special and exclusive patterns—sold only at our establishment. All new styles.

No advance in prices.

Fourth Avenue, Astor Place. Lafayette Place. Opposite Cooper Union.

760 "WANT" ADVTS. GAINED LAST SUNDAY OVER SAME SUNDAY LAST YEAR

Sunday Journal "Want" Advts. ARE GROWING

BECAUSE

THE SUNDAY JOURNAL *HAS MORE READERS* THAN CAN BE REACHED THROUGH ANY OTHER TWO ADVERTISING MEDIUMS.

Results Always Satisfactory!

Send in Your "Want" Advts. Early for Next Sunday.

TELEPHONE Your "Want" Advts. to the Journal. Ask Central for 4001, Cortlandt.