

ONE BODY IN WRECK.

Continued from first page.

and powdery. The woodwork of the Northfield could be broken with the fingers. Around the hurricane deck ran a crazy railing to which the harbor police were afraid to fasten their ropes. It shook and rattled and waved back and forth as the deck lifted with the waves from passing steamers. That railing was all there was to keep hundreds of people from being thrown into the water. The police warned investigators from it, saying: "Don't trust that railing!" "Keep away from that railing!" The deck itself was weak and shaky. In places it gave as it was walked across. The feet seemed to sink into it as when walking on thick turf. One side, the port-side, the side that was struck by the Mauch Chunk—went up and down like a seesaw. That was the deck on which the passengers were crowded for safety.

William A. Moore, a diver, and side partner of Martin Anderson, who was suffocated while diving in the North River on Friday, visited the wrecked Northfield yesterday afternoon. He was interested in her because he did his first diving in her sister boat, the Westfield, when she blew up in July, 1871. "It's a wonder to me," he said, "and to many men along the waterfront, that these wooden ferry tubs have lasted as long as have the Northfield and some others which are still being used. They should have been condemned years ago. This Northfield has suffered for years from carrying too heavy loads. There are two tides coming into this harbor, and underneath the surface of the water there is an eddy. This is especially felt when the tide breaks and at ebb tide. The ferryboats are running into it all the time, and it is bound to wrench them. There should be a law passed prohibiting the ferry companies from using anything but iron boats, and there will always be disasters like this as long as they use wooden boats.

"The Northfield belongs to a very unlucky class, but she has managed to outlive her sisters. The Westfield was a good boat when her boilers burst, in 1871, but think how long ago that was! She would be as flimsy as the Northfield had she lived. The Southfield, another ferryboat built for the company about this time, was going to pieces from overwork when the company sold her. She was turned into a large and is in some boneyard or other by this time. That is what they will have to do with the Northfield when they get her up, and it will be a blessing to the public."

HOLDS DOCK BOARD RESPONSIBLE.
Gusy E. Irving, president of the Chamber of Commerce of Richmond Borough, said yesterday:

Some years ago the Chamber of Commerce, through a committee and by resolutions, called the attention of the Department of Docks and Ferries to the evils of the ferry service which have been remedied. The committee went so far as to express to the commissioners their belief that three or four of the boats used upon the Rapid Transit Ferry were not thoroughly sound and seaworthy. The commissioners have taken no action, and I think the responsibility for the sinking of the ferryboat and the continuation of the poor service rests entirely with that board. Such a collision might have happened to any ferryboat, but these boats were built at a time when watertight compartments had not been thought of. If the Northfield had been provided with modern safeguards, the boat probably would not have sunk so quickly.

Edward S. Rowson, District Attorney of Richmond County, would express no opinion, saying he had no power in the matter.

"The Northfield disaster," said Assemblyman Van Name, of Richmond County, yesterday, to a Tribune reporter, "has opened the eyes of the public to the danger of riding on old boats. There has been a demand on the part of Staten Islanders for several years for modern boats to replace three which had become inadequate, and even dangerous, because of their great age. These three boats were the Northfield, which sank yesterday; the Westfield and the Middletown. The Westfield is thirty-nine years old, a year older than the sunken Northfield. In spite of its great age it still carries thousands of people between Staten Island and Manhattan. The Middletown is thirty-seven years old, and also considered by many as unseaworthy.

"Because of the public indignation arising from having to travel in these arks, I introduced, as told in The Tribune this morning, a bill last winter to retire the Northfield, the Westfield and the Middletown, in the course of the next three years, one to be retired each year.

"The bill was fought by the company, and killed in committee. This was in spite of the fact that delegation after delegation came before the committee and asked for the report and passage of the bill.

LEGISLATION IMPERATIVE.
"This disaster has shown that such legislation is imperative, and should have been enacted into law long before the present time. The Westfield and the Middletown are still carrying a heavy traffic, and the former is even a year older than the sunken boat. These boats should be retired from service before another and perhaps still more fatal calamity befalls us.

"The Borough of Richmond is just as integral a part of the greater city of New-York as The Bronx or Queens or Brooklyn borough. The Bronx is soon to be joined with Manhattan with a tunnel costing \$35,000,000; Queens is to have two bridges and a tunnel; Queens and Manhattan are to be joined by the Blackwell's Island Bridge, for which contracts have already been let; but Staten Island must get along with the old ferryboat which a former generation had. Why should Staten Island be neglected while her sister boroughs are being prospered by a closer alliance?"

"We do not ask for a tunnel or a bridge, but modern fast boats, that can run to Staten Island in half an hour, and which have been made to by the Mauch Hook steamers do each day."

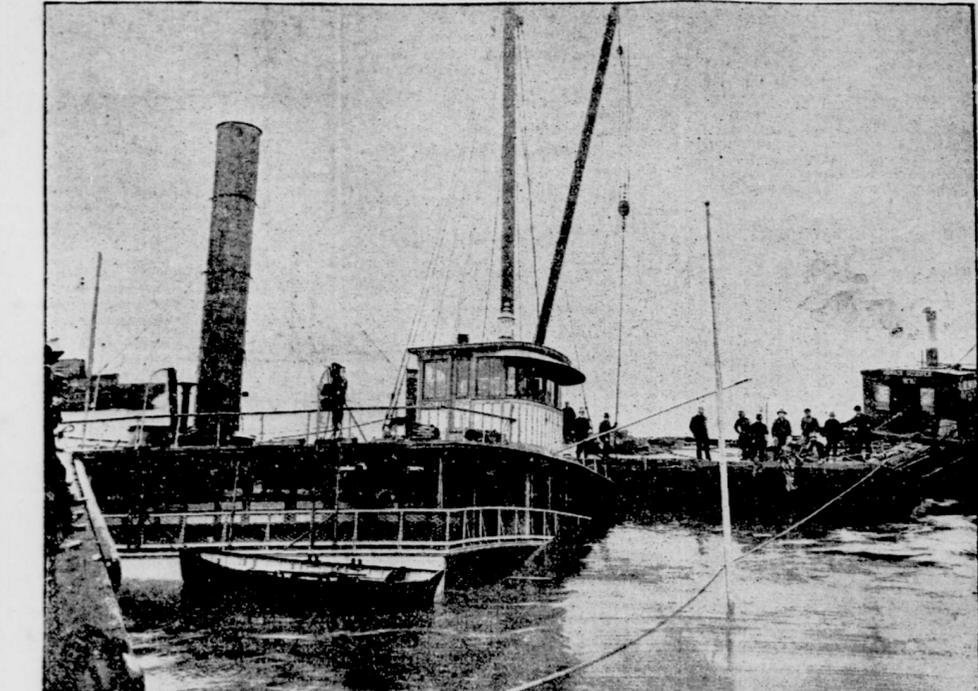
Talks with other Staten Islanders showed that a movement was on foot to carry out the reforms provided for by the Van Name bill. The bill was introduced in the assembly yesterday. A majority seem to favor, however, a protest to the Mayor, who could bring about action through the proper channels of the municipal government. Many believe that the legislature, if in session now, would pass the bill; but by next winter public opinion might fall of its full force.

The statement was made by Lester W. Clark, counsel of the Staten Island Rapid Transit Railway Company, yesterday that the Northfield would probably be repaired and put into service again. The Mauch Chunk was running again on the Communipaw Wharves yesterday. Repairs were made in time for her to make her first trip early in the morning.

STEAMBOAT INSPECTORS' VIEWS.
Captain Peter C. Petrie and Captain Thomas H. Barrett, members of the local Board of United States Steamboat Inspectors, will begin an investigation this week to determine where the fault lay in the collision between the Northfield and the Mauch Chunk. Captain Petrie said yesterday to a Tribune reporter:

The Northfield was inspected by us last on July 3, 1900. The steamboat was then in good seaworthy condition, having been overhauled and repaired. She was built in Brooklyn in 1870, but frequent repairs have been made to her. We have inspected her each year. Although it is nearly a year since she was last inspected, I think she was in seaworthy condition before the accident. If she had been a new steel boat she would have been sunk, rammed as she was by another boat. The other boats of the line are in good condition, you may be sure, or they would not have passed the inspection. We have inspected her to the hull as well as the machinery and boilers, to see that the boat is seaworthy.

"I have nothing to do with limiting the number of passengers on the ferryboats, because the ferryboats are licensed under the laws of the State of New-York. We see, however, that there are life preservers in plenty in good condition and placed so that they can be used in emergencies. The last inspection of the



THE DIVER COMING UP AFTER SEARCHING THE CABINS OF THE SUNKEN FERRYBOAT NORTHFIELD.

Northfield showed that the life preservers aboard were in good condition and conveniently placed. Herman S. Butler, a Stapleton, Staten Island, lawyer, expressed the opinion that the most effective method which the people of Staten Island could employ to secure better ferry service and better boats was to go to the grand jury at its next session and secure indictments for manslaughter against every director of the ferry company.

FOR A NEW FERRY LINE.

MIDLAND ELECTRIC RAILROAD COMPANY BACKING THE SCHEME.

The wreck of the Northfield on Friday caused the news to leak out yesterday that steps are being taken to establish a new ferry service between Staten Island and Manhattan. The Midland Electric Railroad Company, of Staten Island, is the backer of the enterprise, and to carry out its scheme has secured the names of several hundred property owners, and has obtained an option on land at Beach-st., Stapleton, for a terminal and ferry slips.

The enterprise has been secretly pushed for some time, and received especial impetus last winter when the legislature failed to retire the three old boats of the present line. The Midland Railroad has a system of trolley lines extending from the middle of the island to each shore. It thus has branches running to Midland Beach, on the south shore; to Fort Richmond, West Brighton, on the north shore, and to St. George and Stapleton.

The boats that the company proposes to run to Manhattan will be large, fast ones, similar to the four propeller boats of the Pennsylvania Line. Names of property owners have been obtained for the purpose of getting a franchise. Certain difficulty has been foreseen by many, who say that the existing ferry company will raise the contention that its franchise would be interfered with.

The present line is under the control of the Staten Island Rapid Transit Company, which operates the steam roads along both shores. The Staten Island Rapid Transit Railroad is controlled by the Baltimore and Ohio, which has now passed into the control of the Pennsylvania Railroad. The Pennsylvania, therefore, now has ultimate control of the present ferry line. The trolley lines along the shore are more or less identified in interests with the steam railroads and the ferry company.

AT WORK ON THE WRECK.

DIVERS THINK WRIGHT'S THE ONLY BODY IN THE HULK-TAKING OFF THE VEHICLES.

The body of Jeremiah V. Wright, of New-Brighton, Staten Island, was recovered from the wreck of the Northfield yesterday afternoon by Albert Bloomer, a diver. It was taken to the warehouse on the Spanish wharf, and identified by A. H. Ahrens, the dead man's son-in-law. Later it was moved to an undertaker's rooms. The arms were twisted out of shape, and there was a look of horror on the face. The body was found against the ceiling in the women's cabin.

Bloomer, after finding Wright's body, went through the port cabin carefully, but discovered no other bodies. "Tom" Christenson and G. Johnson researched other parts of the ferryboat with the same result. When they stopped work for the day they agreed that there was very little likelihood of any more bodies being in the wreck. They think that if other Northfield passengers were drowned their bodies are adrift in the river.

The Merritt & Chapman Wrecking Company, which has the contract for raising the Northfield, began work in earnest yesterday morning with three divers and the wrecking barges William H. Morse and Captain Tom. During the early part of the morning the divers probed around through the cabins and hold of the ferryboat looking for bodies. Finally they received orders to clear the gangway of the dozen teams which went down with the boat.

The divers fastened heavy ropes to the trucks, and they were drawn out by block and tackle, and then raised to the deck of the wrecking barge with a derrick. The horses were not cut loose under water, but were drawn up dangling to the wagons. The steam barge Two Brothers took nine bodies of large draught horses from the barges late in the afternoon. Some of the animals were cut in many places, and gave other evidences of the terrible fight which they had made to get free.

The Northfield will be raised by sinking pontoons alongside her hull and raising it until the water can be pumped out. The big derrick tugs Monarch and Century will begin work this morning under the direction of Captain Thomas Kivlin.

REPORTS FROM THE PILOTS.

GRIFFIN CHARGES STATEN ISLAND CAPTAINS WITH PERSISTENT VIOLATION OF RULES.

When Captain Griffin, of the Mauch Chunk, surrendered to the police at Pier A yesterday morning he described himself as Silvester C. Griffin, forty-five years old, a pilot, married, living at No. 945 Avenue C, Bayonne, N. J. He was accompanied by J. H. Perry, superintendent of ferries for the New-Jersey Central Railroad. The captain said he had made a report to Peter C. Petrie, the United States Steamboat Inspector, but in reply to inquiries by newspaper men he said:

"I am deeply grieved, of course, at the unfortunate accident, but am very glad that there was no great loss of life. I understand that the

list of missing is very small, and I hope it will not become larger. I cannot see how any one can blame me for the accident. My boat, the Mauch Chunk, which is a steel frame boat of modern type, was coming into her slip, while the Northfield was leaving hers.

"Now, it is the rule of the harbor, amounting almost to a law, that the boat coming into a slip always has the right of way. The outgoing boat must wait until the incoming boat is fairly in her slip and past all danger of collision. The Staten Island boats have been persistent and old violators of this rule. So flagrant has been their offending that I have personally made complaint to the Staten Island Ferry Company officials against the action of the boats, and the Northfield in particular, in leaving their slips too quickly. My complaints were made to the superintendent of the line, and were in writing and in due form. I warned him that there would be a sinking case some day if there was not a closer observance of harbor rules. I have been in charge of the Mauch Chunk for four years, ever since the Whitehall Terminal Ferry was established, and this is my first accident."

THE OFFICIAL REPORT.

The official report made by Captain Griffin to Inspector Petrie was the following:

Making for Whitehall-st. ferry slip, within one and one-half lengths of slip, at 6:02 o'clock, I noticed ferryboat Northfield had started to come out of her New-York slip, with the wheelman at the head of the boat. The Northfield blew me two whistles and continued on coming in, headed direct for my slip. I then rang two bells to stop engine and two bells to back. Then blew an alarm whistle three different times to Northfield as danger signal. The Northfield continued coming out. Tide running strong flood. When she was three-quarters of her own length in the stream she headed across the mouth of my slip. The tide was about half a minute from time she started until we came in collision.

Mauch Chunk's New-York bow end went under the starboard side guard of the Northfield one-half way between her Staten Island end and her Staten Island side, she smashing in the Northfield's planking above and below waterline. The Northfield sank, knocking down gates and stanchions, and broke deck and sheathing and small portion of port hold of Mauch Chunk. No passengers killed or injured on Mauch Chunk. I did everything in my power to avoid this collision. The Northfield's engines never stopped from the time she started to leave her slip, nor did engines stop after Mauch Chunk collided with her. Engines kept on going ahead.

R. M. Stevens, the chief clerk of the Staten Island Rapid Transit Company, when asked about the complaint of Captain Griffin that the captain of the Staten Island boats left the slip at a reckless speed, said:

"This whole thing will be carefully investigated, and you will find that when the investigation is ended Captain Griffin won't have a leg to stand on. I would not be a bit surprised if he even lost his license. The whole matter is that our boat gave the proper signals. Instead of obeying them and slowing up, Captain Griffin ran straight ahead and rammed our boat."

JOHNSON NOT TO RUN A BOAT JUST NOW.

P. H. Cassidy, the general traffic agent of the Staten Island Rapid Transit Company, who is in general charge of the affairs of the company, said yesterday:

"I have nothing to say now about the accident. There can be no statement from the company yet, because we haven't begun to get all the evidence we need to make a thorough investigation of the accident."

Mr. Cassidy was asked if Captain Johnson would be suspended if he was released from custody. He would make no direct reply.

"I should think," he said, "that the fact that Captain Johnson is under arrest would render it impossible for him to take charge of a boat, even if he were out on bail. I do not think his nerves are in shape to take charge of a boat for a while, anyway."

Mr. Cassidy said that the sinking of the Northfield would cripple the line at all. The company had six boats, two of which were kept in reserve. One of the reserve boats would be put on at once, he said, to take the place of the Northfield.

CAPTAIN JOHNSON'S REPORT.

The report of Captain Johnson, of the Northfield, was received yesterday afternoon at the office of the Local Board of Steamboat Inspectors. It is as follows:

Concerning the sinking of the ferryboat Northfield I beg to report as follows: We left New-York for St. George, Staten Island, at 6 p. m., June 14, in result of a breeze blowing from the southwest. Started my boat on one bell and blew the alarm whistle as the Northfield came toward the Mauch Chunk coming around the Battery. The quartermaster blew two whistles to the Mauch Chunk and the Mauch Chunk responded with two whistles. The quartermaster then hooked up the boat and rang the single bell. As the Mauch Chunk was still coming ahead, I blew two more whistles and then the alarm whistles. She still continued her course and struck our boat forward of the station wheelhouse. Sent the quartermaster down into the hold to discover the condition. He reported the Northfield leaning against the Mauch Chunk's bow and blew the alarm whistles for assistance. Made Pier No. 9, East River, as there was no vacant space between that point and the point of collision, all the slips being full of crafts of some description. The Northfield sank as soon as she arrived at the pier. Unable to give the amount of damage. So far as I could see and learn there was no loss of life, and every effort was made to save lives and property.

THE CREW PRAISED.

Lester W. Clark, counsel for the company, said that the nine members of the crew had been examined individually, and that the company fully exonerated them. They were a splendid lot of men, he said, and would continue in the employ of the company.

"The two firemen," he continued, "when the crash came, ran toward the point of contact and then set the pumps going. Of course the pumps could not cope with that flood. They then ran up and informed the engineer, Michael Boyd, of the accident. The engineer stood by his engine, working it by hand until the water had risen above his knees. He did a brave thing, and the best of it is, he doesn't know it. He has been an engineer on the line since 1880,

I believe," Johnson, he added, had had a license for fourteen years, and was one of the regular captains of the line.

WON'T PAROLE CAPTAINS.

MAGISTRATE CRANE TALKS ABOUT 'OLD HULKS ENDANGERING THE LIVES OF THOUSANDS.'

Magistrate Crane, in the Centre-st. court, yesterday held both Captain Abraham Johnson, of the Northfield, and Captain S. C. Griffin, of the Mauch Chunk, for examination on June 25. He did not know at the time that any lives had been lost in the sinking of the Northfield, but he showed anger when he was asked to parole Captain Johnson in the custody of Police Inspector Thompson. The request was made by Policeman Dunkin, who arraigned Captain Johnson and said there were no witnesses against the prisoner.

"I will not parole the prisoner," said the magistrate. "Two old hulks can't go about the harbor knocking against each other and endangering the lives of hundreds of people without somebody being held, if the people responsible are arrested and brought before me."

Magistrate Crane said that he would hold the prisoners in \$2,500 bail for examination on June 25. Inspector Thompson objected to this, saying there were no witnesses of the accident in court, and this caused the magistrate to repeat the statement he had made previously to Policeman Dunkin.

J. Frank Emmons, president of the Rapid Transit Ferry Company, went on the bond for Captain Johnson.

CORONER MAY MAKE ARRESTS

NO BODIES IN HOLD OF SUBMERGED TRANSPORT INGALLS—A STATEMENT FROM SUPERINTENDENT DICKEY.

Yesterday afternoon the United States transport Ingalls, which toppled over in the balance dock in C. N. Robbins & Co.'s drydock, Erie Basin, on Friday afternoon, lay in thirty feet of water, with her deck nearly two-thirds submerged. There was no search being made for further victims of the accident, as all of the workmen who were employed on the vessel when she turned over had been accounted for. The dock people declared that one man had lost his life. Thirty-six were injured, he said.

A contract was made yesterday with the Merritt Wrecking Company to raise the transport, and this work is to begin to-day. Superintendent W. D. Dickey stated that the Army Board had been informed that the Ingalls would be raised and ready to resume business in thirty days, and that she was not seriously injured. John N. Robbins, the manager of the yard, would not see any reporter, with the exception of Superintendent Dickey, who had been an admission that the accident was caused by one of the big blocks being on the vessel giving way. In a statement he made he said:

The accident was one of those unaccountable things that are liable to happen no matter how careful workmen may be. There was three feet of water over the drydock bottom when the accident happened. We do not know the cause of the accident, and we may never know. The drydock was in good condition, and the timbers used for shoring up the vessel were sound and strong. It is not true that the Ingalls was old and unsafe. Captain Bowen, who had charge of it, has had charge for thirty years. We got him with the dock. The Ingalls was thoroughly searched before the water was let into the dock after the accident, and we know that there were none of the workmen in the hold. We would not sink the dock until we were sure of that. The dock was almost rebuilt three years ago at a cost of \$20,000.

The coroner's office of Brooklyn will make an investigation into the accident in connection with the inquest on the body of Martin Anderson, the Swede, of No. 60 Vanduyke-st., who was crushed to death. Coroner Vander-gast, a visit to the scene of the accident, and intimated that he might decide to have one or more of the men in charge of the dock arrested. No date is yet set for the inquest.

An officer from the Army Department also visited the dock yesterday. It was stated that Secretary of War Root has ordered a board of survey to inspect the transport, with a view to ascertaining the extent of the damage to her.

All of the injured victims of the accident who are in the Brooklyn Hospital also were reported yesterday as doing well.

It was stated by Major Devoe, who has charge of the army transport service here, yesterday that the Ingalls would be raised and refitted as soon as possible, and she would then take supplies, under Captain Putnam Bradley Strong, to Manila. The Ingalls was to sail on June 22.

TRIP OF CONGRESSMEN DELAYED.

Washington, June 15.—The accident to the Ingalls will delay the visit of a number of Congressmen who had made arrangements to go to the Philippines. It was expected that the Ingalls would have been ready to sail about July 10. It is not known now when she will be ready to sail, although it is said at the War Department that she is not seriously injured. Among those who were booked to sail on the Ingalls are Senator Bacon, of Georgia; Representatives Burleson, De Armond, Smith, of Illinois; Driscoll, Greene, Weeks, Mercer and Gaines. A number of army officers also intended to sail on the Ingalls. Inspector-General Breckinridge being among them.

WANTED IN LONDON FOR LARCENY.

Washington, June 15.—The State Department has issued a warrant for the surrender to the British authorities of Charles W. Inman, who is wanted in London on the charge of larceny, and is at present at New-York in the custody of Commissioner Alexander.

THE FIRE RECORD YESTERDAY.

5:30 a. m.—No. 144 Liberty-st., Catalina Patterson, \$300.
8:30 a. m.—No. 150 Park Row, owner unknown, slight.
12:30 p. m.—No. 351 West Forty-third-st., Taylor & Co., slight.
6:15 p. m.—No. 444 West One-hundred-and-twenty-fifth-st., owner unknown, \$50.
6:35 p. m.—No. 508 West Twenty-eighth-st., Joseph McCarrin, \$25.
7:30 p. m.—No. 2,270 Third-ave., Joseph Butler, \$75.
8:15 p. m.—No. 1,876 Third-ave., Isaac Lisman, \$10.
8:35 p. m.—No. 622 Tenth-ave., owner unknown, \$15.
8:55 p. m.—No. 202 West 10th-st., owner unknown, \$10.

Another Crawford Shoe Store

For the convenience of our uptown trade, we have just opened a new Crawford Store at No. 150 West 125th Street. Here the new Crawford Shoes for both men and women are sold.

These Shoes set the highest standard for \$3.50 footwear. They combine style, fit, and quality as never before.

They are Shoes for well-dressed men and women. In a few weeks we will open another Crawford Store at the corner of Nassau and Fulton Streets. It will be the finest and most commodious Shoe Store downtown.

At all of our stores you are assured of prompt service, careful attention, and the best \$3.50 shoes made.

Our store at No. 262 West 125th Street will be continued, selling men's shoes only as heretofore.

THE CRAWFORD SHOE MAKERS.
STORES
Men's Shoes Only. 825 Broadway (12th St.), Manhattan.
262 West 125th St., Manhattan.
263 Fulton Street, Brooklyn.
Men's and Women's Shoes, 150 West 125th St., Manhattan.

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LULUPTIAN BAZAAR
Special Sale
Girls' & Misses' Dresses

We offer a large lot of Wash Dresses as given below, at remarkably low prices.

Girls' Sailor Suits of blue striped and polka dot percale, sailor collar and cuffs strapped with bands of white; sizes 4 to 12 years, **\$1.35**

Girls' Russian Blouse Dresses of colored Chambrays, full gathered skirt with deep hem; blouse buttoned on the side, with two rows of hand feather stitching; sizes 4 to 10 years, **\$1.85**

Sample Dresses and Broken Sizes, consisting of Sailor Suits and One-Piece Dresses, made of galathea, chambray and gingham, **\$2.85 & \$3.85**

Sailor Suits of all wool serge, full skirt with deep hem, collar and cuffs trimmed with narrow braid, shield piece of plain cloth with silk embroidered emblem; sizes 4 to 10 years, **\$4.85**

Exceptional Values.
60-62 West 23d Street.

Financial. Illustration of a kitchen with a stove and a person cooking. Financial. many persons to do the cooking, can be served from central depots, either run by the Parent Company or by sub-companies, or caterers, in sections, and at a cost exceedingly limited as compared to what each family has to pay for all the details of necessary cooking for a family.

GOODBY TO THE COOK

The Servant Girl Problem Solved by a New England Yankee.

HOT MEALS SERVED AT PRIVATE HOUSES THE SAME AS MILK AND ICE CREAM ARE SERVED.

A BIG FINANCIAL INVESTMENT WITH ENORMOUS PROFIT.

A Parent Company to be Formed to Control the Invention.

ENDORSED BY CATERERS, RESTAURATEURS AND HOUSEHOLDERS AS "SIMPLY PERFECT."

For several years past a Connecticut Yankee has been experimenting with food distribution. In the first place, cooked in a scientific manner, and in the second place, he has perfected a heat retainer for keeping it hot on an average of six hours and thereby giving ample time for distribution at points distant from the place it was cooked. With good judgment he has kept his work of experiment all in his conservative and home town, where nearly everybody keeps house.

He has developed a system which is known as the Twentieth Century Food Company, and has succeeded in solving the domestic problem in a way, so that he has hundreds of daily customers who highly praise his work.

THE CONTROL AVAILABLE. It is now proposed to have a Parent Corporation, to adopt the plan and control the patents for the whole country, with headquarters in New York, who shall manufacture the heat retainers in quantities and sell them to caterers and others, both in Greater New York and in all other large cities in the country. Great interest has been shown in the matter by the news of its success being spread abroad by newspaper stories, in such papers as "Good Housekeeping," "Ladies' World," "The New York Herald," and others, all of whom pronounce the system and the idea perfect.

HOT FOOD AT PLEASURE. Imagine daily delivery of hot food at set hours taken from an a la carte list on the same principle as ice cream or milk would be served at certain times. The great winning point in this proposition is that the Yankee patent keeps the food hot—piping hot—until it is necessary to be used. This novel invention is, of course, the winning card in the whole business, and those who have eaten food in New York prepared five to seven hours before in a New England city are enthusiastic about the idea. Soup, coffee and other eatables are so hot five hours after being prepared as to burn the mouth when eaten.

SERVANTS NO LONGER RULE. It would seem that the millennium had come, so far as living comfortably and easily in the thousands of city homes and in cramped quarters. Another feature that will appeal to every one is the economies that will be effected, both in the cost of the food and in the cooking of it. Five hundred thousand or more families in Greater New York, for instance, who now each run separate fires or gas stoves, and have

NO WEAR AND TEAR AT HOME. As to prices, each family pays only for what it gets. No cooking or trouble; get it at the door on time, wash the dishes you eat on and the company does the rest.

The full development of this "hot food" is what is desired, and to be handled in a practical way by practical men and put in every city in the United States.

For further particulars in regard to forming a Parent Company to control the patents and forming sub-companies all over the United States, on royalty, address H. P. HUBBARD, 601 Morton Building, N. Y. City.

P. S.—A "hot food" dinner will be served in a few days, to which investors will be invited.