FALL KILLS AVIATOR

Lieutenant Vivaldi, of Italian Army, Drops 1,000 Feet.

ACCIDENT IS UNEXPLAINED

Officer Had Recently Returned from France, Where He Learned to Fly.

Rome, Aug. 20.—Lieutenant Vivaldi, of the Italian army, was killed this morning by a fall from his aeroplane. He had made a trip in the early morning hours from the military aviation field at Centocelle to Civita Vecchia, on the Mediterranean Sea, thirty-eight miles from Rome, and was returning to Rome when the accident happened. A few miles outside of Rome, for some unexplained reason, the machine dashed to the earth, killing its pilot.

At the time of the accident the aeroplane was maintaining a height of one thousand feet, and the body of Vivaldi was crushed to an unrecognizable mass by the fall. Various reasons are advanced as to the cause of the accident, some attributing it to sunstroke and others to an accident to the motor or a loss of stability in a sudden gust of wind.

It is believed, however, that the motor stopped on account of lack of petrol, and the aviator, not yet an expert at planing, lost control of the machine.

General Spingardi, Minister of War, accompanied by other military officials and officers, visited the scene and rendered military honors. King Victor Emmanuel has telegraphed to Vivaldi's family his deep condolences.

Lieutenant Vivaldi had just returned from Chalons-sur-Marne, France, where he had taken up aviation and learned to fly. He used a Farman biplane for the first time to-day. He started from Centocelle this morning accompanied by Lieutenant Savoia, a Wright pupil, in another aeroplane, but the latter was unable to keep pace with him and returned to Rome before reaching Civita Vecchia.

The death of Lieutenant Vivaldi has caused deep and general sympathy, he being the first Italian victim of aviation. Lieutenant Vivaldi was a member of a noble Genoese family, and had the title of marquis. He was a brilliant cavalry officer.

MINISTER URGES AVIATION

Admiral de Lapeyrere Proposes Flotillas of Areoplanes.

Paris, Aug. 20.—Admiral de Lapeyrere, the French Minister of Marine, has become a most enthusiastic convert to the possibilities of the aeroplane in naval warfare in view of the results attained in the Paris-London flight of Moissant, the great cross-country course just completed by French aviators and other recent achievements in the air. In a statement to-day he expresses the wish that the French fleet should take first rank in the world in aerial navigation as it does now in submarine feats and proposes the establishment of flotillas of aeroplanes at the French naval bases of Cherbourg, Brest, Toulon and Bizerta, Africa, to protect the ports and locate the mines and submarines of a possible enemy.

"For the price of a single cruiser," said the minister, "we may have thousands of aeroplanes. They will be our scouts."

It is understood that Moissant, the American aviator, will compete with Latham, Paulhan and Farman for the special Michelin prize of $20,000 for a no-stop flight from Paris to Clermont-Ferrand with a passenger. In many respects this flight is considered far more difficult than previous aeroplane feats, not merely because of the passenger and no-stop stipulations, but because the flight must end on the summit of the Puy-de-Dome, a mountain 4,800 feet high, where the strong and erratic air currents will make a landing extremely difficult. The rules provide that the competitors must on starting make a complete circle of the Arc de Triomphe in Paris and after completing the 217-mile straightaway course circle the spire of the Cathedral at Clermont-Ferrand before landing on the mountain top.

DIES AT AGE OF 103 YEARS

John Kipp Stopped Drinking and Using Tobacco at Century Mark.

Oxford, N. J., Aug. 20 (Special).—John Kipp, 103 years old, died in the Warren County Almshouse, near here, yesterday from a complication of diseases. Had the man lived until December 6 he would have been 104 years old. Three years ago he fell and broke his hip, and since that time has spent most of his time in bed.

Born in Pen Cliff, Long Island, now a part of Brooklyn, Mr. Kipp ran away from home when nine years old. He lived in Hackettstown for more than half a century, and it was only when his hut in the woods in that place was burned four years ago that he became a public charge. It was his boast that he never stinted himself as far as drinking, smoking and chewing were concerned, but upon attaining the century mark he gave up these habits and used peppermint candy in their stead. It is said that the man has children in Middletown, N. Y.

CLOSING CONEY ISLAND

Police Officials Pay Visit and Resort Is Afraid.

Coney Island trembled before the visit of various police officials last night, fearing for her liberty and freedom of enjoyment of those rights which have long been hers. The officials who came down to look over the resort and see if any violations were being committed were Lewis H. Reynolds, Fourth Deputy Police Commissioner, of Brooklyn; Borough Inspector Holahan and District Inspector O'Brien. They called on Acting Captain Eason, of the Coney Island station.

Mr. Reynolds and his party made a close investigation of the Bowery and its side streets, visiting thirty-five hotels and closing three "disk" games. When Mr. Reynolds left the island, shortly after midnight, he instructed Inspector Holahan to close everything up tight at 1 o'clock. It promises to be the closest and tightest Sunday that Coney Island has ever experienced.

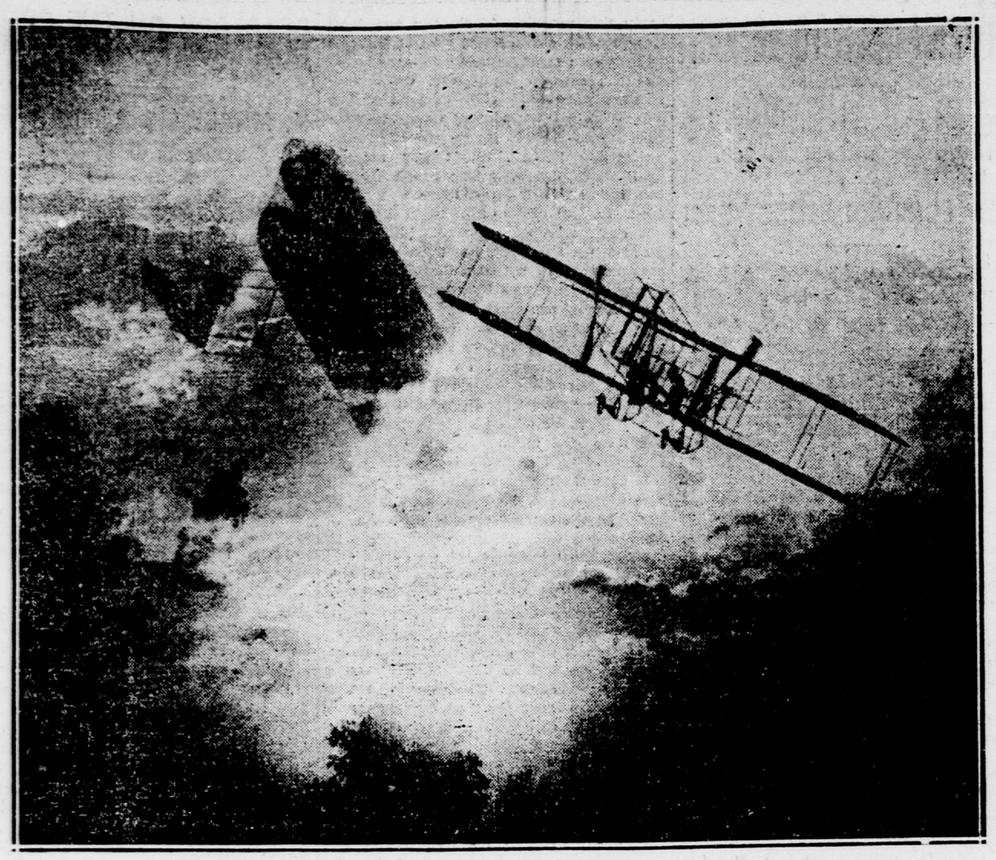
TO INDICT INDIVIDUAL PACKERS

Believed That Chicago Inquiry Will Strike at Heart of Problem.

Chicago, Aug. 20.—It is expected that the federal grand jury, which has been investigating the so-called Beef Trust for more than a month, will attack what the government considers the heart of the problem by returning indictments against individual officers of the big packing companies.

Hitherto the long war of the federal authorities has been directed against the corporations as corporations. They have been enjoined from fixing prices by agreement. Recently the National Packing Company and its subsidiary concerns were indicted, but Judge Landis declared the indictment faulty. The present investigation followed. By the end of next week it is believed that the inquisitorial body will report results.

FLYING BY MOONLIGHT AT ASBURY PARK.



(Photo by Paul Thompson.)

WIND DELAYS MOISSANT

Hopes to Resume Flight to London This Morning.

Chatham, England, Aug. 20.—John B. Moissant, the American aeronaut, the latter part of whose flight from Paris to London has been delayed by accident and contrary winds, will make an attempt to reach Crystal Palace to-morrow morning.

Moissant ascended at 6:20 o'clock this morning from Rainham, after repairs to his damaged monoplane had been completed, but after flying some four miles was obliged to land again on account of the strong wind. Conditions were little improved in the evening, and Moissant postponed his departure until morning.

HOTCHKISS EXTENDS TIME

Companies Have Until October 1 to Submit Policy Forms.

Albany, Aug. 20.—It was announced at the state Insurance Department to-day that the time within which insurance companies doing a health and accident business must submit policy forms to State Superintendent Hotchkiss for approval under the new standard policy provision law had been extended from September 1 to October 1. This action was taken after the companies had declared that it was practically impossible to submit the policy forms on time.

Companies in this state have appointed a committee to urge united action on the part of the insurance departments and the companies of New York and Massachusetts, the only states that have as yet adopted the uniform law.

It was stated at the Insurance Department to-day that the new law is intended not merely to bring about uniformity of policy provisions in health and accident insurance but also to eliminate from such policies in the future indefinite and elusive clauses which, it is declared, have crept in through competition. The uniform policy plan in this state now embraces fire, life and health and accident insurance business, and the state superintendent believes that it will be extended to all other fields of insurance by subsequent enactment.

ANOTHER FATAL BOXING BOUT

Philadelphia Principal and Promoters Held to Await Inquest.

Philadelphia, Aug. 20.—Another death was added to-day to the list of fatal boxing bouts in this city when Frederick Castor, twenty years old, died in a hospital after a six-round bout last night at the Frankford Athletic Club with Frank ("Spike") Sullivan of this city. Sullivan is in the county prison awaiting the action of the Coroner. The managers of the club, promoters of the bout and seconds of the two principals, nine in all, were held in bail as witnesses.

Testimony given before a police magistrate to-day tended to show that Castor had the better of the bout, and in the last round, while trying to knock out his rival, suddenly fell unconscious. The cause of death has not yet been determined.

DREXEL RECORD APPROVED

Aeroplane Reached Altitude of 6,752 Feet, Say Kew Scientists.

London, August 20.—The stamp of scientific approval was to-day placed on the world's altitude record for an aeroplane, 6,752 feet, established by J. Armstrong Drexel, the American aviator, when the Kew Observatory, after testing the barograph carried by Mr. Drexel, issued a certificate of its accuracy and the correctness of the figures. The flight was accomplished the evening of August 11, when he ascended from Lanark, Scotland, passed far above the clouds and after two hours' steady climbing descended near Cobbinshaw Loch, twelve miles from Lanark. He suffered severely from cold at the extreme altitude.

HARMON CROSSES SOUND

Continued from first page.

my trip, but do not expect to try an across-the-Sound trip again this year."

The various aeroplanes housed at Garden City were not wheeled out on to the aviation ground until 6 o'clock yesterday afternoon, after the little breeze from the south had died to an occasional puff. The parking spaces in the meantime had filled with automobiles and the grandstand had blossomed with humanity. Harmon's machine was the first to appear, a big Farman biplane in which Paulhan, the French aviator, made a name for himself in Los Angeles.

Harmon and Charles Pinchou, his mechanic, felt it all over, prodding and peeping about like stealthy children. They had already tested the engine in the garage and found that it developed a pulling power of 320 pounds, forty more than it had ever shown before.

Pretty soon a boy was dispatched to find Charles K. Hamilton and tell him that Mr. Harmon was ready. That ever ready air navigator was produced from some tent and climbed into the aeroplane behind Harmon. With Hamilton as passenger and mentor Harmon then made seven laps of the field, staying up twelve and one-half minutes, even dipping in salute as he passed the grandstand on the last lap.

They came down in the middle of the inclosure. Mechanics and mechanics' helpers ran out to them, and a pow-wow was held there, where few could interrupt. Then the word was passed to Frank Sinclair, Harmon's press agent, that the Sound flight had been decided upon. Sinclair unslung his trusty megaphone and announced all along the line of excited spectators that the aviator would start for Connecticut in ten or fifteen minutes.

Press Agent Too Cautious.

But for the first time a press agent proved too cautious in his estimate. It wasn't five minutes before Harmon had taken his seat again, and Pinchou began giving the propeller the twist which should send it into its epoch making paroxysm. "He's off!" came breathlessly from automobiles and grandstand as the propeller twisted the blue exhaust behind it in a little hurricane. Then the mechanics let go the planes, the biplane glided along the ground for a hundred feet, Harmon elevated the front control and the powerful motor dragged the wheels gradually off the ground. When one sees the reluctance with which an aeroplane rises it is hard to believe that it is not going to falter in its flight.

Harmon had waited on the ground after his flight with Hamilton only long enough to fasten about him the inflated inner tube of an automobile tire to serve as a life preserver should he fall into the Sound. As the spidery outlines of the man-bearing kite grew fainter in the distance Hamilton came running back to the grandstand with a smile and the remark:

"He'll make it all right to-night."

The atmospheric conditions were ideal; every one spoke of it. The faint breeze that barely lifted the flags on the staffs marking the mile course around the field came from the south, giving the air navigator a fair wind all the way. Straightaway for a mile Harmon rose gradually until he had reached a height of 150 feet, flying eastward. Then he turned north, still rising, and in a bee line he flew for Roslyn, attaining a height of six hundred feet.

When he reached Roslyn, however, he had descended to two hundred feet, and the perfect purr of his motor brought natives and summer residents on the run to see him pass. They yelled and cheered and howled as he headed out over Hempstead Bay, but the aviator kept his eye on the dancing waves and blue Connecticut shore in the distance, oblivious to the bedlam below him. As he winged his way over Sea Cliff the wild wives and others estimated his height at 250 feet and going like all get out.

No Time For Arrangements.

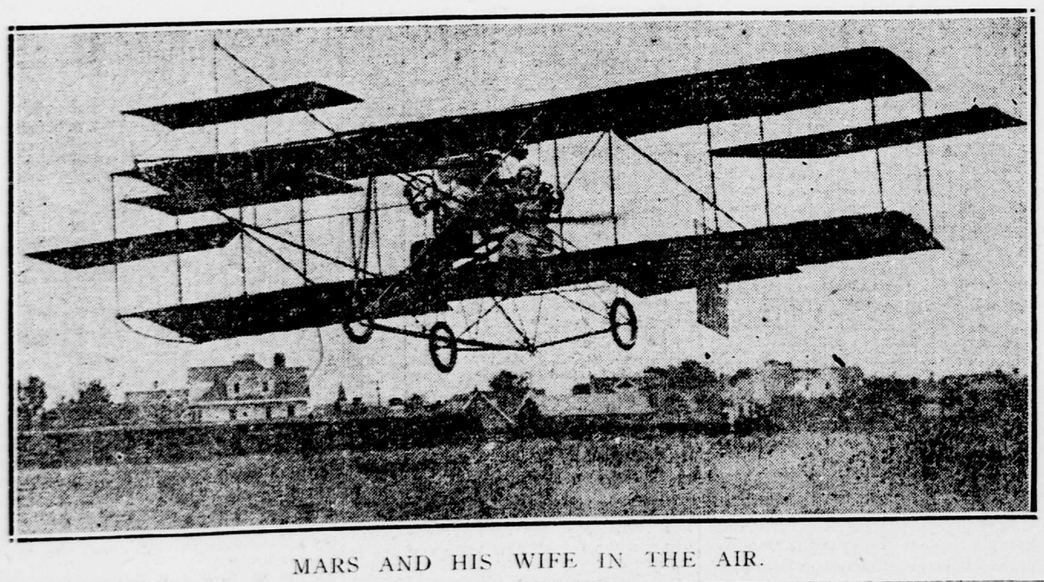
There had been no time to arrange for a convoy across the water. So out over its blue expanse the little man flyer purred in loneliness, never deviating from the straight line between Roslyn and Larchmont, while the small craft in Hempstead Bay, the Sound steamers and the racing motor boats at Larchmont dipped their colors and made as much of a din as the lung or steam power aboard would permit.

Hundreds at the Larchmont Yacht Club shouted and cheered as Harmon flew directly over their heads, 150 feet in the air, and headed up toward Port Chester on his way to Greenwich. But the aviator seemed not to hear them, for he did not respond. He hugged the shore, and as far as the club members could watch him he remained at about the same height.

For the most part Greenwich was unaware that her illustrious son was about to descend upon her from the heavens. The only person to greet him on his arrival was his wife, who had watched his flight through a telescope from her father's house. Within half an hour after his landing Harmon, not even scratched as a result of his encounter with the telephone wires, was eating a hearty supper at his father-in-law's house and being showered with the congratulations of his joyous relatives.

Harmon had intended making a landing either on Tweed Island or on a plot of ground near the Benedict home, mowed and levelled for the purpose. But he could not distinguish the landing spot in the dusk, and instead came down in the wrong place, fouling the telephone wires. Mrs. Harmon motored to the spot and took her husband back with her before the news of his flight had spread through the town. The aviator expects to have his machine repaired in time to fly with Glenn H. Curtiss at Sheepshead Bay to-day.

By making this, the first flight across Long Island Sound, Clifford B. Harmon wins the $2,000 cup offered by Doubleday, Page & Co. as a reward for the feat.



MARS AND HIS WIFE IN THE AIR.

HAMILTON WINS PLATE

Circles Building of Publishing Firm—Flies by Moonlight.

After Clifford B. Harmon had left him behind yesterday evening at Garden City, Charles K. Hamilton climbed into the biplane of Howard Deitz, made three laps of the aviation field and then flew off 'cross country to the building of Doubleday, Page & Co., in Garden City. This he circled, thereby winning a Tiffany silver plate which the publishing firm had offered as a prize to the first aviator who should perform the feat.

On his way back the intrepid flyer flew over Hempstead, circled eastward, passing over the Meadow Brook Hunt Club and the Motor Parkway, and crossed a part of Westbury.

Still later, in the darkness, when the moon looked like a huge red balloon resting on the horizon, Hamilton took the biplane of J. J. Frisbee, who had made two tentative flights, and disappeared into the night. Time after time he circled the field, being seen only when silhouetted against the burning moon, though the whirring of his motor revealed his presence every time he passed the grandstand.

Several times he dipped as he neared the crowd, judging his distance from the ground by the searchlights turned on him from the automobiles. Finally he came down, but at the far end of the field, at a safe distance from the mob which had run out to maul him in its enthusiasm.

DROP IN ON LAWN PARTY

Coffyn and Brookins Fly to Deal Club from Asbury Park.

BOTH MEN IN NEW MACHINE

Contrary Air Currents Interfere with Johnstone's Trial for Altitude Record.

[By Telegraph to The Tribune.]

Asbury Park, N. J., Aug. 20.—A lawn party was the attraction this afternoon at the Deal Golf and Country Club. During the festivities President Joseph M. Byrnes was informed that two gentlemen desired to see him. They proved to be Walter Brookins and Frank Coffyn, two of the Wright aviators. Not having been able to secure a motor car for their journey they had sailed over to the clubhouse in an aeroplane, landing on the golf links near by.

Their arrival created a sensation, and after considerable handshaking President Byrnes invited them to celebrate the event, but the aviators declined the invitation, explaining that their calling made them prohibition partisans. Coffyn, who acted as postman, then delivered a letter to Mr. Byrnes. It was from the aviation committee of the Asbury Park Aero Club, telling the golf club president that the Asbury Park aviation meet would be continued Monday and Tuesday.

Mr. Byrnes prepared an answer, congratulating the Asbury Parkers on their enterprise and wishing them all sorts of success. This letter Coffyn later delivered to the committee on the aviation grounds.

The flight to the Deal golf links was the feature of the afternoon's programme. The new Wright machine was used, and with Brookins at the levers the start was made at 4:29 p. m. Coffyn accompanied him in the capacity of letter bearer. The machine rose to an altitude of five hundred feet, circled the grounds several times and then headed due north for Deal. The landing on the golf links was made without accident, and the ascent on the homeward trip was easily accomplished.

They reached the aviation field again at 5:25 o'clock, and after Brookins had executed several of his aerial stunts at an altitude of 300 feet he shut off the machine's engine and coasted to the centre of the field. The fifteen thousand spectators gave the daring youths a vociferous welcome as they stepped from the machine.

Later in the afternoon the same machine made a flight with "Archie" Hoxsey in the driver's seat. Beside him sat Frank W. O'Malley, a New York playwright. Hoxsey treated O'Malley and the spectators to a five minutes' exhibition of remarkable dips, turns and glides. At O'Malley's urgent request the aeroplane came back to Mother Earth.

Ralph Johnstone, wearing heavy clothing, made a trial for an altitude record. He was in the air for forty-six minutes, but after sailing in wide circles which carried his machine one hundred yards to sea and as far north as Elberon, he encountered contrary air currents which interfered with satisfactory climbing, and he descended. Returning to the aviation grounds he dropped until within six hundred feet of the ground, when he coasted to the centre of the field. It was the prettiest exhibition of daring shown at the meet.

The baragraph on Johnstone's aeroplane showed that he had reached an altitude of 2,448 feet and the cyclometer indicated that he had travelled forty-two miles while aloft. An official record of the flight was made by Fred J. Dollinger, representing the national council of the Aero Clubs of America.

The afternoon's programme opened with Hoxsey giving an exhibition flight around the field, which lasted nine minutes. On his second flight Hoxsey was in the air thirteen minutes, and thrilled the uplookers with his dangerous dips and aerial base running while up five hundred feet.

Johnstone, Brookins and Coffyn also responded to encores and gave short exhibitions. Johnstone in his second trip made another hair raising coast from an altitude of four hundred feet, and Brookins went through an imaginary game of leap frog, winding up with a "slide for life" with his biplane five hundred feet in the air.

A balloon ascension by one of Johnny Mack's apprentices, who made a parachute drop when the balloon was five thousand feet high, closed the afternoon programme.

Because of the stormy weather during the week, the meet will be continued on Monday and Tuesday, when the Wright flyers will continue their demonstrations.

QUALEY IN MORE TROUBLE

Fails to Appear in Court to Answer Judgment Creditor.

John A. Qualey, president of the Magnesia-Asbestos Company, whose troubles with Mrs. W. T. Bull over an investment of $35,000 which she made in his company have been recently widely published, now will probably face a charge of contempt of court. Qualey was cited to appear yesterday in the City Court for examination in supplementary proceedings, but he failed to appear either in person or by counsel.

The judgment creditor was the Marceau Company, Limited, which makes photographs and portraits. The company obtained a judgment against Qualey in September, 1909, for $380. The process server said he had to wait around the hotel where Qualey lived three days before he could serve him.

The judgment was never paid and the supplementary proceedings were brought. There had been two adjournments of the examination, but Qualey's lawyer promised to have him in court yesterday. The case was called three times, but there was no answer and a default was noted. Counsel for the Marceau Company said he would move to have Qualey adjudged in contempt.

The Marceau Company has another judgment for $70 against Qualey, and Liley Silby, also a photographer, holds an unsatisfied judgment for $99 against him.

THE VIKING REPORTED LOST

Note Says Yacht and Twenty-three Persons Went Down, Probably a Hoax.

Newport, R. I., Aug. 20.—"Steam Yacht Viking wrecked off Cape Cod in fog. Twenty-three persons aboard; all lost. Finder please notify the New York Yacht Club and Paul Pithard France."

This is the substance of a message contained in a bottle which was found floating in the harbor to-day. The find was reported to the authorities and an investigation was started, although little faith is placed in the genuineness of the note. It was dated August 14.

The Viking, which is owned by George F. Baker, jr., a New York banker, who was aboard with his family, left Newport about a week ago and headed west away from Cape Cod. Mariners declare that it would be impossible for the bottle to have drifted from any part of Cape Cod through Vineyard Sound, or outside, to Newport in the six days since the writing of the note.

Inquiries at Marblehead, Mass., Portsmouth, N. H., and yachting centres in Maine and elsewhere along the New England coast failed to disclose the Viking, and it is generally believed that the note is one of the practical jokes frequently perpetrated upon the public by yachtsmen and their friends during a summer.

Gloucester, Mass., Aug. 20.—Just before dark to-night a steam yacht, believed to be the Viking, anchored in the harbor. Harbor Master O'Brien, who knows the vessel reported from Newport, R. I., as lost, felt quite sure it was the Viking, and sailors who came ashore from another craft near the yacht thought her name was the Viking. No one came ashore from the yacht and positive identification could not be made until morning.

BLAIR'S PILLS, CELEBRATED ENGLISH REMEDY FOR GOUT AND RHEUMATISM. SAFE AND RELIABLE. AT YOUR DRUGGIST

ROSENHEIMER STILL IN JAIL

Funeral of Victim Held While He Languishes in Cell.

THIRD MAN IN CAR FOUND

Letters Received by Coroner Make Charges of Speed Mania Against Prisoner.

After a fruitless all day search for a bondsman, Edward T. Rosenheimer, who is held on a charge of having caused the death of Miss Grace Hough and injuring Miss Anna McCabe and George Vedder on Thursday night, when his automobile struck their carriage on Pelham Parkway, was still a prisoner in a cell of the Harlem prison last night. The young man seems now thoroughly to realize the gravity of his position, and his appearance yesterday showed that he had spent a sleepless night in his narrow quarters.

At the same time that Rosenheimer sat on the edge of his prison cot, with his head held in his hands and his face haggard with anxiety, the funeral of Grace Hough, the dead girl, was being held at her home, 175th street and Bathgate avenue, The Bronx. Only the immediate members of the girl's family were present when the Rev. H. F. Taylor, of St. Paul's Episcopal Church, read a brief service over her body. The burial will take place to-day in the family plot at Cedar Grove Cemetery, Long Island.

Coroner Schwannecke, who has been almost tireless in his efforts to secure evidence against Rosenheimer, spurring the police on to gather up every necessary point wherewith to build up a case against the young man, received word that bail for the prisoner would be offered at 8 o'clock last night. At that hour he was in his office, together with Rosenheimer, who was taken from the Harlem prison, and John H. Vedder, a brother of George Vedder.

The first bail bond examined was one offered by John H. Young, who put up a piece of property at No. 536 West 29th street, valued at $38,000. Coroner Schwannecke decided that he could not accept this surety, for the reason that he had not had time to examine it at length.

Coroner Rejects Second Offer.

George A. Knobloch, of counsel for Rosenheimer, then introduced his wife to the coroner, and said that she wished to go on the young man's bond. Mrs. Knobloch offered two pieces of property, one at Sixth avenue and 46th street, and the other at Eighth avenue and 56th street, in lieu of the $25,000 bail demanded. She said the property was valued at $300,000, and that she held a one-third interest in it.

Once again the coroner said he could not accept the bond offered until he had an opportunity to investigate it, and with the words young Rosenheimer's face assumed a despairing look, and clasping his hands nervously he turned to his counsel in an appealing way. Coroner Schwannecke told Young and Mrs. Knobloch to return to his office this morning, when he will finally decide as to the acceptability of the bail bonds. He announced that he would insist upon two sureties in case the bail offered should be accepted.

After these formalities Coroner Schwannecke ordered that Rosenheimer be taken back to the Harlem prison for the night, and he was led away between two detectives. Milton Fleisher, the house painter who was with Rosenheimer at the time of the accident on Thursday night, occupies a cell adjacent to that of his friend, he also having failed to secure the $5,000 bail demanded.

The fact was brought out yesterday that the mysterious "Mr. Schuman," who was the third person in the automobile when it struck the carriage, was Louis Schuman, of No. 846 Kelly street, The Bronx, an employe of the J. C. Linde Paper Company, of No. 84 Bleecker street.

Schuman Offers to Surrender.

Schuman telephoned to Coroner Schwannecke, at his office in the Metropolitan Building, yesterday afternoon, and said that he had read in the papers that he was wanted and would come to the Coroner's office at once if wanted. His offer was accepted by that official, who told him to report forthwith.

Schuman arrived a few minutes later and told the Coroner that he was riding with Rosenheimer and Fleisher in the automobile on Thursday night. He said he felt a slight jar of the machine near Cleveland avenue, where Miss Hough was killed, but that it did not attract his attention particularly.

The Coroner then asked Schuman where he was when John Deans, the chauffeur, overhauled Rosenheimer's machine and asked them to come back to the scene of the accident. He said that as soon as the car had come to a stop and Rosenheimer got out to repair it, he left them and walked to his home through the woods. Coroner Schwannecke did not ask Schuman why he had taken this method of going to his home if he did not know of the accident, but he will put the question to him at the formal inquest. He paroled Schuman in the custody of Mr. Lipschitz, of No. 49 Lafayette street.

A new and startling turn was added to the case against Rosenheimer yesterday, when it developed that Captain Price, in charge of the Bronx detective bureau, had sworn testimony to the effect that Rosenheimer was a "speed maniac," and that his automobile was the terror of pedestrians, automobilists and horse-drawn vehicles alike on The Bronx roads. Captain Price said that many letters had been pouring into his office since the accident telling of the reckless manner in which Rosenheimer has been known to drive his machine through crowded streets, to the danger of life and limb.

PARTY IN LAUNCH RESCUED.

[By Telegraph to The Tribune.]

Atlantic City, Aug. 20.—Miss Mae Stromeyer, of New York, and a party of friends were in danger of drowning last night, when the engine of her launch broke down and the boat drifted toward the breakers. George Parsons, captain of the boat, and Thomas McKay, one of the party, swam to the marshes and then made their way to the boathouse district. They told of the predicament of those in the boat and a launch put out. The boat was finally towed ashore. The party, though wet and exhausted, was unhurt.

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All fashionable shades, also Black and White. Regularly, $3.00 each 1.50
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We have selected from our regular stock
30 Sets of Bedroom Furniture
Comprising twin and wide Beds, Bureaus, Chiffoniers, Dressing Tables, Chevals, Commodes, Chairs and Rockers.
These sets are being discontinued, and the prices reduced to make room for incoming Fall stock.

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5-Piece Dark Mahogany Suite, with four-post bed	750.00	595.00
8-Piece Dark Mahogany Suite	1,200.00	975.00
4-Piece Dark Mahogany Suite	850.00	675.00
6-Piece Dark Mahogany Suite	395.00	300.00
4-Piece Dark Mahogany Suite	565.00	495.00
6-Piece Dark Mahogany Suite	725.00	500.00
4-Piece Dark Mahogany Suite	490.00	375.00
5-Piece Dark Mahogany Suite	625.00	495.00
7-Piece Dark Mahogany (inlaid)	875.00	675.00
4-Piece Dark Mahogany Suite	725.00	575.00
6-Piece Dark Mahogany Suite	975.00	750.00
4-Piece Dark Mahogany Suite	675.00	475.00
3-Piece Dark Mahogany Suite	450.00	345.00
5-Piece Toona Suite	375.00	285.00
6-Piece Toona Suite	490.00	375.00
6-Piece Toona Suite	995.00	850.00
8-Piece Golden Oak Suite	675.00	575.00
7-Piece Birch Suite	725.00	595.00
4-Piece Maple Suite	525.00	425.00
6-Piece Maple Suite	595.00	475.00
10-Piece White Mahogany Suite	1,750.00	1,300.00
7-Piece White Mahogany Suite	900.00	650.00
3-Piece White Mahogany Suite	475.00	347.00
4-Piece White Mahogany Suite	975.00	785.00
7-Piece Circassian Walnut Suite	1,050.00	750.00
9-Piece Circassian Walnut Suite	1,375.00	1,000.00
5-Piece Circassian Walnut Suite	875.00	750.00
5-Piece Circassian Walnut Suite	375.00	290.00
7-Piece Circassian Walnut Suite	725.00	475.00

An opportunity for intending buyers of Fine Furniture to effect a material saving. Throughout our vast stock will be found many odd lines marked at extremely low prices to close out.
PURCHASES CAN BE HELD FOR FUTURE DELIVERY
R. J. HORNER & CO. Furniture Makers and Importers | W. 23d St. 61-63-65 W. 24th St. 36-38-40