

IN A GRIP OF ICE, SNOW AND WIND

Middle and Western States in the Throes of a Blizzard.

Streets of Chicago Filled With Snow and All Traffic Is Stopped.

Trains Delayed in All Directions, and the Prospects Are Good for a Long Blockade.

CHICAGO, Ill., Jan. 23.—High winds, a heavy and continuous fall of snow and a temperature only two degrees above zero combined to make this the stormiest day of the winter. The wide area of the storm gave the officials of Western railways cause for fear that their lines would be tied up before morning. The conditions outside the city are rapidly getting worse, and the prospect for a blockade over Sunday at least, even with the most vigorous measures for clearing the tracks.

Mail trains came in late to-night from the West. The city street-cleaning bureau and the streetcar companies were compelled to put hundreds of laborers, teams and snowplows to work, and at a late hour it looked as if they had an all-night job before them. As it was, the streetcar traffic was much impeded. The whole Northwest is in the grip of ice, snow and zero temperature.

DES MOINES, Iowa, Jan. 23.—Iowa is in the throes of the worst blizzard of the year. It began about noon and has been on ever since. Reports indicate heavy snows all over the State, northern and northwestern points reporting the mercury at 15 to 25 degrees below zero.

OMAHA, NEBR., Jan. 23.—Nebraska is in the track of the blizzard. The wind is blowing a gale and intermittent snow flurries have been the order of the day. In Omaha the thermometer registers 13 degrees below zero to-night and the heavy blow is increasing in velocity.

Reports from the railroads report that what is true of Omaha prevails all over the State. The counties to the northwest report the worst snowstorm of the winter and 15 degrees below zero. Stock will suffer greatly. Trains on the St. Paul and Omaha road going north are delayed by the wind.

Dispatches from points in South Dakota give details of a severe storm in progress over the entire central portion of the State. All the trains on the division of the Northwestern running through Huron are tied up, and nothing can be done toward opening the road till the weather clears.

The depot at Arlington, S. D., was blown out of shape and many snow fences have been blown into cuts which are choked with snow.

KANSAS CITY, Mo., Jan. 23.—A blizzard of unusual severity is raging over Kansas to-night. The snow falling in the western section of the State is drifting badly, caused by the high wind. There is much suffering among stock. Indications point to a blockade of the railroads before morning.

At Salina there was a fall in the temperature of 50 degrees in three hours, and the mercury was still falling. The snow, driven by a strong west wind, is filling up the railroad cuts badly. It is feared that intense suffering and death will be the result among families in the north and west, where they have poor homes and little fuel.

Wichita reports a severe blizzard raging there.

ST. PAUL, MINN., Jan. 23.—The weather is excessively cold throughout Minnesota and North and South Dakota. The thermometer is 12 below zero to-night at St. Paul, with prospects of a further drop of 10 to 12 degrees in the morning. Trains are moving irregularly.

Aberdeen, S. D., reports that the Hastings and Dakota division of the Milwaukee road and the Great Northern branch from Breckenridge have been practically snowbound since January 13.

ANXIETY FOR SHIPPING. The City of Duluth Has a Rough Time on Lake Michigan.

BENTON HARBOR, MICH., Jan. 23.—There is great anxiety felt for the safety of the steamer City of Duluth, which is eight hours over-due. The steamer left Milwaukee at 1 o'clock this morning with a large cargo of flour, and should have arrived here at 11 o'clock this forenoon. It is believed she is somewhere on the lake, possibly disabled. A blinding snowstorm has prevailed all day, with a heavy sea running along this shore.

CHICAGO, ILL., Jan. 23.—The steamer City of Duluth, which left Milwaukee at 10:30 this morning, heavily laden with merchandise for Benton Harbor, came into the harbor here about 9 o'clock to-night. The boat was sighted shortly before 8 o'clock, when the storm, which has been raging for twenty-four hours, was at its height, by the keeper of the four-mile crib, who thought he distinguished distress signals from the crew. The city fire alarm department was notified, and a tug was sent out to render assistance. The vessel, however, made its own way in.

Captain McClain of the Duluth said that the voyage between Milwaukee and Chicago had been extremely stormy. Every effort to reach Benton Harbor with the cargo was made, but the storm was too severe and the boat went before the wind. Finally they put about toward Chicago and sighted the city lights about 7:30 o'clock. The boat was uninjured by its struggle with the waves.

WINS A SUIT IN THE TRANSVAAL INVOLVING MINING PROPERTY VALUED AT \$3,000,000.

DENVER, Colo., Jan. 23.—R. E. Browne, a noted American mining engineer of Pretoria, South Africa, who is on his way from San Francisco to London, learned for the first time through a press dispatch from Pretoria that the high court had decided in his favor a suit which he brought against the Government for a final order of rights in his respect.

The dispatch further stated that the district of Witfontain was to be open for gold mining on a certain date, whereupon Mr. Browne staged out large blocks of claims, but in the meantime the Government withdrew the proclamation and afterward proclaimed Witfontain closed.

This is the explanation of one of the most remarkable mining enterprises on a gigantic scale ever consummated in modern times, and it even eclipses the famous operations of the notorious Barney Barnato in that it has been successfully carried out under the sanction of the law, the decision of the highest court in the Transvaal proclaiming to the world its legitimacy.

Mr. Brown has been in this country several weeks, making examination of properties in California and Colorado, and has not had an opportunity to communicate with his branch offices to confirm the report. He has been in South Africa four years and for twelve years was engaged in the Cour d'Alent region when the discovery of silver and lead was made in the famous camp. He made an examination of Cripple Creek five months ago and considers it a great camp. Mr. Brown firmly believes that the West is destined to enjoy a great future in regard to mining.

BAUQUET OF FORTY-NINERS. Story-Telling and Feasting of Pacific Coast Pioneers at Chicago—Last Year's Officers Re-Elected.

CHICAGO, ILL., Jan. 23.—Old men with gray hair, who crossed the plains to the Pacific Coast in the days of the gold fever in 1849, gathered at the Tremont House this morning to celebrate with story-telling and feasting the discovery of gold in California.

The day is known among the Pioneers as Discovery day. The parlors of the Tremont House were utilized as a gathering place, and at noon a number of the Pioneers were in attendance.

As soon as one of the members of the association would come into the parlors he was met by President Addison Ballard, and a large yellow badge with the California bear and the number "49" conspicuously displayed thereon was pinned to his coat.

Many of the members were attended by their wives, while many younger persons looked on and heard the talk of hardships and adventure.

The menu of the dinner served was an elaborate one, but with no trace of the "grub" which was graphically described by one of the story-tellers as the fare of the pioneers in the old days.

Last year's officers were re-elected as follows: President, Addison Ballard; secretary, George W. Hotchkiss; vice-presidents, Camden Knight and George G. Custer.

FALL OF A TRAIN FROM A TRESTLE. The Engineer, Fireman and Mail Agent Killed and Seven Others Injured by the Disaster.

BUTLER, PA., Jan. 23.—This afternoon one of the most serious accidents in the history of the Pittsburgh and Western Railroad occurred at Rainy Creek bridge, one mile from Shippensburg station.

Passenger train No. 7, from Kane, left the track when crossing a trestle and the entire train went down a distance of fifty feet into the river. Three persons were killed instantly and only one person, it is said, escaped injury. The train consisted of a baggage-car and two passenger coaches.

About thirty passengers were on board when the frightful plunge was made. The dead are: Daniel Morlarik, William Copley, mail agent.

The injured: Thomas Rainey; Conductor Thomas Tanks; brakeman Wise, may die; J. T. Kelley, Cleveland; William Caruthers; — Johnson, Pittsburg; J. M. Egan.

A special train bearing the remains of the dead trainmen arrived here at 9:50 o'clock to-night. The accident was caused by the brakes refusing to work.

NO HAWAIIAN CABLE YET. This Congress Will Not Pass the Bill. Pacific Coast Penitents.

WASHINGTON, D. C., Jan. 23.—A report that the House Commerce Committee will report a bill awarding the Hawaiian cable contract to the lowest bidder was printed yesterday, but is hardly worth considering for three reasons: First, the Bennett bill authorizing the New York company to lay the cable has already been reported, and is now on the House calendar; second, the Spaulding and New Jersey company, claims that Colonel Spaulding has an exclusive concession for the cable landing on the Hawaiian Islands; third, Speaker Cannon and other members of the committee positively refuse to set a time for the consideration of any bill granting a subsidy for a cable. Their opposition is based upon the state of National finances.

Representative Bennett of New York said to THE CALL correspondent to-day: "No further action will be taken by the Commerce Committee. We have already reported the New York bill, and it is now on the calendar, but neither this bill nor any other cable bill will be recognized by the committee. As to the concession of Colonel Spaulding, he is concerned, he may have an exclusive franchise, but it expires in May next, unless he shall by that time get a contract and subsidy from the United States.

"The New York company denies that Colonel Spaulding has an exclusive franchise, and claims that the United States has the right to land a cable at Pearl Harbor, where it has a coaling station. There will be no cable bill passed by this Congress.

SENATOR ALLEN WANTS TO KNOW

Inquires What Foreclosure Arrangements Have Been Made.

Calls on Mr. Olney to Furnish the Senate With Certain Documents.

Bill Passed to Reclassify Railroad Postal Clerks and to Regulate Their Salaries.

WASHINGTON, D. C., Jan. 23.—There was a small attendance of Senators when the proceedings of the day began.

Allen (Pop.) of Nebraska offered a resolution, which was agreed to without objection, calling on the Attorney-General to inform the Senate whether he had entered into an agreement or stipulation with the reorganization committee of the Union Pacific Railroad respecting the foreclosure of the Government lien thereon and the amount to be bid in the event of the foreclosure of the lien; also to send to the Senate the full text of the agreement or stipulation, together with the names of the parties thereto and of the persons comprising the reorganization committee, as well as the written authority he may have for beginning such foreclosure proceedings or entering into any such agreement or stipulation.

Morgan (D.) of Alabama offered a resolution requesting the President to furnish copies of all correspondence and official communications relating to the Nicaraguan canal with the Government of Nicaragua since 1887. The resolution was agreed to.

The consideration of unobjectioned bills on the calendar was then begun and the following were passed, the Nicaraguan canal bill being laid aside formally for the day:

Appropriating \$15,000 for the heirs of the three Italians killed by mob violence in Waukegan, Colo., March 3, 1896.

To refund to Ames & Detrick of San Francisco drawback on grain bags exported in 1892.

To transfer Lieutenant Jerome E. E. Morse of the United States army to the 75th per cent pay of retired officers.

To reclassify railroad postal clerks and regulate their salaries. The bill divides these clerks into ten classes. Class 1 is to be paid \$800; class 2, \$700; class 3, \$600; class 4, \$500; class 5, \$400; class 6, \$300; class 7, \$200; class 8, \$100; class 9, \$50; class 10, \$25.

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Appropriating \$23,000 to the owners of the Hawaiian Bank.

For the examination and classification of certain lands in Oregon.

To pay the heirs of the late John Roach \$300,000 for labor and material in the construction and occupation of yards and shops for the gunboats Chicago, Boston and Atlanta.

Authorizing increased compensation for gunboats to the Atlantic waters, Boston.

Granting a pension of \$75 a month to the widow of General John Newton.

Increasing the pension of the widow of General W. W. Bruner to \$50 a month.

In investigating against the difference in amount of pensions in these two bills, Allen (Pop.) of Nebraska said that there appeared to be some error in the amount of the pension granted to the widow of General John Newton.

The Senate at 4:50 o'clock adjourned until Monday.

HONORS FOR ALTELD.

Friends of the Ex-Governor Present at Reception at the Governor's Office.

CHICAGO, ILL., Jan. 23.—Twelve hundred friends of ex-Governor John P. Altgeld came through the snowstorm to the Tremont House to-night to show their esteem. The reception tendered the Democratic State leader took an interesting form.

Altgeld was the recipient of three costly testimonials during the day and night. In the afternoon the German societies as a committee were represented at the house of the Governor, where they presented him with an address, a mahogany desk and chair, a silver inkstand and a gold pen and holder.

At the evening session Carter H. Harrison, president of the Bryan League, who presided in the banquet-hall, presented to Mr. Altgeld on behalf of his friends an antique oak chest containing 200 pieces of table silver, a silver tea and coffee service of five pieces was also presented, the total value of the gifts being \$1500.

The German Democracy of the city at the same time presented a testimonial inscribed on parchment and inclosed in a morocco case. Many Populists were present, the Silver party and Legislature also being well represented.

In making his response, Mr. Altgeld expressed his appreciation of the honor paid him by the Democratic members of the General Assembly in voting for him for Senator when the party owed him nothing. He denounced Mark Hanna as the "debaucher of a continent" in the last election. He said the election vote showed "that the plutocratic forces of the country had demonstrated their ability to unite with and to control the very ignorant and the very poor vote of the country, and in that way to override and to defeat the will of the more intelligent and patriotic element in American politics."

BANKERS APPROVE OF GAGE. Has All the Essential Qualities to Make a Brilliant Secretary of the Treasury.

NEW YORK, N. Y., Jan. 23.—The announcement that Lyman J. Gage, president of the First National Bank of Chicago, is being considered by President McKinley for the Treasury portfolio seems to have met with much approval among bankers.

Mr. Gage, who is a native of Chicago, is a man of great experience in monetary affairs; he is at all times cool, collected, reticent, and, without ostentation, a man of high character and high ability.

Thomas L. James, president of the Lincoln National Bank, said: "The appointment of Lyman J. Gage of Chicago to be Secretary of the Treasury would be an ideal one—as good as could be made. It would be a par with the selection of such men as Henry W. Cannon or A. B. Hepburn of this city."

Local Cabinet talk yesterday still mainly concerned General Horace W. Porter, and there was a revival of talk about General Tracy for Secretary of the Navy, with the additional statement that he will be the candidate of the majority of the Republicans for Mayor of Greater New York.

Despite the hard work which is being done for General Porter there is a growing interest in some quarters in the possibility of General Stewart L. Woodford representing the Republicans for Mayor of Greater New York.

The Persian history claims that the Persians are descended from Perseus or Andromeda.

THE DOCTOR'S EXAMINATION!

You have had bilious attacks all your life? Yes, doctor.

You say your temperament is naturally bilious? Yes, doctor.

Some foods bring on bilious attacks. After eating heartily you suffer from a bilious attack? Yes, doctor.

You wake with a bad taste in your mouth? Yes, doctor.

Do you have dull, heavy headaches? Yes, doctor.

Some people need a liver stimulant all the time. As soon as they overeat or engage the stomach they suffer from biliousness. My advice to you is to be careful in what you eat. Just now you need a mild liver stimulant, vegetable remedy. Never take iodine or potassium. What I will prescribe for you will give you relief, and you can always be sure to renew the prescription when your liver becomes torpid. You will find directions on the bottle. Here is your prescription:

R. JOY'S VEGETABLE SASSAPARILLA. M. size (one bottle). Two teaspoonfuls three (3) times a day. When bowels are regular take one teaspoonful.

CUBANS CAPTURE ANOTHER GUNBOAT

They Fire Upon the Cometa and Then Boldly Go Aboard.

After Capturing the Crew the Insurgents Destroy the Vessel.

Some Prisoners Liberated at Havana Because It Is Young Alfonso's Birthday.

KEY WEST, Fla., Jan. 23.—Havana advices received in Key West are to the effect that the Spanish gunboat Cometa has been captured and burned by the insurgents.

The Cometa was one of the most powerful of the smaller Spanish vessels in Cuban waters and had been cruising near Cardenas to prevent the landing of filibustering expeditions. For some time she had been accustomed to cruise at night off Sierra Morra, a favorable place for an attack off shore, and the insurgents determined to capture her.

Last Tuesday night they opened fire on the vessel with a 12-pound Hotchkiss gun. The vessel was struck several times and badly damaged. While the crew were in confusion boats loaded with insurgents left the shore and the Cometa was boarded. A desperate hand-to-hand fight took place on the deck of the gunboat, the Cubans using the machine with deadly effect. Finally after the Spanish commander and half his men had been killed the survivors surrendered.

The vessel was then burned. Three of them had been confined in the State Prison, eight in Morro Castle and two in the Cabanas Fortress. They were charged with various offenses and all of them are comparatively unknown.

Several wounded rebels belonging to the band led by Urras, who were hidden in a house on the outskirts of Havana, were arrested last night. All of them were brought here and placed in a military hospital.

Captain-General Weyler is at Union de Reyes, province of Matanzas. The Marquis de Alameda, General Weyler's second-in-command, is in command, Marquis de Palermo, Secretary of the Government, and the Civil Governor, left for that place on an express train this morning. They will meet and hold a conference with the captain-general.

PIRACY OF THE THREE FRIENDS. Harmon in a Hurry to Get the Case to the Supreme Court.

JACKSONVILLE, Fla., Jan. 23.—In the case of the United States versus the steamer Three Friends, libeled for forfeiture in the December trip, an order was made by Judge Locke of the United States Circuit Court this morning, sustaining the exceptions of the respondents on the grounds as set forth in the order on the libel for the trip of last May and the libelant was granted permission to amend the libel, and if the amendments are not filed within two days the libel is to stand dismissed.

This order of the court is considered another victory for the owners of the Three Friends, but it is probable that the Government will appeal.

WASHINGTON, D. C., Jan. 23.—If the published stories regarding the Cuban filibustering trip Three Friends on her last voyage of firing at a Spanish vessel were true, the Attorney-General of the United States declares that the vessel is amenable to the laws of piracy, and her officers and crew are liable to be punished as pirates.

Attorney-General Harmon, it is officially stated, is considering the advisability of instituting proceedings against the Three Friends on that charge, and in order to expedite the case he has prepared an application to the United States Supreme Court for a writ of certiorari on the United States Circuit Court at New Orleans for the transfer of the case to the Supreme Court, so that the latter tribunal may pass on the decision given at Jacksonville, Fla., by Judge Locke, who held that the Government in its bill of libel against the Three Friends did not show that she had violated any law. He gave the Government ten days to amend its bill, and declared that unless this were done he would dismiss the application.

AMERICAN MUNIFICENCE. Royal Contributions to the Indian Famine Fund Eclipsed by Those of Astor and Morgan & Co.

LONDON, Eng., Jan. 23.—Contributions to the Indian famine relief fund at the Mansion House by Lord Mayor Faudal-Phillips are being steadily received, but thus far they have not come up to popular expectations. The subscriptions of the Queen, who sent £500, and of the Prince and Princess of Wales, who together contributed £250, have been overshadowed by the gift of \$100,000 from Astor and Messrs. Morgan & Co., the former subscribing £2000 and the latter £1000.

Much comment has been made because of the smallness of the subscription of the Queen, who is Empress of India, but as her Majesty has never been noted for free-handed generosity her donation of £500 should cause no comment, but should be received in the spirit of small favors thankfully received.

The Prince of Wales, as is well known, is never burdened with any great excess of cash, and his gift, small as it is, is therefore, all the more appreciated. The fund is now getting on to the \$100,000 mark, but compared with the last fund for a similar purpose, which amounted to about \$500,000, it is as yet comparatively insignificant.

This is no doubt due to the stupid action of the Government, which, when the fund first proposed, threw cold water upon it, only to later have to acknowledge that such a fund would be necessary to keep thousands of the poverty-stricken natives of India from starvation.

The optimistic views expressed a short time ago by the Indian Government, in the face of the hard conditions confronting it, are difficult to understand, but everybody has now awakened to the extent of the dire calamity that has befallen India, and without doubt the purposes of the rich people of England will soon be opened to pour a stream of gold to succor their fellow-subjects who are now in such terrible distress.

PRESENTS FOR THE QUEEN.

The New Chinese Minister to England to Arrive in June.

LONDON, Eng., Jan. 23.—The new Chinese Minister to England, Lo Feng Lo, is timed to arrive in London early in June. He brings some magnificent presents to the Queen, at whose diamond jubilee fetes he is to figure. The foreign office, which has never set on well with the present Chinese Minister, expects to find in Lo Feng Lo a better medium of communication with Peking. Lo Feng Lo is credited with a strong preference for English built warships, and is said to have almost carte blanche in the disposal of Chinese money for English building yards.

Lo, the new Minister to Washington, was born at Singapore, studied law in London for some years and was called to the bar at Lincoln's Inn in 1877. Entering Chinese official life at Tien Tsin as legal adviser to Li Hung Chang he rapidly rose, obtained a post at Peking in connection with the Tsung-Li-Yamen, and now enters the diplomatic service.

The Washington officials will find in Lo, who has his reputation while in London, a man of suave manners, concealing much tact and sound common sense.

Private advices from Tien Tsin state that Sheng, the new Taoist of Tien Tsin and director of telegraphs and railways, is favoring with his support the American syndicate with which Huntington is connected.

Crosses the Atlantic With One Servant. SOUTHAMPTON, Eng., Jan. 23.—The steamer Paris has arrived here. The time of the Paris' trip was about three days slower than usual, owing to the fact that she made the trip with but one crew, one of the propellers having become disabled on her last trip to New York. She will have her normal overhauling while on this side. Despite bad weather and the use of but one crew the vessel averaged 13 1/2 knots per hour.

Ivory to return. LONDON, ENGLAND, Jan. 23.—John F. McInyre, ex-Assistant District Attorney of New York, who came here to assist in the defense of Edward J. Ivory, the alleged dynamite, sailed for New York today in company with Ivory, who was discharged from custody on Wednesday last, the case against him having collapsed.

Captain Guillot's beer Sentence. PARIS, FRANCE, Jan. 23.—The correctional tribunal, sitting in Camera, has sentenced ex-Captain Guillot to five years' imprisonment and ten years' deprivation of his civil rights for espionage and selling to a foreign country documents pertaining to the national defense. In addition to the above punishment, the tribunal decreed that after serving his term of imprisonment Guillot should be exiled from the country for ten years.

Driven Ashore and Wrecked. ST. JOHNS, N. F., Jan. 23.—The brigantine Little Minnie, Captain Juaga, from Trempani for St. Johns with salt, was driven ashore at Ranews Island, forty miles south of here, by incoming ice, last night and became a total wreck. The crew escaped by scrambling over the broken ice on their hands and knees. The captain remained aboard the ship. Shortly after the crew left a heavy sea broke over the vessel, throwing her on her beam-ends, and the captain was seen no more.

The President Lodges Queen Ill. WASHINGTON, D. C., Jan. 23.—Ernest Queen, Librarian of Hawaii arrived in Washington from Boston this afternoon, and is located at the Shoreham. If the ex-Queen had any intention of calling on President Cleveland to pay her respects that purpose had been frustrated by the President's death last night on a ducking expedition.

Nicaragua Canal Bill Killed. WASHINGTON, D. C., Jan. 23.—The Nicaragua canal scheme is knocked out. Its defeat is now certain, in the opinion of both Senators White and Perkins, who were interviewed by THE CALL correspondent to-night. The letter of Mr. Olney transmitting the statement of Rodriguez that the Maritime Canal Company has forfeited all of its rights in the Central American Republics will kill the bill.

Cleveland's Duck Hunt Over. WASHINGTON, D. C., Jan. 23.—President Cleveland returned to Washington at 10 o'clock to-night from his ducking near Quantico. His carriage was in waiting at Stevens wharf, and upon the arrival of the Maple, the President was immediately driven to the White House.

Fatal Wreck of a Passenger Train. KNOXVILLE, TENN., Jan. 23.—A passenger train from Cincinnati on the Queen and Crescent road was wrecked at the tunnel mouth this morning. Fireman Clarke was killed and Engineer John Fowler badly hurt. No passengers were injured.

General John D. Stevenson Dead. ST. LOUIS, Mo., Jan. 23.—General John D. Stevenson died here last night. General Stevenson was born in Staunton, Va., in 1821 and served with distinction in the Mexican and Civil Wars. He leaves a widow and two sons.

Coal fires in bedrooms and sitting-rooms are much healthier than any kind of patient stove.

NEW TO-DAY

Cures Create Confidence

CHARLES SCHILL, Residing at 262 Eighth St., S. F., Relates the Story of His Cure.

THANKFUL. To testify to the benefit and cure that I have experienced by treatment at the STATE ELECTRO-MEDICAL INSTITUTE, corner of Powell, Market and Eddy streets.

FOR RELIEF AT ONCE CURE. Under treatment at the STATE ELECTRO-MEDICAL INSTITUTE, corner Market, Powell and Eddy streets.

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