ENGLAND IS SHIPPING WAR BALLOONS INTO SOUTH AFRICA

General Sir Evelyn Wood Crossing the Buffalo River, Between Newcastle and Vryhird, With the Fifteenth Hussars on a Reconnoitering Expedition During the Last British-Boer War.

LONDON, Oct. 3.—There are no new developments in the Transvaal situation. Arrangements for the dispatch of war stores and men continue. A quantity of balloon material has been sent to South Africa, the War Office considering that military ballooning will prove of the greatest value in the kind of warfare expected in South Africa. The chartering of transports is still going on. Five vessels of the Cunard line are now engaged.

One result of the war scare is an advance of one shilling to eighteenpence in the price asked for the wheat offered in the Lynn market to-day.

A telegram from Paris announces that M. Arnaud, president of the International Arbitration and Peace League, has sent an appeal to Lord Salisbury entreating him to choose a power to act with a power chosen by the Transvaal with the object of averting war.

Montague White, Consul General for the South African Republic in London, said this morning that he telegraphed President Kruger yesterday urging him to make a personal appeal to Lord Salisbury dwelling upon the iniquity of the war and proposing a statement as a basis of further negotiations.

He said he was momentarily expecting to hear that the Transvaal Government was sending an ultimatum to Great Britain declaring the dispatch of troops a casus belli, in which event he would be compelled to close his offices. Mr. White added a curious statement to the effect that a representative of one of the largest capitalists of the Rand had called upon him this morning and asserted that it was known in capitalist circles that Lord Salisbury had determined that there should not be war and had instructed the Secretary of State for the Colonies, Mr. Chamberlain, to wire to South Africa further assurances with regard to the British desire to respect the complete independence of the Transvaal. No confirmation of this is obtainable in official circles.

PARIS, Oct. 4.—A number of papers say that the Boers have sent an ultimatum to England demanding the withdrawal of the troops from the frontier within forty-eight hours. The papers congratulate President Kruger for coming to this decision.

The dispatches from Newcastle, Natal, report that telegraphic communication is interrupted beyond Charlestown, where the stores have been looted by the natives since the departure of the whites. Stories of the movements of Boers and British, and of the hurried muster and dispatch of troops on both sides have come from other points. A telegram from Ladysmith, Natal, says that the Orange Free State troops have occupied and closed Bothas Pass on the Free State border and that Commandant Alliriche, chief of the Free State Artillery, is proceeding in the direction of Kimberly with a considerable force of artillery. Another force of artillery, under Commandant Boning, has gone to Harrismith, while Commandant Smith commands a force of artillery en route for Kroonstadt.

The latest news received from Johannesburg, filed there yesterday, indicates that the last rush of Europeans to leave the town has occurred. They crowded the trains like sardines in a box, occupying every possible inch on the trucks. There is considerable anxiety with regard to the few who remain behind, as communication seems to be cut off.

The Mining Commissioner stated officially that the proclamation of September 29 relating to the protection of miners had been withdrawn, and he therefore advised all Britishers to leave as soon as possible.

The British steamer Lalpoora, now in the transport service, arrived last evening at Durban, Natal, with field artillery, a hospital corps and commissariat stores from India. The troops were promptly disembarked and sent by train up the country.

The Natal authorities have announced that no more mails will be dispatched to the Transvaal until further notice.

Last Fridays' mail was sent back from the frontier.

A Bloemfonteln dispatch says that the Orange Free State Government has gazetted an alien expulsion law and also a law forbidding the export of grain, stock and other necessaries without a permit. Commandeering is proceeding there at a lively rate.

According to a dispatch from Lourenzo Marquez, Portuguese East Africa, a crowd of Boers who were assembled at the Machadorp station forced the refugee burghers to uncover during the singing of a Boer song and severely maltreated several Englishmen, stabbing one and kicking and trampling upon others. It is reported there also that two ladies were outrageously assaulted at Peardokop station by Boers, one being struck in the face by a rifle shoved through the railway carriage window, and the other struck by her assailant's fists.

BRITISH TROOPS SAID TO HAVE CROSSED BORDER

BLOEMFONTEIN, S. A., Oct. 3.—The Landrost of Boshof telegraphs that the British troops have crossed the border from Kimberly.

LONDON, Oct. 4.—A special dispatch from Pretoria dated Monday says the meeting of the Raad adjourned at 11 o'clock in the morning, and that only a legal quorum of members was present. President Kruger, addressing the members, described the war as unjust and unnecessary, and denied that the Outlanders wanted the franchise.

Lucas Meyer, the chairman, said the real purpose of the British was "solely to gain Naboth's vineyard."

The Transvaal reply, it is reported, is now ready for dispatch, and only awaits the receipt of the British note.

Continuing, the correspondent says: "I understand that the landing of further troops will be regarded as a casus belli. Four members of the Government will take command of the commandeers. Commandant General Joubert started for the Natal border to-day with his staff."

A dispatch from Newcastle, Natal, reports that Commandant General Joubert has gone to Vryheid.

The Pietermaritzburg correspondent of the Daily Mail says he believes martial law will be declared in Natal with a view of preventing the Natal Dutch from joining the Boers.

The staff of General Sir Redvers Buller, who is to command the British forces in South Africa, has been officially gazetted. It is the largest since the Crimean war.

The Standard's correspondent at Newcastle, Natal, telegraphing Monday night, says: "The forward movement of the Boer forces, which threatened the Natal frontier, has been suddenly arrested. A majority of the burghers who had gathered on the heights northeast and east of Newcastle have fallen back on their original base near Sandsfruit.

The Daily Telegraph's correspondent at Pietermaritzburg says Commandant General Joubert's policy is defensive.

According to the Cape Town correspondent of the Daily News, W. P. Schreiner, Premier of Cape Colony, has refused an application from Kimberly that the inhabitants be allowed to form a town guard, but Sir Alfred Milner has granted the application over the heads of the Cape authorities.

The correspondent also says the Free State command invests Kimberly, where defensive preparations are being actively carried on. Boer commanders are massed at Boshof and Jacobsdale, both in the Free State, near Kimberly. It is believed, however, that in a few days Kimberly will be impregnable, provided there are sufficient troops to man the defenses.

INDIANS ATTACK PARTY OF LINEMEN

Eventful Journey of Chief Constructor of Telegraph Lines for Mexico.

THREE MEN KILLED

Reports That Much Property Has Been Destroyed and Many Murders Committed.

Special Dispatch to The Call.

AUSTIN, Texas, Oct. 3.—A dispatch from Ortiz, state of Sonora, says that Jose Lopez Gonzales, chief constructor of Federal telegraph lines in that state, has arrived at Ortiz from an eventful trip throughout the Yaqui Indian country, where he was sent a few weeks ago to repair the Federal telegraph lines which had been cut by the warring Indians. Senor Gonzales had a force of fifteen telegraph linemen and an escort of Mexican cavalry. Starting from a point near the south of the Yaqui River, the party traveled up the valley for a distance of over 200 miles. They found that the telegraph wires had been cut at a number of places, and just north of Cocori over twenty-five miles of poles had been destroyed and the wire carried off. It took some time for the party to repair this bad break, and while they were at work three attacks were made upon them by bands of Yaquis. In one of these attacks three Mexican soldiers were killed. Senor Gonzales states that it was found impossible to keep the wires intact, as the Indians cut them as soon as the repairs had been made, and the work was abandoned. He stated there are a large number of prosperous Yaqui Indians in the Yaqui Valley and many of them own large farms, which they are tilling. These civilized and pastoral members of the tribe have refused to go on the warpath and are friendly to the Mexican soldiers and Americans, who frequently stop at their ranches and farmhouses. Up to this time these peaceable Indians have not been molested by the warring members of the tribe, although the Mexican ranchmen are suffering severely from raids by the braves.

A large amount of valuable property has been destroyed and a number of foul murders committed by the Indians. Senor Gonzales and his party came across five American mining men near Soyopa and escorted them out of the hostile country. There are very few miners remaining in the Yaqui Valley. Senor Gonzales says that the Mexican troops are prepared for a hard winter campaign against the Indians, and he expresses the belief that the uprising will be put down before the rainy season sets in next April. He was informed by friendly Yaquis that Tetablate, the old chief of the tribe, was given his liberty by the warriors on the promise that he will not render any aid to the Mexican Government against them. The aged ex-chief is expected to arrive at Torin in a few days. The Indians are not making any aggressive movement against the Mexican troops, being content to remain in their own territory and to resist any encroachment upon the large domain over which they held undisputed sway for so long.

As soon as sufficient reinforcements arrive the Mexican troops will make a concerted advance on the Indians from both the upper and lower sections of the Yaqui country. The report has reached Ortiz that General Francisco Ramirez, commander of all the Rurales forces of Mexico, will arrive at Guaymas the latter part of the month and take the field against the Yaquis at the head of two regiments of Rurales, which will be sent from Mazatlan and taken up the Yaqui River on transports. Many of these Rurales were formerly bandits, and are looked upon as the best mountain fighters in the world.

CHOICE OF SACRAMENTO REPUBLICANS FOR MAYOR

George H. Clark Nominated by the City Convention Without an Opposing Voice.

G. H. CLARK, Republican Nominee for Mayor of Sacramento.

SACRAMENTO, Oct. 3.—The Republican City Convention to-night placed in the field as the Republican candidate for Mayor at the approaching city election the name of George H. Clark, a popular young Sacramentan, who has served several terms in responsible positions in this county. Mr. Clark had no opposition for the place.

Following him, C. C. Robertson (incumbent) was nominated for City Auditor and Assessor, J. D. Young (incumbent) for Treasurer, A. L. Frost (incumbent) for City Attorney and A. A. Deligne (incumbent) for City Attorney.

Trustees were also nominated from the several wards as follows: Second, George B. Stack; Sixth, James O'Neil; Fourth, John C. Ing; Eighth, G. Edward Hook.

School Directors—First Ward, E. D. Kay; Third Ward, J. A. Green; Fifth Ward, Herman Meir; Seventh Ward, Matt Flynn; Ninth Ward, P. S. Driver.

The Citizens' Association met to-night in executive session to nominate an opposition ticket, but postponed action until next Tuesday night. The Democratic Convention will meet Thursday night, and its candidate will, it is believed, be R. D. Stephens, a prominent orchardist and former Postmaster of Sacramento.

TELEGRAPH TO DAWSON.

Line Erected by the Canadian Government Completed.

SKAGUAY, Alaska, Sept. 29 (via Seattle, Wash., Oct. 3.)—The Canadian Government telegraph line was completed to Dawson yesterday.

The Dominion line reaches from Bennett to Dawson, and the wires of the White Pass and Yukon Railroad cover the distance between Skaguay and Bennett. The first message was to the Minister of Public Works at Ottawa.

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A new powder in convenient tins for the comfort of aching and pinched feet. Tight shoes do not hurt the feet when sprinkled with Nelson's Foot Comfort.

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Advertised in "Billy Baxter's Letters." Cools the blood. Acts on the liver.

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BEAUTY OF THE GLACIERS HAS VANISHED

Nature Mars Her Own Wonderful Handiwork in Alaska.

BY HAL HOFFMAN.

JUNEAU, Alaska, Sept. 30 (via Seattle, Wash., Oct. 3).—The general effect of the recent earthquakes on Alaksa glaciers is most deplorable from a sightseeing point of view.

The Foster glacier up the Taku Inlet, near this city, next to the Muir, probably the best known glacier in Alaska, is an example of this. While not as large as the Muir, it was more picturesque with its domes and pinnacles of ice. Its beauty has been almost completely destroyed, and it may take a century's action of the elements to build it up again to its former height and grandeur.

John Davies of Juneau, who owns a custom stamp mill, as well as the little steamer Thistle, took an adventurous Englishman, who wanted to see ice and plenty of it, up the Taku the other day. It was the first time any one had attempted the trip since the earthquake of Sunday, September 10. It was seen that the Foster glacier has slid off down nearly to a level with the surface of the water—that is, from the sea level the glacier runs back at a gentle, rugged incline—the fine, transparent altitudes of ice having slid and crashed into the sea.

The Englishman thought he saw more ice than he probably ever will again in the course of his natural life.

What happened the glaciers in Disenchantment Bay, near Yakutat, has been published. Half a mile of ice rushed into the water.

Now the question is, what has happened to that gigantic climax of nature's handiwork, so well known all over the country, Muir glacier? Can it alone of all the principal glaciers in Alaska have escaped without injury? People hereabouts do not think so. What makes the uncertainty worse is that it is highly improbable that there will be any way to find out before the first tourist ship reaches there next season. There are no Indians in the vicinity, and even if there were this is the wrong time of the year for them to venture far from home in canoes. There is one way in which the effect on Muir glacier may be guessed at, and it is a pretty good guess, too. If the ocean off Cape Spencer, or Icy Strait on the mainland side of Glacier Bay, are pretty well filled with ice the presumption is that some of it came from Muir glacier, though there are other glaciers up that arm of the sea.

The Alaska Commercial Company's steamer Dora, now due here from the westward, sails through Cross Sound and Icy Strait. Captain Johansen may be able to throw some light on the matter.

MINERS WATCH BIG DREDGERS

Interesting Day Spent at Oroville.

Special Dispatch to The Call.

OROVILLE, Oct. 3.—The mining engineers' party experienced to-day in and around Oroville one of the most delightful days of its trip. After an early breakfast on the train, which arrived during the night, the visitors discovered close to the depot a feature of California mining which delighted them more than have some big quartz mines. Close to the depot some Chinese were mining bedrock gravel through a small shaft and working it in a primitive rocker.

Twenty carriages soon speeded the party down the Feather River to visit gold dredgers, six of which are operating along a stretch of six miles of the river banks. All the dredgers of different type were visited and the ponderous machinery and gold-saving devices were closely studied. They saw great machines costing $35,000 each which will handle 2000 cubic yards of gravel a day at a cost of from 3 to 7 cents a yard, and learned that around Oroville alone are many square miles of deep gravel beds yielding 15 cents or more a cubic yard, which can be worked only by this process, yet new in the California mining field. A fine luncheon was prepared and served near one of the dredgers by committees of Oroville's hospitable men and women.

Some of Butte County's big orange and fig orchards gave surprise and delight, and in town a special county mineral exhibit, which included several thousand dollars' worth of gold specimens, was displayed. Among the main features of the varied entertainment elaborately arranged by local committees was a banquet in the evening. The party will arrive at Ione in the morning for the mother lode trip, which will end Thursday night, the visit to Tuolumne County having been cut out.

To Cure La Grippe in Two Days
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

MARVELOUS WORK OF WIRELESS TELEGRAPHY

Continued From Second Page.

after the bulletins ceased a dispatch came along saying that the system had worked perfectly all day. There had been no interruptions, and the only delay had been one of slight importance and that was on the land wires leading from Navesink into the office of the Herald and The Call.

Thursday and on succeeding race days the steamship Ponce will leave her pier at 9 o'clock instead of half past 9. This will make it certain that those on the steamship will be enabled to see the yachts go over the line for the start. Prior to the yacht races the Herald and The Call received from the American Wireless Telegraph and Telephone Company an official letter stating that they were the owners of the Dolbear patents, covering, they claimed, all rights to wireless telegraphs and telephones in the United States, and that they formally protested against the use of the Marconi system in reporting the cup events. The letter further stated that while reserving all rights to take, in the immediate future, such legal action in the matter as they might decide upon, they did not propose to interfere with and stop the Herald and The Call Marconi reports, but desired it distinctly understood that they made such temporary waive solely in the interest of science and because of the great public interest in this important demonstration of practical wireless telegraphy.

Professor Dolbear and his associates have for years been experimenting on wireless telegraphy with most satisfactory results, and in 1886 a patent was issued to Professor Dolbear, with which the company claims that the Marconi patent conflicts. But in the company's courteous and public-spirited letter they decline to seek to interfere with the cup race reports by the Herald and The Call. Professor Dolbear's work and the results he has obtained show the active interest that is being taken in this field of science by American inventors, and in the near future the American Wireless Telegraph and Telephone Company intend to give a public exhibition of the workings of their system.

ON BOARD STEAMER GRANDE DUCHESSE

NEW YORK, Oct. 3.—Every bulletin sent by Signor Marconi from the steamship Ponce by his wireless system of telegraphy was alphabetically spelled on a receiver in the captain's cabin of the Grande Duchesse. W. J. Clarke, general manager of the United States Electrical Supply Company of this city, was in charge and directed the sending and receiving of messages. Far from the Ponce, near another part of the great ocean racecourse, the key on the Grande Duchesse worked in perfect sympathy with that under the hands of Signor Marconi's experts. The transmitter was a specially designed transformer, by which Mr. Clarke also converted the light current of a small storage battery into a current of hundreds of thousands of volts.

Mr. Clarke's transformer was connected by ordinary insulated wires with the moving air immediately above the foremast and the sea water beneath the keel of the Grande Duchesse. Down the vertical wire strung from the masthead the electric waves coming from the Ponce were carried into the receiving room of the Grande Duchesse and printed the dots and dashes upon an ordinary Morse instrument. The English international system was used. When the current from a powerful battery was turned for sending messages the perpendicular wire was readily charged and discharged and the message passed to its destination.

There were many passengers on the Grande Duchesse who were interested in the experiments carried on at the telegraph station aboard the ship. They crowded into the narrow cabin occupied by the mysterious instruments and puzzled over the connecting rows of batteries and yards of message-bearing tape. The young women and men on board carried away all the specimens they could obtain as souvenirs. More than five hundred persons saw the instruments during the six hours they were working and listened to the predictions of scientific men relating to their future.

Among the visitors were: General Felix Agnus, Anthony W. Brady, William S. Clarke, Maurice Grau, E. Berry Wall, Charles R. Flint, James S. Dumont and Al Hayman.

THE AMERICA'S CUP AND CONTESTS FOR IT

Forty-eight years ago the brave little schooner yacht America, built by George Steers, a young man barely of age, and commanded by Commodore John C. Stevens of the New York Yacht Club, ran across the Atlantic to England, and sailing in the only race allowed her on the programme of the Royal Yacht Squadron, against sixteen competitors, the best in the United Kingdom, captured the 100-guinea trophy, since known as "the America's cup," and brought it back to New York, where it has since remained, not, however, for want of effort on the part of the Britishers to regain it. Ten times, counting the present contest, have they come over in their best built and fastest flyers in full confidence of carrying back the prize, and nine times have they gone back empty handed.

The now famous cup was won by the America in the regatta of the Royal Yacht Squadron August 22, 1851, over a course which lay around the Isle of Wight and over which she beat her nearest opponent by over six miles. It remained the property of the surviving owners of the yacht, John C. Stevens, George L. Schuyler and Hamilton Wilkes, until 1857, when it was presented to the New York Yacht Club as a perpetual international challenge cup. The New York club accepted the custodianship and responsibility of defending the cup, and sent copies of the conditions under which they held it to every yacht club of any consequence in the world. Though the English clubs were still quite sore over the victory of the America and the loss of the cup, they waited several years longer before making an effort to regain it.

In 1870 James Ashbury of England made the first challenge, and sent over his yacht Cambria to try for it. The race was sailed on August 8, 1870, under precisely similar conditions to those under which the America had won the trophy—the Cambria against the New York Yacht Club's best, as the America had raced the best of the Royal Yacht Squadron. Mr. Ashbury's effort failed, several of the New York boats beating the Cambria, the Magic, the leader, being 39 minutes 12.7 seconds ahead of her at the finish. The race was over the New York Yacht Club course.

Mr. Ashbury was not disheartened, however, and directly upon his arrival in England gave orders for a new yacht, which he called the Livonia, and in May, 1871, sent over his second challenger. Five races in all were sailed this time, the Livonia trying the Columbia on October 16, 18 and 19, and the Sappho on the 21st and 23d, and being well beaten each time.

The third challenge came from Major Charles Gifford of the Royal Canadian Yacht Club, in April, 1876. It was accepted, and his boat, the Countess of Dufferin, was beaten in two races, August 11 and 12, 1876, by the Madeline.

The fourth effort came also from Canada, but after an interim of five years. On May 6, 1881, Captain Alexander Cuthbert, who had commanded the Countess of Dufferin in her races in 1876, sent a challenger for the cup, with a request that the six months' notice be waived, as had been done before. This was agreed to, and on November 9 and 10, 1881, the New York yacht Mischief beat Captain Cuthbert's yacht Atalanta the first day by 28 minutes, and the second by nearly 40 minutes, sixteen miles to leeward and return from buoy off Sandy Hook.

Sir Richard Sutton, owner of the swift English yacht Genesta, next undertook to beat the Americans, and February 26, 1885, an official challenge in her behalf came from the Royal Yacht Squadron. She came over, and on September 14 and 16 measured her speed with that of the Puritan, first over the New York Yacht Club course and next twenty miles to leeward off Sandy Hook lightship and return. She fared as did her predecessors in the effort, being well beaten both days.

The sixth contest came in 1886, and was brought about by a challenge from an Irish naval officer, Lieutenant Hunn, R. N., who brought over the Galatea to be beaten by the Mayflower on September 9 over the New York Yacht Club course by 12 minutes, and on the 10th over twenty miles to leeward of Sandy Hook lightship and return by 29 minutes.

In 1887 the seventh challenger for the cup appeared in the person of Vice Commodore James Bell of the Royal Clyde Yacht Club. His yacht, the Thistle, came over the next year and sailed against the Volunteer in two races, being beaten by 19 minutes over the New York Yacht Club course on September 27, 1887, and again on the 30th over twenty miles off Scotland lightship and return by 12 minutes.

The eighth challenger was Lord Dunraven of recent memory. He brought over in 1893 the vaunted Valkyrie and had her beaten by the Morgan-Iselin syndicate yacht Vigilant on October 7, over fifteen miles off Sandy Hook lightship and return; on the 10th over a triangular course of thirty miles off Sandy Hook lightship, and on the 13th over fifteen miles off Sandy Hook lightship and return; the first day by 6 minutes, the second by 10 minutes and the third by 50 seconds.

In 1895 the ninth challenge was made for the cup by the Dunraven syndicate. Lord Dunraven brought over the Valkyrie III to try issues with the Defender. The incidents and outcome of that race as told at length in The Call at the time are still quite fresh in the minds of the public. The American gave the British boat a time allowance of 29 1-10 seconds and beat her on the first day (September 7) by 8 minutes 49 seconds over the Sandy Hook course, crossing the line over two miles ahead of her. On the 10th the Valkyrie III beat the Defender over the triangular course by 49 seconds, but having fouled her at the start the committee gave the race to the American yacht. Lord Dunraven withdrew his boat before the next race and the Defender went over the course alone, winning all three races, as had been done by the preceding defenders of the cup.

ELEVENTH CONTEST FOR THE AMERICA'S CUP

In 1897 Sir Thomas Johnston Lipton, the self-made multi-millionaire merchant, joined the Royal Ulster Yacht Club of Belfast, Ireland, with the purpose of getting that club to challenge in his behalf for the America's cup, held by the New York Yacht Club for nearly fifty years, despite the ten strong contests made at intervals to carry it back across the Atlantic. August 24, Sir Charles Russell, representing the Royal Ulster Yacht Club, who had assumed Sir Thomas Lipton's challenge, met the cup committee of the New York Yacht Club and presented the challenge, the acceptance of which was at once signified.

On September 6 the challenge committee of the Royal Ulster Yacht Club met the cup committee of the New York Yacht Club in Commodore J. Pierpont Morgan's office and agreed upon the conditions of the contest, as follows: The races to be over the Sandy Hook course; the match to be decided by the best three out of five races over courses as nearly as possible thirty nautical miles in length, starting from Sandy Hook lightship; the first, third and fifth races to be to windward or leeward and return, and the second and fourth races to be over an equilateral triangle; the challenger to be informed at least one week before the first race what vessel is to defend the cup; the first race to be sailed Tuesday, October 3, 1899 (not later than October 10), and the remaining races on Saturdays and Tuesdays following, until completed.

GIRL PROBABLY BURNED TO DEATH

PASADENA, Oct. 3.—It is believed that Daisy Prushaw, aged 23 years, has been burned to death. Myron Hill, a well known young man, was calling this evening on Miss Prushaw at her home at 392 Kensington place. At 9 o'clock Hill went away and Miss Prushaw went upstairs with a lamp in her hand. She dropped the lamp and it exploded. Hill saw the flames and came back. He went upstairs, but was driven out by the flames and smoke.

The house burned rapidly and the fire department was late in arriving. Nobody seemed to realize that perhaps a life was lost. Nearly a half hour after the fire had been extinguished a search was started. Policeman Reynolds tried to get into the girl's room, but it was burned off.

The girl faints easily, and it is thought she fainted and was burned to death. Another theory is that the girl was dazed and wandered away. She is not with the others members of the family and they do not know where she is.

Man's Confidence in Himself

IS LOST WHEN HIS nerves are weakened. The man who has great confidence in his abilities—the man of strong nerves—is the one who meets with success in life.

Look well to your nerves. You can tell if your nerves are weak. Have you headaches or dizzy spells (Fig. 3), hollow eyes or dark rings under eyes (Fig. 4), fluttering of heart (Fig. 1), a poor appetite and impaired digestion (Fig. 2), cold hands (Fig. 5) or feet, weakness of limbs (Fig. 6)? Are you pale, thin, haggard, nervous, despondent? Is your memory poor? Do you pass sleepless nights? If so, then take HUDYAN. HUDYAN will avert the danger that is threatening you, and that danger is "complete nervous prostration." HUDYAN will cure you, sound and well. HUDYAN makes you strong, robust, hearty, energetic. HUDYAN strengthens the nerves and nerve centers.

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