ENGINE WHEELS CRUSH OUT LIFE

Mamie Lampe Places Herself in Front of Moving Train.

Relatives of Suicide Unable to Account For Her Frightful Act.

OAKLAND, Sept. 30.—With deliberation, born of an insane desire to end her life, Miss Mamie Lampe, 33 years old, residing at 2134 Mission street, San Francisco, threw herself in front of a moving Seventh-street local train this morning at Seventh and Henry streets, and was so frightfully crushed and mangled that she died a few hours later at the Oakland Receiving Hospital.

It was the train connecting with the 10:30 o'clock broad-gauge boat from San Francisco that ground the desperate woman to death. At the engine throttle was Engineer Joseph H. Openshaw. He had just started to slow down for Center-street station when he saw the woman sitting on the track a few feet ahead of the locomotive pilot. It was only an instant's work to reverse the engine, but for all that too late to prevent the fatality. Miss Lampe was struck by the pilot on the head and lay stunned as the engine pounded over her limbs, crushing them into a shapeless mass.

SUFFERS UNTOLD AGONY.

Despite her frightful injuries, the woman retained consciousness, and groaning under the awful pain, was a pitiable sight as the trainmen got her mangled body out from beneath the heavy locomotive. She was removed to the hospital, where Dr. R. T. Stratton, Dr. R. B. Williams and Dr. Sanborn made an examination of her injuries. The patient was suffering so severely from shock that the surgeons decided nothing could be gained by amputation, which must have been performed had she been in a condition to stand the strain.

They administered soothing drugs to relieve the pain and suffering, and declared that death was a matter of only a few hours. It was about 11 o'clock when the suicidal plunge was made. At 3 o'clock the young woman breathed her last.

During her rational intervals at the hospital, Miss Lampe talked little about the occurrence. At times she would insist that she had been seized with a sudden impulse to destroy herself, and at other moments her disconnected remarks indicated that she could not find any reason for her terrible act.

TELLS A STRANGE STORY.

It was from her own lips that the story came of her overwhelming desire to commit suicide. She had left her residence in the Mission district of San Francisco apparently with no special object in view. According to her brother, Emil T. Lampe, employed by M. Friedman & Co. of San Francisco, Miss Lampe was in the best of spirits, and had no cause to think of suicide.

The impulse seized her to come to Oakland. She took the 10 o'clock broad-gauge boat from the city, she said, and was overcome with a strong desire to jump overboard on her way across the bay.

"The water looked so blue and clear," she said, "that I could hardly resist the desire to jump overboard. Before I had thoroughly made up my mind the boat was at the dock."

Her conduct during the trip across the bay attracted the attention of the steamer's deckhands, and they kept a close watch on her until the steamer docked at Oakland pier. Miss Lampe departed with the crowd and disappeared. She rode into Oakland, alighting at West Oakland, and wandered around that locality for half an hour. Then the suicidal impulse again seized her and she embraced the opportunity to die when the train came booming toward the depot.

ACCOMPLISHES HER PURPOSE.

Bystanders gave a cry of horror when they realized what the not unattractive woman had done. It was all over in an instant. Before any one could stop the young woman she had accomplished her insane purpose, and lay dying under the ponderous locomotive.

After the surgeons had completed their examination they came to the conclusion that their patient was insane. Her rambling talk about illness and her desire to commit suicide convinced them that her mind was affected. At times when she seemed somewhat lucid Miss Lampe would say:

"Oh, I cannot explain why I did this. It seemed as if I had a sudden bursting in my brain and gave way to a fainting spell. I have been subject to them."

In a few moments she would impress them with her suicidal tendency by saying:

"When I left home this morning I was sick and despondent and tired of life. I wanted to die. But the ferry-boat came over so quickly I did not have a chance to throw myself overboard."

RELATIVES ARE NOTIFIED.

As soon as the hospital attendants could learn the identity of their patient a telegram was sent to the address in San Francisco. This afternoon Emil T. Lampe, a brother of the young woman, went to the hospital and the morgue to learn what had befallen his sister. Lampe's statements shrouded the case in mystery so far as an explanation for the horrible death was concerned.

"My sister left home this morning in excellent spirits," he said. "She was in good health, so far as I know, and was certainly not of a suicidal turn of mind. I cannot find any explanation for this awful affair. It seems to me as if she must have fallen while crossing the railroad tracks."

The brother was mystified as to his sister's presence in Oakland. He knew of no reason why she should cross the bay, and in this, Miss Lampe, during one of her lucid moments, bore out the absence of a reason. She said she did not go to Oakland on any special errand. She was not visiting there, and then she lapsed into a semi-conscious state again.

Miss Lampe was a native of Nevada City. She resided with her brother and a widowed mother, Mrs. Ella C. Lampe. Her father died several years ago. The brother took charge of the funeral arrangements, ordering an undertaker from San Francisco. Coroner Mehrmann has set the inquest for to-morrow night at 7:30 o'clock.

POSTUM CEREAL.

AN EYE-OPENER.

Didn't Believe It Possible That Coffee Was at Work.

People often attribute their ill health to some indiscretion in eating, and change diet in the hope of recovering their wonted good health; finding no change for the better in their condition, they are at a loss for the cause, never for a moment thinking that the cup of coffee which they take in the morning is the true source from whence all their ills have come.

A lady in Philadelphia had her attention called to the pernicious working of coffee on the system by reading a little book on "How to Live." She says,—"It was truly an eye-opener to me. All the many symptoms of the nervous stage under which I had been laboring so long, were here directly traceable to coffee-drinking. Especially was it shown to be responsible for the complete 'break-down' of my nervous system, which I had ascribed to many different causes, and which had become so great that my hands shook like that of a toper whenever I carried things to my mouth or reached out to grasp anything. I found myself subject to frequent spells of despondency and gloom, a feeling of emptiness, with constant sour eructations.

Now, like every slave to an inordinate appetite, I was loath to believe that my favorite morning and mid-day beverage was the true cause of all this nervous wretchedness.

Having noticed the advertisements of Postum Food Coffee, I determined to test it, and purchased a package and had some prepared carefully as directed. I enjoyed my first cup immensely, and Postum has been my favorite drink ever since, and that is a year and a half ago. I had barely used it a week when I realized a general 'tone-up' of my system. First, my appetite improved; next, I had no feeling of depression for days together, and a sensation of comfort especially of my stomach was noticeable. After a month, I was aware that my hands no longer trembled, my nerves were improved, and this improvement continued until I entirely recovered my health.

Whenever I learn of a case of nervous prostration, dyspepsia or stomach trouble among friends and others, I at once urge the abandonment of coffee as a beverage and the use of Postum in its stead, and I have yet to learn of a single case in which it failed of its effects." Name given by Postum Co., Battle Creek, Mich.

HOME RECEPTION FOLLOWS A QUIET CHURCH WEDDING

William Hammond Jr., Formerly Catcher for the Oakland Baseball Team, Is Married to Miss Annie Guy by Rev. J. B. McNally Jr. in the Presence of Relatives and Friends

ALAMEDA REAL ESTATE MAN AND FORMER BASEBALL STAR, AND TALENTED YOUNG WOMAN WHO WERE MARRIED IN OAKLAND YESTERDAY BY REV. J. B. McNALLY JR.

OAKLAND, Sept. 30. — William Hammond Jr., formerly catcher for the Oakland baseball team, and Miss Annie Guy were married this evening in St. Patrick's Church in this city. None but the immediate relatives and a few intimate friends of the young couple witnessed the wedding ceremony, which was performed by the Rev. J. B. McNally Jr. Miss Julia Hammond, a sister of the groom, was maid of honor and William J. Rogers, a brother-in-law, was best man. After the marriage a reception was held at the residence of the bride's father, William Guy, at 941 Union street, Alameda. Later the newly wedded pair departed for San Jose and other southern parts, where they will spend their honeymoon.

Hammond during his short but brilliant career on the diamond made hosts of friends in all the larger cities on the Pacific Coast. For two seasons he was the leading backstop of the Oaklands and thousands of lovers of the national game recall with enthusiasm the dash and judgment he always displayed in contests on the baseball field. For one season Hammond was manager and captain of the Butte nine in the Montana State League. He laid aside the mitt and mask two years ago to engage in business and is now a member of the real estate firm of Hammond & Hammond of Alameda. Although Hammond has repeatedly received offers to play with teams in the big Eastern leagues he has as regularly refused to accept because of business interests that require his whole attention.

He is the son of former City Trustee William Hammond and Mrs. Hammond of Alameda. His bride is the accomplished daughter of William Guy, a local sculptor. She is a musician and singer of talent and the possessor of a gracious disposition that has endeared her to a wide circle of friends and acquaintances. Mr. and Mrs. Hammond will make their home in Alameda on Alameda avenue, near Union street, where the groom is now having a cozy cottage built.

NEW GUIANA TRIBESMEN FIGHT AND MASSACRE

Headhunters After Destroying a Village Are Themselves Ambushed and Routed.

VICTORIA, B. C., Sept. 30.—Shortly before the steamship Moana left Sydney, official dispatches arrived from New Guiana telling of intertribal fights and massacres. The Tugeri (headhunters) had attacked the San Ana villages, killed a large number of natives and carried off many heads. The San Ana afterward attacked the Tugeri. Sir F. P. Winter, administrator of New Guiana, telegraphed the Governor General of Australia as follows:

Proceeding down the Morehead after the raid on the San Ana villages, the Tugeri were encountered by a large hunting party of our natives, among whom were some San Ana men. This party at once attacked the Tugeri, killing several of them, and forced them to abandon their canoes and take to flight in the bush. On my arrival here from Australia I at once empowered J. I. Carr to communicate direct with the Dutch authorities at Moiuke respecting the Tugeri, and our police and Dutch soldiers will form a puntive expedition.

With regard to the alleged ruthless massacres by the Tugeri, Sir Francis Winter writes:

Since my arrival in this possession more natives have been ruthlessly massacred by other natives within a radius of thirty miles from the house in which I am now writing than have during such period been killed in this possession by the Tugeri. A village on the Larcki River, distant about six hours' walk from this house, was nearly exterminated.

Nevada County Hills Ablaze.

NEVADA CITY, Sept. 30.—Forest fires have been burning in the hills around Nevada City for the past two days. One in the vicinity of the big tunnel started on Sunday, and men who have been close to the fire says that it could not be checked with the aid of a thousand men. Dense smoke has been hanging over this city, and for a time yesterday afternoon the sun was obscured. Large tracts of timber have been destroyed.

President Is Steadily Recovering.

WASHINGTON, Sept. 30.—The President had a very comfortable day and to-night is reported to be doing nicely. The day has been a busier one than for some time with him, the conferences on the strike making it necessary to see more people than has been his custom since he came to Washington from Indianapolis. He maintains his cheerful and buoyant disposition.

Attempt to Wreck a Train.

READING, Pa., Sept. 30.—An attempt was made to wreck a Philadelphia and Reading express train late last night at Brooke's Crossing, a short distance below Pottstown, Pa., by means of a fish plate spiked to the rail. The wheel of the engine struck the obstruction, but the plate broke and the train was not derailed.

Dress Him Well

With Leibold's custom-made harness. We carry everything your horse needs. Leibold's Harness Co., 211 Larkin street. Ten per cent discount on Saturdays.

LODZ, Russian Poland, Sept. 30.—One hundred and twenty houses out of 129 comprising the village of Voshnik, Russian Poland, have been burned. The fire was caused by children playing with fire. Two children perished in the flames.

RUNAWAY ENGINE CREATES HAVOC

Demolishes Two Passenger Locomotives and Itself.

Exciting Scene For Travelers at Railroad Station at Niles.

Oakland Office San Francisco Call, 1118 Broadway, Sept. 30.

Three engines wrecked, three engineers hurt, a dozen people with split lips and shattered nerves—that tells the result of a tried and trusted trainman's momentary aberration this morning at Niles.

The tragedy was enacted in full view of fifty people, who waited in the station at Niles, among them the returning campaigners of the Republican county ticket. While they looked one huge iron monster ran smack into another of its species, recoiled from the impact and intercepted and wrecked still another locomotive and wound up its mad career by bounding to its own destruction. Engineers and firemen were hurled from their seats in the engine cabs, as they gazed helplessly on the spectacle, and passengers with bruised faces and wildly excited poured from a train of cars, fearful of more direful results to come.

It was Greek meeting Greek on a straight track and the spectators say that it was the most thrilling scene of their lives.

WARD TAKES A CHANCE.

It was four minutes past 7 when the first collision occurred. Engineer Raymond K. Ward, in charge of the gravel train working at Niles, had pulled into the north siding just a little while before that hour with his gravel train behind him. His engine being in need of water, he left the siding and steamed to a water tank on the main line track that goes to Livermore. He figured that he could "water up" and get back to his train before the Livermore local arrived, having heard that it was late. According to the rules of the railroad, Engineer Ward should have avoided the local at least ten minutes, but here is where he took a desperate chance.

After getting his engine "watered" Engineer Ward started back to his train, but he had no more than got under way when right in front of him loomed up the engine of the Livermore local. The road takes a sharp turn at that point, and he could not see its approach. It was too late then to avert the collision; but the engineer did the next best thing—he reversed the engine in the hope of moderating the force of the impact.

When the two great masses of iron did come together there followed a terrific crash. Engineer Ward's fireman, L. A. Cody, had time to leap from the engine but Ward had not, so that he was hurled across the tender to the ground, escaping, however, with merely a few bruises and shattered wits.

PASSENGERS INJURED.

In charge of the Livermore local engine were Thomas Bradley, an aged man, and J. A. Wilson, the fireman. The approach of the two engines was too rapid to permit of escape and Bradley and Wilson were both hurled from their seats. Engineer Bradley was forced through his cab window and landed a distance of 100 feet from the railroad tracks. Fireman Wilson escaped with bruises resulting from contact with the ground.

Behind these men were four coaches filled with passengers. The unexpected concussion had the effect of forcing their heads and faces against the seats in front of them and many were bruised. Miss Irene Cardoza, a High School girl, whose home is in Sunol, and Mrs. Bessie Miller of Pleasanton were among the most seriously hurt, their lips and foreheads being cut. Joseph H. Moffitt, conductor of the train, was cut by the fragments of a broken looking glass.

After being struck the gravel train engine, which was little injured, was given a greater impetus toward the direction in which it had been reversed by Engineer Ward and it gained speed with each puff. The throttle was wide open and there was no one to control it. On and on it flew and by the time it reached the station it was going at the rate of forty miles an hour.

FIREMAN SAVES ENGINEER.

In the meantime, however, the engine of the San Jose local, which had just arrived on the south side of the station, had been detached from its train and steamed up the track, where Engineer Getchell and Fireman Wamsley, who were in charge, proposed to cross the main line track to another sidetrack. It reached the main line track just as the runaway engine arrived at the spot. Half of the San Jose engine was still on the siding and half had crossed the main line when the crash came. Engineer Getchell's face was turned away from the wild engine and he would have been killed but for the timely act of Fireman Wamsley, who grabbed him by the legs and pulled him out of danger before he knew what had happened. The men did not have time to jump then, but both received only slight bruises.

The impact of the two engines threw both off the track. The San Jose engine remained upright, but the other churned up the ground for a hundred feet before it finally gave up the struggle. Both were completely wrecked.

Engineer Ward refused to discuss the accident, but some of his admissions indicated that he deemed himself to blame. He said:

"Well, there are eight years' work gone for nothing. I worked hard, and this is the result. I cannot talk until I make a report to the company."

The road was blocked for several hours after the wreck and traffic was diverted over the Martinez route and through Tracy, into the Livermore Valley.

Burgess Fails to Procure Bail.

WOODLAND, Sept. 30.—The preliminary examination of Charles Burgess, charged with assault with intent to murder Byron McNeill, took place to-day. Burgess was held to answer, with bail fixed at $4000, which he was unable to give.

Late Shipping Intelligence.

SAILED.

Tuesday, September 30.

Stmr Alliance, Hardwick, Eureka and Portland.

MISCELLANEOUS.

HONOLULU, Sept 22—The schr Julia E Whalen was sold to-day at public auction to the highest bidder for $2000.

DOMESTIC PORTS.

PORT TOWNSEND—Sailed Sept 30—Schr Wempe Brothers, for San Pedro.

PORT LUDLOW—Sailed Sept 30—Schr Halcyon, for San Francisco.

PORTLAND—Sailed Sept 30—Bark Khyber, for Queenstown; bark Cambronne, for Queenstown; stmr George W Elder, for San Francisco.

SEATTLE—Sailed Sept 29—Stmr Jeanie, for Alaska; stmr Al-Ki, for Skagway.

Arrived Sept 29—Stmr J S Kimball, from Nome. Sept 30—Stmr Roanoke, from Nome.

TACOMA—Sailed Sept 30—Stmr Edith, for Alaskan fishing banks; Br bark Throttle, for Cape Town.

OCEAN STEAMERS.

BOULOGNE-SUR-MER—Arrived Sept 29—Stmr Rhyndam, from New York, for Rotterdam, and proceeded.

ANTWERP—Arrived Sept 30—Stmr Kroonland, from New York.

NEW YORK—Arrived Sept 30—Stmr Nord America, from Genoa and Naples.

Sailed Sept 30—Stmr Kensington, for Antwerp; stmr Patricia, for Hamburg.

FIAT AGAINST CHEWING OF GUM CASTS GLOOM O'ER THE CO-EDS

Edict Bearing on Maxillary Exercise and Wearing of Sweaters in Class Room Is Issued by Professor Babcock of the State University, and Consternation Fills the Students at Berkeley

SKETCHES BY A CALL CARTOONIST ILLUSTRATIVE OF THE EFFECTS PRODUCED AT THE UNIVERSITY OF CALIFORNIA BY TWO VERY RADICAL ORDERS ISSUED BY PROFESSOR BABCOCK, EACH OF WHICH CAUSED BOTH JOY AND SORROW.

BERKELEY, Sept. 30.—"In the future I will not conduct any more classes the members of which chew gum or wear sweaters."

So spoke Professor Kendrick C. Babcock to his class in colonial history at the State University yesterday.

As a result of the instructor's edict tutti-frutti and pepsin masticators of either sex are soon expected to be as rare in Berkeley as are some of the disjointed relics of the mammoth shastosaurus.

Professor Kendrick C. Babcock has thus flung the gage of battle at and hurled defiance into the very teeth of the combined forces of student ruminants, who work their jaws overtime between meals. If the fearless pedagogue wages vigorously the campaign of extermination he has begun against the tutti-frutti legions, and he means to do it without giving any chewer a chance to take another chew, the art of chewing gum in Berkeley will soon be numbered with the lost ones.

When Professor Babcock delivered himself of his sweeping anti-pepsin mandate the maxillary bones of numerous members of his class ceased to operate like walking beams, while their owners swallowed consternation in large gulps and despairingly gripped the dainty elastic morsels between their teeth. Visions of a gum famine flitted through the minds of the brigade of chewers and great was the dread occasioned. In fancy the lovers of "old sweetheart" and "wintergreen" sticks could see their hands and pockets filled with the shining lead foil and colored wrappers, but never a chew to chew.

Professor Babcock's stand against sweaters has not caused half the excitement in college circles that his opposition to chewing gum has aroused. Last year Professor George C. Edwards went on record as being against the student style of attending recitations attired in sweaters. At that time the co-eds were in sympathy with Professor Edwards' movement for dress reform. Now the young women students think Professor Babcock is rudely abolishing a sweet, time-honored privilege of theirs in proclaiming that they shall not hereafter enjoy the pleasure which only a dainty chew of gum affords.

"To chew or not to chew" is the question of the hour with Professor Babcock's classes. Everything is eclipsed by it. Some of the students have chewed gum since their kindergarten days, and now to be deprived of the luxury is like a perpetual fast. But Professor Babcock is relentless. He has ruled that the members of his classes must quit masticating gum or else he will refuse to teach them. In the meantime there is wailing and gnashing of teeth without any gum between.

MANY WRECKS IN SOUTH SEAS

Heavy Loss of Life in a Series of Shipping Disasters.

Special Dispatch to The Call.

VICTORIA, B. C., Sept. 30.—The steamer Moana, which reached port this morning, brings a budget of news of Australasian shipping disasters, involving heavy loss of life. The labor schooner Sybil, which left the British Solomons on April 19, for Queensland, was caught in a gale in the Polynesian group and is generally believed to have been lost with all on board, for no news of her was ever received and the voyage usually occupies not more than three weeks. She had 100 persons on board. Dr. Brown, a missionary, who has returned to Sydney from the Solomon group, said:

"I think search should be made on the reefs which are so thickly strewn throughout the Coral Sea. It is quite possible the Sybil may have been wrecked on some of these large reefs. On many of them are small islets on which a shipwrecked party might easily land and subsist for a long time on provisions obtained from the wreck, while owing to their boats being damaged they would be unable to communicate with the Queensland coast."

Another marine disaster reported is that which befell the schooner Eclipse, in the Solomon group. The Eclipse belonged to the Sacred Heart Mission and was engaged in inter-island work. She went ashore during a heavy squall and all efforts to get the vessel off proved of no avail. A French priest, Father Rouillae, who put off to the wreck to assist in the salvage work, was accidentally drowned. The Eclipse was a schooner of about thirty tons.

The steamer Quirang, long overdue, of Burns, Philipp & Co., is now known to have been lost off the Australian coast with all on board. There were twenty officers and men.

From Nouema the Moana brought news of the wreck of the steamer Mambare, plying from Sydney to the Southern Pacific Islands. The Mambare was stranded on the morning of August 31, between two rocks near the island of Tu Tu Ba, off the coast of Santo. All hope of saving the steamer was soon abandoned, she being found to be a total wreck. The passengers and crew were saved. The locality is known to be a bad one, abounding in coral reefs, some completely and others partially submerged, and is known among the mariners visiting the New Hebrides as "The Grave Yard."

The Mambare was an iron vessel of 1218 tons, with a carrying capacity of 2100 tons.

Details were received of the loss of the Dutch bark Krimpen, A. D. Lek, which struck on a reef off the coast of New Guinea. There was no loss of life, but the crew was forced to leave hurriedly and saved nothing but what they wore.

The lost bark was bound from Newcastle to Samarange, and had unsettled weather at the outset. She took the outer Torres Straits route, and ran into thick and squally weather. The wind from the southeast became squally during the night and the bark crashed on to Panama reef, twelve miles from Panama Island, off New Guinea. The wind, after the bark struck, increased to the force of a gale, and the vessel was soon straining heavily. Boats were lowered and the whole of the crew, comprising the captain, the first and second officers, and fifteen men, left the vessel. The bark soon capsized to seaward and began to break up. The crew made for the nearest island, where a landing was effected. The natives proved friendly, and put off and piloted the shipwrecked crew safely ashore, also providing food. There was no salvage to be obtained, and, as the vessel was a hopeless wreck, the crew, in two boats, proceeded to Daru Island, where they were picked up by the Ketch Whaup and conveyed to Thursday Island, the trip occupying three days.

Trying to Rescue Chinese Slave.

MARYSVILLE, Sept. 30. — Chinatown was excited to-day over the arrival of Mrs. A. F. Browne, representing the Presbyterian Chinese Mission in San Francisco. Mrs. Browne came to rescue a pretty Chinese girl known as Don Quai, who, she alleges, has been a slave for the past several years. With the aid of Officers Becker and Tyrrell, Don Qui was found in Lem Goon's resort on First street, but under his threatening eye, declared she did not want to enter the mission and would not leave Marysville. Deputy District Attorney Ebert was appealed to and a warrant was issued, charging vagrancy, but when the officers again entered Lem Goon's place Qual was not there nor could she be found. Mrs. Browne, however, has not given up the fight.

LARGE SUBSIDY FOR CUNARD LINE

The Directors Announce Arrangement With Britain.

LONDON, Sept. 30.—The directors of the Cunard steamship line sent a letter to the shareholders to-day setting forth the terms of the proposed subsidy.

It will include payment by the Government of $750,000 annually, the company to build two large, fast steamers for the Atlantic trade. The agreement will remain in force twenty years after the completion of the second steamer. The company is to remain a British concern and an undertaking is to be given not to unduly raise freight rates.

The assistance which the Government under this arrangement renders to the Cunard Company is designed for the express purpose of meeting the alteration in conditions of the transatlantic travel caused by the formation of the Morgan shipping combine.

During the continuance of this arrangement the Cunard Company will hold its entire fleet, including any new vessels which it builds, at the disposition of the Government.

Alfonso Defies Weyler.

MADRID, Sept. 30.—It is reported from San Sebastian that King Alfonso has refused to sign certain decrees presented to him by the Minister of War, General Weyler, and the matter is receiving much comment.

Woman's Nightmare

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of **Mother's Friend** so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering.

Mother's Friend

Send for free book containing information of priceless value to all expectant mothers.

The Bradfield Regulator Co., Atlanta, Ga.