

LIVES LOST BY FIRE AT SEA NUMBER 136

Graphic Story of the Burning of the Volturmo Told by Lone Survivor on the Carmania

HE DENIES THAT TWO BOATS GOT AWAY FROM THE SHIP

Forty Persons Were in Them and All Are believed to Have Perished, According to Other Accounts—Rescue Impossible Owing to Heavy Sea—Crew Acted Badly.

London, Oct. 15.—The latest accounts of the disaster to the steamship Volturmo, burned and abandoned in mid-ocean on Friday morning, confirm that the loss of life is limited to about one hundred and thirty-six. The Carmania, first of the rescuing ships to reach the burning steamer, arrived off Queenstown this morning, but owing to the gale proceeded direct to Fishguard, where she is due to arrive at 11:30 a. m.

A graphic story by the solitary survivor aboard the Carmania was received by wireless, and presents a terrible picture of the horror, the panic and confusion aboard the burning liner, Walter Trintepohl, a German, who tells the story, having been severely suffering from the stress of illness and awful experiences, and his story is too incoherent to be accepted in every detail. Most important, if true, is his denial that two boats got away from the Volturmo.

According to other accounts Captain Ingh was the last to leave his vessel which was still burning late Friday night and was a danger to navigation. London, Oct. 15.—Forty of the one hundred and thirty-six persons lost from the steamship Volturmo in mid-Atlantic on Thursday were in the two boats which succeeded in getting away from the burning vessel, and which without doubt were swamped. The majority of the other victims lost their lives when four other boats were smashed against the steamer's sides in an attempt to launch them.

All this occurred before the arrival of the Carmania and the other liners summoned by wireless calls for help. From the Carmania's lone survivor comes a thrilling story of the burning of the steamer, of the terror, the struggle for the boats, the death of those who went over the sides and his own desperate fight for life.

SWAM TO THE CARMANIA

Arthur Spurgeon, a passenger on the Carmania in a wireless dispatch, supplements his own description of the fate of the Carmania to the burning vessel and the rescue of the passengers of the Volturmo by the story told him by the survivor, Walter Trintepohl, a German, who swam to the Carmania and was rescued in an exhausted condition. Since being taken aboard the Carmania Trintepohl has been in the ship's hospital, threatened with pneumonia. He told his story to Mr. Spurgeon before he became seriously ill, but owing to his exhausted state and his broken English his account of the disaster was somewhat incoherent.

Trintepohl had been employed at Barcelona and took third-class passage on the Volturmo, to secure a position offered him in New York.

"All went well," said Trintepohl, "until six o'clock Thursday morning when the fire alarm sounded. We were aroused and told to go on deck as fire had broken out in the hold. On assembling life belts were handed around and much time was occupied in fastening them. We were told that the fire might soon be quenched, but the captain thought it wise for all to wear belts as a precaution.

"The fire spread worse. We saw things blazing down below. About ten o'clock there was a cry to lower the boat.

HAD TO JUMP INTO THE SEA.

"Two of the boats of the Grosser Kurfirst were lowered and kept at work during the whole night from nine o'clock on the evening till quarter past three in the morning. It was almost impossible for them to approach the wreck, and the rescue of those on board the Volturmo was possible only when they jumped overboard.

"A boat was lowered from the Volturmo with five men, who were saved, but the boat sank immediately afterwards.

"The total of those rescued from the burning ship was 52, and of these 48 passengers, two ship's officers, one engineer, and 16 sailors, making a total of 66, were taken on board the Grosser Kurfirst.

"Two full boats from the Volturmo are still being sought for, but it is improbable that they will be found.

"One hundred persons from the Volturmo are missing. The Carmania and La Touraine are searching in the vicinity of the scene of the disaster where the wreck is dangerous to navigation.

"The shipwrecked passengers and crew on board the Grosser Kurfirst are being well cared for and have been provided with proper accommodation. We are proceeding."

FINE BANK BUILDING OPEN

Essex Trust Company of Essex Junction in New Quarters.

Essex Junction, Oct. 15.—The Essex Trust Company, which has been doing business for three months in the Brownell block, moved into its new banking building at the corner of Main and Lincoln streets today. In the afternoon and evening a reception was given by the officers and their ladies, which was attended by about 500 persons, including officers and employees of all the banks in Chittenden county, who expressed themselves as much pleased with the attractive appearance and the arrangement of the building.

The building is 26x46 feet, two stories high with solid brick walls, the outside course being Ohio pressed and mottled brick. A liberal amount of plate glass gives the interior a very light and pleasant appearance. The main space, which is of good dimensions, has a floor of rubber tile in white and green, as also has the treasurer's office which is separated from the public space by a low railing. The directors' room is most attractive, having a fireplace at one end, a floor of white maple upon which is a handsome rug.

The work room, inclosed with oak and glass screens, is well arranged. The vault, constructed by the Mosler Safe Company of New York, is built of 18 inches of concrete walls, reinforced with railroad iron and lined with steel. The door, weighing five tons, has a double combination lock with triple Yale clock work. An interior burglar proof safe, with two interior compartments, provides perfect safety for all funds.

The vault also contains safe deposit boxes for the use of the public. The whole interior is finished in quartered white oak, in light and natural finish. The upper rooms will be occupied as offices.

The building is an important addition to the village. O. S. Nichols, the local contractor, was the builder. R. O. Mudgett & Co., installed the heating plant and Elbert Keith, the plumbing. The furniture was bought of A. D. Douglas, and the lighting fixtures of the Burlington Light & Power company. The brick, with the exception of the first front course, is from the Drury Brick & Tile company.

PASS BAR EXAMINATIONS.

Two of Five Successful Candidates Sworn In as Attorneys.

Montpelier, Oct. 15.—In the supreme court yesterday afternoon Bar Examiner Edward H. Devitt appeared and made his report on the result of the bar examinations.

Five candidates passed successfully and two of these, Arthur C. Theriault of this city and Walter W. Wesley of St. Johnsbury, were sworn in as attorneys.

Three of the applicants, Roy W. Joycelyn of Swanton, Fred R. Butterfield of Wilmington and Robert D. Hope of Middlebury, who also passed, will be sworn in in January when they will have completed their three years of study if they continue until that time.

FUNERAL OF MR. EVARTS.

All Places of Business in Windsor Closed during the Service.

Windsor, Oct. 15.—The funeral of Maxwell Evarts was held this morning at St. Paul's Episcopal Church, the pastor, the Rev. Parker C. Munzer, officiating. The bearers were: George O. Gridley, general manager, and Frank L. Cone, superintendent of the Windsor Machine company; Walter J. Saxe, cashier, and Fred Savag, a director of the State National bank. Rev. A. A. Ames, superintendent of Mr. Evarts' farm, and George O. Mackenzie, an employee upon his home place. All places of business were closed from 10:30 to one o'clock this afternoon. A delegation from the board of trade attended the services.

The Windsor board of trade adopted resolutions and an expressive appreciation of the character and public service of Mr. Evarts and of his ability as a lawyer.

WEIGHING CAR ARRIVES.

Commissioner Henry to Test Railroad Scales in Vermont.

Bellevue Falls, Oct. 15.—Through the efforts of Hugh H. Henry, commissioner of weights and measures, inspection of No. 1, bureau of standards, department of commerce, arrived here today. The car is the first one to be built for the government and is completely equipped to test heavy scales. It was completed last Monday and its first work in Vermont will be to test the railroad scales in the yard here. It is in charge of C. A. Briggs, who has with him Laboratory Assistant F. W. Schleich and Mechanician W. E. Thomas.

GULFORD MAN IS FOUND MURDERED

Skull of Walter Nichols Crushed by Hammer Which Lay beside the Body.

Brattleboro, Oct. 15.—Walter Nichols, aged 25, a farmer of West Guilford, nine miles from this village, was found murdered this afternoon in a field about 100 rods from his home.

Ervin Wrisley, his hired man, 39 years old, is missing, and so is Mrs. Nichols, 39 years old.

H. Willard Fisher, who lives about half a mile from the Nichols home, told Sheriff C. E. Mann this evening, a few hours after Nichols' body had been found, that he had seen a hammer which he thought was Wrisley's lying beside the body.

Walter Nichols purchased his father's farm last February and his parents, Mr. and Mrs. H. C. Nichols, had lived there until last Monday when they moved to Eastwood place about three miles away. Young Nichols and his wife, who had been married two years, and Wrisley were on the farm alone. Wrisley had worked there since the maple sugar season.

Nichols' failure to appear at the Baptist church last evening, of which he was chorist, led to an investigation this morning on the part of Mr. and Mrs. Homer Thomas, neighbors. They found the house unlocked and everything apparently in order. Believing that the intruder was somewhere on the farm, they did not investigate further.

The Rev. and Mrs. H. L. Kemp, upon seeing Nichols' failure to appear at the Baptist church last evening, of which he was chorist, led to an investigation this morning on the part of Mr. and Mrs. Homer Thomas, neighbors. They found the house unlocked and everything apparently in order. Believing that the intruder was somewhere on the farm, they did not investigate further.

Dr. G. R. Anderson of Brattleboro, who was called, expressed the opinion that life had been extinct for 24 hours. Selectman W. B. Warren of Halifax took charge of the body and Sheriff C. E. Mann with Deputy Walter E. Howe of Wilmington immediately went to the scene. Deputy Sheriff George P. Miller of Guilford soon joined them.

As extensive a search as was possible before darkness set in was made of the surrounding territory, and it was not until necessary to the statement of Mr. Fisher as to what he had seen yesterday afternoon was obtained.

VERMONT NOTES.

George Davenport Killed by 20-Foot Fall at Brattleboro.

George Davenport of Brattleboro was almost instantly killed Saturday morning by a 20-foot fall at the Emerson building which is in process of construction. His chin struck on a brace as he fell through an opening and that was the main cause of his death. His lower jaw was fractured, there was a compound fracture of the skull and it is thought that his neck was broken.

GOT SLEEPERS MIXED.

A rigid investigation is being made by the Rutland Railroad company as to the cause of an error in switching cars. A Pullman sleeper, loaded with passengers for Boston, got as far south as Manchester on the New York route, and a sleeper bound for Burlington, Vermont, was switched to the New York route.

HURT AT STATE PRISON.

Marshall Sherman, who with his brother was committed to the State prison at Windsor a year ago after being found guilty of robbery at Rutland, was fatally injured Friday at the institution when the cable rope of an elevator broke. Sherman was removed from the carrier unconscious with a fractured skull and died Saturday.

UNIVERSALIST APPOINTMENTS.

The Universalist convention of Vermont and Province of Quebec has made the following appointments: Trustee of Anti-Saloon League, the Rev. Harry L. Candler of Woodstock; social service commission, the Rev. H. C. Loydard of Northfield; the Rev. C. Crane of St. Albans; the Rev. Albert Spence of Montpelier; Sunday school commission, the Rev. C. L. Eaton of St. Johnsbury; the Rev. A. M. Smith of Concord, and Miss M. A. Jenness of St. Johnsbury.

DEFENDANT WINS \$600 CASE.

Daniel M. Broseman of Brattleboro was brought against him by Henry E. Jordan, administrator of the estate of William Collier, who claimed that Broseman was liable on account of the death of Mr. Collier, killed by the defendant's runaway team of horses. The defense was that Collier's death was the result of contributory negligence, and the defendant was ordered to recover his costs.

HURT IN MOTORCYCLE MISHAP.

Samuel Patterson, Jr., of Bennington was seriously hurt Friday afternoon in a motorcycle accident. He left on the machine for a ride and in less than an hour returned with his head bandaged, jumped off and going into the house to lie down soon became unconscious. There was a bad cut on one of his ears and jaws.

FOUND PEARL IN RIVER.

An almost perfect pearl was found between North Montpelier and Calais in the north branch of the Vermont river the other day. It is in the possession of the Reed jewelry store at Montpelier. A number of pearls have been found in that section.

DIED WHILE UNLOADING WOOD.

While unloading wood at his home in Montpelier Monday George Robinson dropped to the ground dead. He had been marking in the morning that he never felt better in his life. Heart trouble is thought to have caused his death.

VERMONT BREVITIES.

The Rev. Robert Lawton of South Gardner, Me., has accepted a call to the Congregational Church at Island Pond and will begin his pastorate November 1.

Dr. Everett Potter of North Pownal has been appointed pastor of the Congregational church by Governor Fletcher to succeed the late Norman Mattison. He was in the Senate in 1908.

The outer walls of The Playhouse, the new theatre built in Rutland for George T. Chaffee, are nearly completed. It is expected that the theatre will be opened by the holidays.

Dwight Hollister of Plainfield received a broken nose the other day. While splitting wood the axe caught on a cleathole and was deflected so that the blow hit him, breaking the bridge of his nose and ripping the flesh down one side.

H. H. Watson of Brandon this year won 42 first prizes, 22 second prizes and 13 third prizes on his registered Moran horses exhibited at Addison county, Rutland, Brattleboro, and Vermont state fairs. Counting also fourth and fifth prizes he won 99 premiums and 13 cups.

The corner stone of the new Montpelier high school will be laid this morning at ten o'clock with appropriate ceremonies. The dedication will take place when the structure is completed.

Mrs. Susan Hamblin, who celebrated her 59th birthday last January, took her first automobile ride Friday, going 25 miles. She enjoyed the trip.

Carl J. Ald of Chittenden has brought suit in Rutland county court to recover 15,000 from Fred Stratton of Pittsford for the alleged alienation of the affections of his (Carl's) wife.

Hokan Larson of Brattleboro received a bullet hole through his right leg when a domestic pistol in the hands of his brother, Alex Larson, was accidentally discharged. They were examining the pistol when the accident occurred.

Pillsbury & Baldwin, a corporation manufacturing plumbing supplies at St. Johnsbury, has filed a petition in bankruptcy giving liabilities of \$75,852 and assets of \$34,279.41.

Martin A. Morgan, a veteran of the Civil War, died Friday at the Soldiers' Home at Bennington after an illness of two weeks. He served in Company B, 2nd Vermont.

The Rev. Thomas Stratton of Lyndonville has accepted the pastorate of the Universalist church at Richmond, and will begin his duties November 1.

CALL MORE WITNESSES.

Attention of Affections Suit Occupies Rutland County Court.

Rutland, Oct. 15.—Although it has already lasted two days, more witnesses were summoned today by the plaintiff in the alienation of affections case of Carl J. Ald of Chittenden vs. Fred Stratton and as the story of the defense is still to be heard it is expected that the trial will consume at least half of this week in Rutland county court. This is the case in which the plaintiff, who is a prosperous farmer, asks damages of \$500 from a former suitor at his home on the 20th.

It is held that the affections of Mrs. Ald were stolen by Stratton. The latter has married 18 years. They have two sons.

Bald charges criminal conduct between Stratton and the plaintiff's wife while the defense will be that Bald is endeavoring to blackmail Stratton, having conspired with his wife to put Stratton in situations where, through eye-witnesses, Bald could get testimony against his brother.

SUNDAY SCHOOL WORKERS

Forty-fifth State Convention Opens at Vergennes—150 Present.

Vergennes, Oct. 15.—The 45th annual convention of the Vermont Sunday School association opened here this afternoon. About 150 delegates have arrived and more are expected. The opening service of worship in song and prayer was held in the Congregational Church, led by the Rev. J. Wallace Cheabon of Bellows Falls. At 2:30 the convention moved to the Congregational Church with the elementary division. Mrs. F. E. Perry presiding. The theme was "Promoting the Elementary Standard." Mrs. Mary P. Brynes of Chicago, international superintendent of the elementary division, was assisted by Miss Marion Stokely of Harris, Mrs. George Boyce of Middlebury and Miss Ella H. Grand of Rutland.

The secondary and adult divisions met in the Baptist church, the Rev. R. P. Lowe presiding. Dr. Franklin McCreesh of Chicago, international superintendent of teacher training, was assisted by the Rev. Morgan E. Pease of Richmond and the Rev. E. Wilson Day of Franklin.

STIRRED TO ACTION BY GROWTH OF SOCIALISM

Washington, Oct. 15.—The necessity for a national inventory of social assets and liabilities, with a special investigation of the economic program of the socialists, is urged in a report made public today by the committee of the National Civic Federation which is preparing to undertake such an inquiry.

"At the last presidential election," says the report, "nearly one million votes were cast in favor of an economic program calling for a revolutionary transformation of society. The party supporting this program proposes the abolition of our present system of wages and private property and the substitution thereof of government ownership and operation of all the instruments of production, distribution and exchange."

"Recently an element within the revolutionary movement referred to has conferred with countries with a more radical proposal. This element avowedly aims at the communistic operations of industries, which are to be confiscated through the general strike and then directly operated by the workers themselves."

"Does either of these programs point the way to progress? There seems no room for question that it is both desirable and possible, by a thorough and impartial searching out of the facts, to measure broadly the gains and the losses of our changing time."

PRESIDENT SENDS DIKE IN TWIN

Removes Last Artificial Barrier to Water Communication in Panama Canal.

EVENT HIGHLY SPECTACULAR

Four Thousand Persons Lined Banks of Cut When Wilson Pressed the Button.

Panama, Oct. 15.—Gambos dike which came into world-wide prominence as the last artificial barrier to actual water communication between the Atlantic and Pacific oceans by way of the Panama canal, was rent in twain by an electrical impulse from the hand of President Woodrow Wilson in Washington at 2:02 o'clock this afternoon.

Between three and four thousand persons from the cities of Panama and Colon and various sections of the canal zone witnessed the demolition of the barrier, and while the event of destroying the dike was spectacular to a degree and successful in its every detail, some dis-appointment was evinced because the dike was not destroyed. Utter demolition was not carried out today because of the fear that the concussion might damage the railroad trestle crossing the cut near the San Miguel locks. The two remaining sections will be dynamited at some future date.

The spectators were early on the ground. They lined the banks of the cut, where the demolition was to occur, occupying the slopes of nearby hills, the roofs of buildings, tops of cars and every available vantage point. As the hour approached when President Wilson in the White House would press the button and send the electric spark over the wires to explode the numerous charges of dynamite in the dike a hush of expectancy covered all. When the minute hands of watches passed the hour of two o'clock the suspense became still greater, and the ensuing two minutes seemed like as many hours.

Then, suddenly came the muffled roar of the discharge of 1,000 pounds of dynamite which sent a shower of water, mud and rock high into the air, spreading out as it went upward, the whole heavily scented with smoke. Gales and the inflow of water, dynamite experts as a remarkably clean explosion.

SHOWER OF SMALL STONES.

A section of the dike six feet wide was lifted bodily out from its bed and its components parts scattered far and wide. The small stones rattled a noisy accompaniment on the tin roofs of nearby buildings, but none flew outside the danger zone.

As water began to pour through the rent made by the explosion, steam whistles were tied down and the crowd set up a great cheer. Not an obstruction was left in the opening, except some iron pipes, which struck up here and there.

At the hour that President Wilson set off the blast the water in the cut was exactly six feet below the level of Gatun and the inflow of water was in such volume that the cut was filled to the lake level within an hour and a half.

There was only one accident, a woman spectator was struck on the head with a rock which was dislodged by another spectator from the hillside where she was watching the explosion. Her injury is not a serious one.

All the heads of the canal departments were present for the epoch-making event, as also were all the members of the cabinet of President Ferras. The president was unable to be present.

It was Colonel Goethals' day, and the chairman of the Panama canal commission was the recipient of a shower of congratulations. Half an hour before the blast was set off Colonel Goethals took his stand well up toward the dike, but as the time neared for the explosion he drew back a short distance but still well out in front and in an unprotected position. There he was when the mass of earth and water shot skyward.

Philippe Bunau-Varilla, who was engineer of the Panama canal company when the French were trying to dig the great ditch, was an interested spectator. Throughout he appeared as enthusiastic as any of the other spectators. Local fortuitous intimates that Bunau-Varilla, once an ardent believer in the sea level canal, fast is being converted to the lock system. He was one of the few of those present who saw the beginning of the great work of digging the canal 30 years ago.

FIRST BOATS TO ENTER.

The first boat to enter the cut from the lake was a native canoe manned by two Americans. Shortly afterwards three launches successively launched the rapid water over the gap. If the water covering the rent is deep enough a dredge will be passed through into the cut next Monday.

The Cucarba slide, that huge moving mass of earth and rock, covering acres in extent, is now the only barrier in the way of the passage of a vessel from ocean to ocean. A trench has been dug around this barrier and tonight or to-morrow the section of the cut south of this point will begin to fill and it is planned to pass some of the Pacific dredges through the Pacific locks Monday as the water in the Miraflores lake has risen sufficiently to permit navigation.

Colonel Goethals has not gone on record as to when the first boat will be passed through the entire canal, as such passage depends wholly upon the expedition with which the slide can be moved.

The Atlantic and Pacific oceans were not actually united today when the Gambos dike was destroyed and the waters of Gatun lake were allowed to flow into Culebra cut, as lake and cut are at the normal surface of the water, a feet above the level of the sea.

Destruction of the Gambos dike, however, removes the last obstruction of the navigation of the greater part of the canal by light draft vessels and opens up direct connection between the great Gatun lake, which already is practically ready to discharge vessels into the Atlantic through Gatun locks, and the Pacific division. The waters of the lake rushing through the broken dike at Karibia sweep through Culebra cut and fill they reach the great locks at Pedro Miguel, which mark the beginning of the descent from the top level of the canal to the Pacific.

DREDGES FIRST TO ENTER.

The first craft to enter will be the great steam dredges whose work it is to clear and deepen the canal. The presence of small craft in portions of the canal, however, does not yet mean ocean-to-ocean navigation. This will first be possible when each link in the canal has a sufficient depth of water and all the locks are working.

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In the intermediate stage, however, navigation may be effected in local lengths of the canal and to some degree may be extended from length along the whole system.

Today's event served to demonstrate the nearness of the canal to the operating stage. It also formally brought to a close the work of the central division in the cut for the dredging operations which are to succeed the steam shovel work will be under a different organization.

Gambos dike was built in 1897 to keep the canal from overflowing during its turbulent periods and to prevent the water from entering the nine-mile long section of Culebra cut and delaying the work at the steam shovels.

It was important solely from its location. Twenty-four miles to the north, the mighty Gatun dam, which, by its unyielding presence, is to be nothing more than a low mountain range stretched across a valley, keeps the waters of Gatun lake from escaping to the sea. These two barriers, one, the greatest man-made dam in history, and the other, a low ridge of earth and rock which would ordinarily have crumbled, have kept in check the rising waters of Gatun lake. Today there is only one, and the waters of the lake now extend from Pedro Miguel lock on the south to Gatun locks on the north, a distance of about 33 miles, approximately two-thirds of the canal's length.

AUTO INJURES FATAL.

End Coasting from Church Was Seen Over by Careful Driver.

Bellefleur Falls, Oct. 15.—James Meany, aged 19 years, son of Mr. and Mrs. James Meany of North Walpole, N. H., a well known farmer, died in a hospital here this morning from injuries sustained yesterday afternoon, when he was run over by a seven-passenger automobile owned and driven by Charles M. Blake, a member of the firm of Blake & Higgins, paper manufacturers of this town.

The accident happened in front of St. Peter's Catholic Church in North Walpole. In company with other children Meany was coming from the afternoon service and ran into the street. According to eye-witnesses, Blake, who is an elderly man and who has the reputation of being a careful driver, was driving slowly. As the boy ran toward the machine the driver had time to turn his front wheels so that the child was not struck by them, but the youngster could not check his speed and was struck by the rear wheel and thrown beneath it. His body was hurled to the hospital and it was found that his intestines were crushed. Death was caused by hemorrhages.

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The work of a home-keeping woman makes a constant call in her strength and vitality, and sickness comes through her kidneys and bladder often than she knows. Foley Kidney Pills will invigorate and restore her, and weak backs, nervousness, aching joints and irregular bladder action will all disappear when Foley Kidney Pills are used. J. W. O'Sullivan—adv.

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