

# JAPANESE REFUSE TO MONGOLIA

Could Easily Have Pulled Off Rocks at Midway Island.

## BASELESS EXCUSES GIVEN

Training Ship Anagawa Severely Denounced by American Captain for Withholding Help to Ship in Distress.

HONOLULU, Sept. 28.—The Pacific Mail Steamship Company steamer Mongolia, which recently went ashore on Midway Island and was subsequently floated, reached this port today, accompanied by the United States transport Buford which was sent to the aid of the stranded vessel and its passengers.

The officers of the Mongolia bitterly criticize the officers of the Japanese training ship Anagawa for their refusal to assist the Mongolia at Midway when assistance was badly needed. The Mongolia's officers say that when Purser Rennie went aboard the Japanese vessel to plead for help, he was ordered off. The officers of the Mongolia declare that if the Anagawa had given assistance, the stranded steamer could easily have been pulled off the reef, but the Japanese refused to render any assistance, stating that they had not enough coal. Captain Porter, it is said, offered them the coal which he was throwing overboard to lighten the Mongolia. The Japanese also refused, it is said, to sell or loan any of the launches from the Anagawa, although the Mongolia's position at the time was regarded as extremely perilous.

According to the Mongolia's officers, the Anagawa spent her time at Midway in making soundings around the island without even asking permission from the Americans.

Captain Porter, of the Mongolia, declines to deny or affirm these reports and refuses to make any statement.

The report of the conduct of the Japanese officers of the Anagawa in deserting the Mongolia has created a sensation here, that vessel upon her arrival at this port was accused of having tried to pull off the Mongolia until her coal supply gave out. Those aboard the stranded steamer, however, declare that the Anagawa never had a line fast to the Mongolia.

The Mongolia has been docked alongside of the Manchuria.

Captain Hamabusa, of the Anagawa, said tonight that he was surprised that Captain Porter did not deny the statements made. When he arrived at Midway he endeavored to the officers of the Mongolia a willingness to help and made elaborate arrangements to do so. His only hawser parted, but he went as close as he dared and ascertained that the Mongolia's passengers were safe. He also learned that steamers were coming to aid the stranded vessel. The Anagawa was out of contact and it was impossible to approach close enough to accept Captain Porter's offer of coal.

Captain Hamabusa said he was unable to remain near the ship without endangering the Anagawa. Referring to the report that Purser Rennie was ordered off his vessel, Captain Hamabusa said that it was evidently due to a misunderstanding of the language used.

No soundings were made, he said, except to ascertain how near it was possible to approach the Mongolia.

The Mongolia's passengers are stopping aboard tonight. Some of them take the Alameda Wednesday for San Francisco. Attempts to float the transport Sheridan have thus far been failures.

## LOSS ALONG MISSISSIPPI

Whole Country Under Water and Many Fishermen Lose All.

NEW ORLEANS, La., Sept. 28.—The first definite news from the Mississippi delta was received today. It showed that the delta had been flooded, that hundreds of fishermen had been driven from their homes into lagoons, but that despite the wrecking of some of these boats the loss of life was probably very small. Property damage along the lower river, however, was widespread.

Great damage to the cotton crop was reported in dispatches to the Cotton Exchange. Baton Rouge, La., reported about 25 per cent damage; Calhoun, Miss., reported winds which flattened the plants down in the mud, and Natchez, Miss., reported that their crops immediately across the river in Louisiana the damage is probably 15 per cent. No damage to sugar cane has yet been reported.

The excursion steamer Camella, on Lake Pontchartrain, about whose safety fears were expressed, today safely landed the 40 passengers which the hurricane prevented from coming ashore here Wednesday night.

This morning Lake Pontchartrain had calmed, and the high water fallen to very near its normal level.

Dr. W. N. McCallard, a passenger on the first New Orleans & Northeastern train which came to the city last night, said the train was compelled to run slowly through the storm yesterday, with trees constantly falling, some of which threatened to block the track in falling. Unroofed or demolished negro cabins were continually passed. Frequently, he said, lashing of the wind and crack of trees made a roar which drowned out the train's rattle.

Reports from Monticello, Miss., say that considerable damage was done to pine forests near there, hundreds of trees being uprooted. Trees had fallen across the railroad tracks to such an extent as practically to suspend railroad traffic east of Monticello.

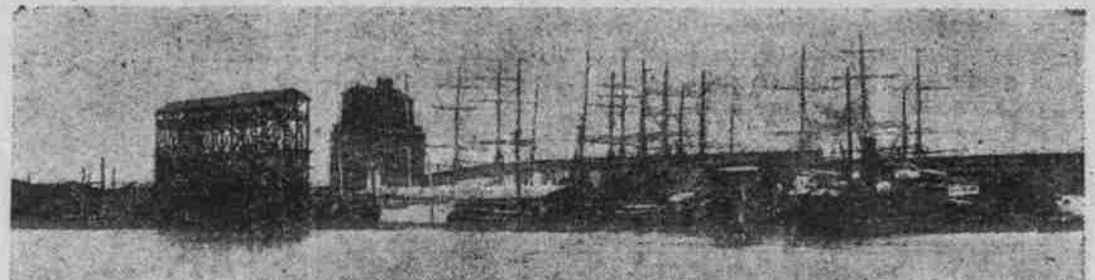
The brief dispatches received here indicated that the losses in interior towns of Mississippi alone will reach hundreds of thousands of dollars. Heavy damage was reported at many other points, but the storm appears to have demolished a few thousand dollars worth of property in every county and town, tearing off roofs and blowing down scores of old frame buildings. Vicksburg reported damage to shipping.

In addition to reports of cotton crop losses, passengers on incoming trains tell of widespread damage to timber. Telegraph and telephone wires were almost universally damaged that every town yet heard from reported that at some time yesterday it was cut off from communication with the outside world.

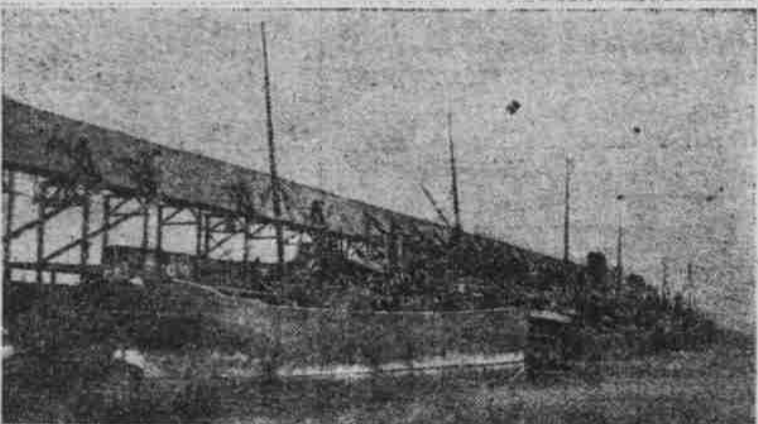
The first news of the havoc wrought by the hurricane on the lower Mississippi River was given by C. Ansel, a pilot, who came up from the mouth of the river on the tugboat Charles Clark. Ansel said he saw the lower river banks strewn with household furniture of fishermen, but that most of these families had escaped from the high water by taking to their lugger-rigged boats. He saw the wreckage of two or three huggers floating down the river, but was unable to learn what became of their occupants.



A SECTION OF THE WHOLESALE BUSINESS DISTRICT OF MOBILE.



THE MOBILE & OHIO RAILROAD DOCKS AT MOBILE.

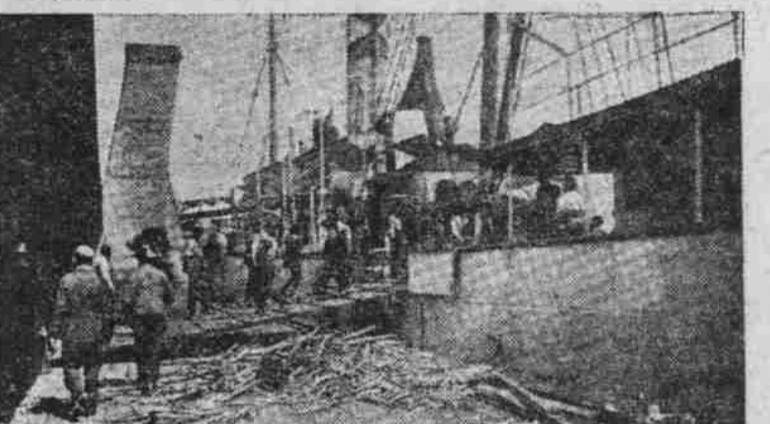


SCENE AT A PENSACOLA WHARF.

Scenes in Pensacola and Mobile, Devastated by a Terrific Hurricane.



ROYAL STREET, IN THE RETAIL DISTRICT OF MOBILE.



UNLOADING BANANAS AT ONE OF THE MOBILE DOCKS.

# GULF CITIES ARE REDUCED TO RUINS

(Continued From Page 1.)

road to get a train out of the city, its first string of cars having left Mobile at 4 A. M. Friday.

## Sawmills Torn to Splinters.

Numerous sawmills located in the northern and marshy districts, have been either washed away by the terrific waves or torn to splinters by the winds. Their lumber and timbers are scattered over the city or floating down the slowly-falling river.

The harbor steamer James A. Carnegie, plying between Mobile and the eastern shore, lies beached just across the river, and opposite St. Francis street. Its sloop are jammed in and its superstructure blown away.

Much fear is entertained for Fort Morgan, where the Government magazine station is located, and many soldiers are quartered.

In the city many persons and much livestock was rescued only after heroic efforts. Provisions are almost exhausted. Restaurants feed many, but have no supplies on hand. Ham and eggs constitute their food supply. These, too, will soon become exhausted.

Wholesale houses lost many thousands of dollars from flood and willingly paid as high as \$1.50 an hour for common labor and earnestly begged men to accept such pay, so frantic were they in their efforts to save goods. Even at this figure few men, white or black, would accept work.

## Wind Tears City to Pieces.

Words cannot describe the terrors of the storm. Between 5 P. M. Thursday and noon Friday trees fell and roofs were crushed by the hundreds. Through the streets, carried by the terrific wind, were hurled thousands of pieces of slate, tin roofing, cornices, shingles and all kinds of debris. Blinds were torn from their fastenings and windows smashed as though of tissue paper. Many people were seriously injured and cut by the flying slate and tin. The railroads have started wreckers out to clean up and repair the tracks, but their task is herculean.

## Telegraph Offices Washed Out.

The office of the Western Union Telegraph Company was six feet under water, its batteries were flooded with water and it will be some time before business can be resumed. The Postal Telegraph building, while not quite as low-lying, also suffered severely.

## Cotton Plots in Streets.

Hundreds of bales of cotton floated through the main streets and will be carried out to sea. Cotton not lost in this way was damaged by muddy water.

## Lake 25 Miles Long.

Along the line of the Mobile & Ohio Railroad to Meridian the Associated Press correspondent saw huge trees lying flat upon the ground with limbs torn off and twisted. The streams are all out of their banks, and for 25 miles north of Mobile, looking to the right of the railroad, one can see nothing but a solid sheet of water running swiftly toward Mobile. Many farmhouses are situated in this inundated section, and there may have been loss of life there.

The fruit trees and Fall vegetables all over Southern Alabama and Mississippi are ruined. So also are the cotton, sugar cane and other crops. One large Mississippi planter made the acquaintance today that he would willingly accept \$15 for his cotton crop and feel that he had the best end of the deal.

## Suburbs All in Ruins.

Blenville Square, one of Mobile's beautiful parks, is devastated. The Bay Shell road is washed away in many places. At the extremity of the road is a suburb called South Eads. This has been totally destroyed, only one small house remaining. Bayou Labret, Coden, Del Camps, Theodore, Parker, all in Alabama on the Mobile & Bay Shore Railroad, have suffered great damage. These towns are surrounded by extensive truck farms and are popular Summer resorts.

## SEES TWENTY-FIVE WRECKS

Railroad Engineer Says Coast Is Lined With Them.

NEW ORLEANS, Sept. 28.—About 25 wrecked schooners on the gulf coast between here and West Pascagoula, Miss., were observed today by a Louisville & Nashville Railroad engineer on an inspection tour.

## STORM CONTINUED TWO DAYS

Gradually Rose and Reached Its Worst Thursday Morning.

MOBILE, Ala., Sept. 28.—The storm, which was first noticed by the Weather Bureau between Jamaica and Cuba, made its appearance in the neighborhood of Mobile Tuesday afternoon.

## THE CITY OF MOBILE.

Mobile is on the west bank of the Mobile River in Alabama at its entrance into Mobile Bay. 20 miles north of the Gulf of Mexico and 140 miles east-northeast of New Orleans. It is the leading city of the state, being an important cotton port. Its site is a level, sandy plain, about 15 feet higher than the bay. The streets are shaded by magnolia and live oak trees and the residences have large gardens.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

## What Joy They Bring To Every Home

as with joyous hearts and smiling faces they romp and play—when in health—and how conducive to health the games in which they indulge, the outdoor life they enjoy, the cleanly, regular habits they should be taught to form and the wholesome diet of which they should partake. How tenderly their health should be preserved, not by constant medication, but by careful avoidance of every medicine of an injurious or objectionable nature and if at any time a remedial agent is required, to assist nature, only those of known excellence should be used; remedies which are pure and wholesome and truly beneficial in effect, like the pleasant laxative remedy, Syrup of Figs, manufactured by the California Fig Syrup Co. Syrup of Figs has come into general favor in many millions of well informed families, whose estimate of its quality and excellence is based upon personal knowledge and use.

Syrup of Figs has also met with the approval of physicians generally, because they know it is wholesome, simple and gentle in its action. We inform all reputable physicians as to the medicinal principles of Syrup of Figs, obtained, by an original method, from certain plants known to them to act most beneficially and presented in an agreeable syrup in which the wholesome Californian blue figs are used to promote the pleasant taste; therefore it is not a secret remedy and hence we are free to refer to all well informed physicians, who do not approve of patent medicines and never favor indiscriminate self-medication.

Please to remember and teach your children also that the genuine Syrup of Figs always has the full name of the Company—California Fig Syrup Co.—plainly printed on the front of every package and that it is for sale in bottles of one size only. If any dealer offers any other than the regular Fifty cent size, or having printed thereon the name of any other company, do not accept it. If you fail to get the genuine you will not get its beneficial effects. Every family should always have a bottle on hand, as it is equally beneficial for the parents and the children, whenever a laxative remedy is required.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

The city was founded by the French about 1710 and was one of the last Southern cities to hold out against the Union in the Civil War. It was not captured until April, 1865. The population in 1900 was 38,469, of which about 13,000 were colored.

Mobile Bay extends 56 miles northward from the Gulf and varies in width from 8 to 18 miles. The entrance is guarded by Fort Gaines on Dauphin Island and Fort Morgan on Mobile Point.

Mobile is the natural outlet of one of the greatest cotton-growing regions and steamers ply to Montgomery on the Alabama River and to Tuscaloosa on the Black Warrior River and in high water ascend the Tombigbee River as far as Columbus. Steamers also run through Lakes Borgne and Pontchartrain to New Orleans. The Louisville & Nashville, Mobile & Ohio and other railroads connect the city. The harbor admits vessels of 25 feet draft. The port exports from 250,000 to 300,000 bales of cotton yearly, besides large quantities of lumber, staves, shingles and naval stores. A large export trade is done with South America, Cuba and the British West Indies.

# When you lose your head

You have the only good reason for not wearing

# The Gordon Hat \$3

when fitful winds began to blow and the barometer commenced to fall. The wind rose steadily all through Wednesday and between 2 o'clock and 6 in the evening blew with a velocity of 45 miles an hour. Wednesday night it rose steadily and at 7:30 Thursday morning reached its greatest speed, blowing from an easterly quarter at the rate of 55 miles an hour, the barometer falling to 28.86. A few minutes after 8 o'clock on Thursday morning the wind decreased and the barometer commenced to rise. The total rainfall in Mobile was 6.58 inches.

Werneth, Mrs. S. McRae, Miss McRae, Mrs. Henry Turner, Captain J. Stevens, three Misses Alexander, Edward Huhland, Mrs. Huhland, three Huhland children, three unidentified bodies found on the beach.

At Bayou La Batre—Two brothers named Carraway—Mrs. Elijah Nelson, At Del Camps—Mrs. Al. Hazen, of Newcastle, Pa., and two children; one unidentified woman, two unidentified negro children, three negroes killed by a falling house, Mrs. Henry Warmick.

## Railroad Property Much Damaged.

LOUISVILLE, Sept. 28.—General Manager Evans of the Louisville & Nashville Railroad received a dispatch this afternoon from the Pensacola agent of the railroad, stating that there were reports of loss of life along the bay-front in Pensacola, but that he could not confirm them. The dispatches stated further that no loss of life had occurred among the employes of the Louisville & Nashville. There was much damage to railroad property and warehouses.

## PARTIAL LIST OF THE DEAD

Whole Families Slain at Gulf Towns. Many Unidentified.

MOBILE, Ala., Sept. 28.—The dead as far as known are as follows: At Navy Cove—Mrs. D. Ladimir and two daughters, Alexander Johnson, Henry Johnson.

At Navy Cove—Mrs. D. Ladimir and two daughters, Alexander Johnson, Henry Johnson. There was much damage to railroad property and warehouses.

# Proof of Goodness

The enormous and ever increasing demand for Ghirardelli's Ground Chocolate is conclusive evidence of inherent goodness.

The Ghirardelli process of preparation preserves all the nutritive quality and delicate flavor, and renders it most delicious and satisfying.

Ask your grocer for it. Be sure that you get it.

# Ghirardelli's Ground Chocolate

In the Name of Sense, that good common sense of which all of us have a share, how can you continue to buy ordinary soda crackers, stale and dusty as they must be, when for 5¢ you can get

# Uneda Biscuit

fresh from the oven, protected from dirt by a package the very beauty of which makes you hungry.

NATIONAL BISCUIT COMPANY

# WEAK MEN

YOU PAY WHEN CURED

YOU PAY ONLY \$12.50

IN ANY UNCOMPLICATED CASE

I have a quick and absolutely certain system of treating the