the cars would reappear. For that matter it wouldn't have made much difference to the passengers for they would have been willing to use a wheelbarrow if they could have got it.

Reporters flocked to the general offices of the "L" road system to learn the why and wherefore of the failure of the "third-rail" system to live up to the promises heralded for it. The general manager, the superintendent and other big guns were busy keeping out of sight behind ground glass partitions and it was said that a public statement would be made later in the day as to why scores of thousands of New Yorkers were held up between stations in stalled "third-railers" on their way to business to-day.

The mountain of general managers, superintendents and chief high inspectors labored very hard and finally brought forth this mouse-like statement:

GUILTY, BUT IT WON'T HAPPEN AGAIN.

"There has been an unavoidable delay in delivery of the devices which are to be fitted to each motor car for keeping contact rail clear of sleet. The apparatus is now arriving in quantity and will no doubt be installed, before another storm, in sufficient numbers to prevent delays."

From his high perch in the skyscraper at No. 100 Broadway Forecaster Emory expressed the opinion at noon to-day that the storm would keep up until to-night, but he was pretty sure that by to-morrow it would be all over.

An inch and a half of snow had fallen at that hour according to the Government guages. This is not much for New York, and probably it kicked up more fuss than ever any storm of its size, owing to the "L" road's state of unpreparedness for it.

"This storm was predicted yesterday," said Mr. Emory. "The storm signals were set all along the Atlantic coast, and they will be kept set, for the wind is forty-five miles an hour and will probably keep up. At 8 o'clock this morning the temperature in New York was 34 degrees, but the thermometer is going down and it will get below freezing. To-morrow it will be considerably colder and cloudy.

"The storm is very widespread in its extent. South of Washington it is raining. North of there and as far up as Portland it is snowing. The temperature in New England ranges from freezing to 14 above zero. Up the State it is colder than here. For instance, at Binghampton it is 16 degrees above zero.

"Temperatures in the West and South are rising to-day, but in Montana a new cold wave has been born and temperatures have fallen considerably. In some parts of that State it is 18 degrees below zero."

Mr. Emory said that on Dec. 2 and 3 of past year there was a storm of almost identical proportions. It didn't make half the local fuss owing to the fact that the "L" road was then run by steam and was not tied up in the least.

About 1 o'clock this afternoon the weather cleared up somewhat and traffic conditions in the street improved, but the high wind continued and the air became much colder.

Officials of the "L" reported that they were resorting to the use of their old steam engines very largely. By this means and the improvement in the weather the tie-up was practically conquered.

"THIRD-RAIL" SYSTEM FAILS ON FIRST TEST.

That 7 per cent. guarantee of the Interborough Rapid Transit Company on the Manhattan Elevated stock didn't look a particularly good thing for the subway people to-day. Based on the change of motive power from steam to electricity on the "L," the guarantee must have given them the shivers when they awoke to find the third-rail system a complete failure in the face of the snowstorm which settled over the city last night.

There has never been such a collapse of elevated transportation since the famous blizzard of 1888, and this snowstorm is only a baby. People asked themselves if a little flurry like this can put the whole system out of joint, what is going to happen when we get a real live snowstorm? Unless the officials of the "L" can obviate these difficulties it is certain that they will have to go back to steam.

At 2 A. M. the Manhattan Elevated Railroad officials were aware of the fact that their third rail is not proof against sleet and snow.

As the storm grew in intensity, trains, most of them loaded with passengers, at first found great difficulty in moving and finally all of them were compelled to abandon the attempt and they were literally snowed in.

As the third rail carries a deadly current of electricity it was the desire of the officials to so protect it with fenders that employees and others would not step or fall on it. A continuous board was attached to each side of the rail so that it extended two inches above the rail.

The snow and sleet banked into this groove and formed a coating in many places an inch thick. It was impossible for the shoe or dog attached to the car and which slides along on top of the third rail to pick the current up through the layer of ice, and the trains came to a stop.

It is only fair to say in their behalf, however, that the storm caught them unprepared. They have been afraid that it would come and do more or less just what it has done. They have out a contract now for snow scrapers for the ploughs which conduct the power from the third rail into the motor cars, but the contract was let so recently that there has not been sufficient time in which to make deliveries.

Some of the ploughs were fitted to-day with little brushes, but the sleety character of the snow made them useless. They slid right over the ice which formed on the rail. This ice, together with the snow which drifted into the gully formed by the protecting guard of wood all along the steel rail, prevented the feeding of the current into the motors, and made the road almost useless for five hours.

ELECTRIC TRAIN BLOCKED THE ROAD.

The trains drawn by engines on the Ninth avenue line kept the tracks clear for awhile, but at 2.30 A. M. a Sixth avenue electric train which tried to turn off of the Ninth avenue tracks into Fifty-third street was stalled by the ice, and just at a point where it blocked the tracks of all trains, north and south, it stopped and remained there, thus stopping up Ninth avenue transportation, which the officials had hoped to keep open with locomotives.

From 2 A. M. until daylight the four long lines of steel roadway were illuminated by gorgeous electrical pyrotechnics. A trackman would cut the ice from the third rail in front of a stalled train and the cars would move a few feet, until the shoe again struck the ice. Then the separation of the shoe from the rail would cause great blue flames to shoot out in all directions, the intense heat melting the metal and scattering the globules of molten iron over a wide area.

Whenever a train was stalled these displays continued until the train crews realized that their efforts were useless, and abandoned all attempts at opening traffic.

JAM AT THE STATIONS. SURFACE CARS HELP.

As soon as the tie-up of the elevated roads was apparent the Metropolitan attempted to fill the gap by running out sufficient surface cars to comfortably carry the patrons of the "L."

But it was late and the crews to handle the cars could not be found. Consequently the addition of extra cars to the usual all-night service of the surface roads was imperceptible. Every car was packed and jammed to the platforms, and although outside the weather was cold, with sleet and snow and a raw wind, men hung on wherever they could.

As the day wore on and the regular tide of travel set in locomotives were brought into requisition, but the operation was slow, and all the stations uptown were jammed, even the stairways being crowded. Many who could not board cars and were unable to make their way downtown in the storm turned back home, to make another attempt later.

The ordinary condition of jammed cars was exaggerated, and those who did get transportation suffered for it, but they had the satisfaction of making the trip and getting to their places of business.

BRONX RESIDENTS HAD A HARD TIME OF IT.

The first "L" train to come out of the Bronx got across the Harlem Bridge at 7 o'clock. It was loaded to the very guards with passengers. It was an hour and a half before the next train got across.

The New York Central got the overflow which the trolley cars couldn't take. It was said that the road carried in more persons on its suburban cars than it has since the 1888 blizzard, when every kind of local transportation company was out of business. It took one train one hour and twenty minutes to get from One Hundred and Sixty-ninth street to the Harlem River. The ordinary running time is thirty minutes.

One of the worst features about the tie-up both in the Bronx and Manhattan was the persistence with which the ticket-sellers continued to dispose of tickets. The City Hall station was so jammed with passengers from Brooklyn at 7.30 o'clock this morning that the police interfered and refused to allow any more persons to mount the stairs. The poor people stood there in the biting wind and stinging snow, as they did for that matter on every station in town, waiting for the trains that moved not at all or so rarely that they made no impression on the great crowds.

VICE-PRESIDENT SKITT TAKES ACTIVE HAND.

At the offices of the Manhattan Railway Company there was much worry. Vice-President Skitt, who is the active manager of the system, was out on the road somewhere, trying to have the trains moved, and the other officials connected with the operating department had been sent to various points to work under his direction.

Assistant Superintendent Grape was in charge of the office. He seemed greatly astonished that there had been a tie-up of all the lines.

"Now, really, you know," he said, "this is the first I heard of it. Has there been a delay? I do not think it could amount to much. Oh, heavens, no; the third rail is an immense success, and while of course installing and operating it costs us a great deal more than the old way, we are determined to sacrifice dividends to give the people a fine service." While Mr. Grape was talking he was employing scores of men, who were in the hall waiting, and was sending them out to work under Mr. Skitt and his aides in clearing the blockades.

When it was suggested that the company had contracted for a mechanical device which would scrape the ice and snow off of the third rail in front of the shoes which pick up the current, he said he believed that such was true, but did not believe any of them had been delivered.

"Is it not a fact that in planning for the third rail the company neglected to plan for the device to keep the rail clear and that that negligence is the cause of the present inconvenience to the public?"

"Now, really, I did not know the public had been put to any inconvenience."

This was the first severe test of the new third rail. The Second avenue line was the first to be equipped with electric motive power, their first trains starting last April. The Third avenue began running electric trains soon after, but it was not until August that all trains were included.

The first electric trains on the Sixth avenue line ran only to Fifty-eighth street in September. In October the third rail was extended to Harlem and since then work has been going on with the extension of the third rail to the Ninth avenue line, which has been operated exclusively by steam.

At 8 A. M. to-day the weather conditions were at their worst. The temperature fell several degrees and the rain turned to snow. The wind freshened and the weather assumed the proportions of a blizzard. In a half hour an inch of snow fell, forming a crust on the slush which had already covered the city

SIDEWALKS BLOCKED. BAD IN THE STREETS.

The snow became so heavy that vision was limited to a short distance. Sidewalks became blocked, thus adding to the inconvenience of the thousands who go from their homes to their places of business in the morning.

The Metropolitan and Third Avenue companies sent out all their snow plows to keep the surface lines open, and the elevated, which had been blocked by sleet and ice, now found itself being buried with snow. The first real storm of the winter had come with a vengeance.

About the chasm-like streets in the sky-scraper district the wind carried the snow in miniature cyclones, which hurried the pedestrians along or retarded them, drove vehicles against cars and caused confusion everywhere in the big city.

The storm was especially bad on the horses, that slipped and struggled under heavy loads, making little headway. In the downtown streets there were jams of trucks and the surface cars were frequently delayed by animals that could not keep their feet and fell on the tracks, stopping traffic.

At that hour a locomotive cleared the downtown track on the Third avenue road, and twenty trains followed it into the City Hall stations, all crowded and coming together.

In Brooklyn the elevated roads operated by electricity were not inconvenienced by the storm because they have no fenders about ther charged rails. Consequently the shoes of the trucks moving over the rail kept it clear. Schedule time was made there.

ONLY SURFACE CARS SLOW IN BROOKLYN.

The storm had no effect on the Brooklyn elevated roads, but with the surface lines traffic was slower and suffered many delays. In outlying districts the snow banked up on the tracks and the trolley wires became coated with ice, making it difficult for cars to move. Schedule time was not attempted.

On lines running out of the city the number of cars was reduced. More than half of the cars were taken from the Bergen Beach line, and the same was true with the Coney Island and Bath Beach roads.

Supt. Clark, of the Brooklyn street cleaning department, said this morning that he was prepared to remove the snow from the streets as soon as the storm stopped. For the very worst kind of a storm he can call out about 4,000 trucks, with more than 12,000 men. For an ordinary storm he said that 1,000 trucks and 3,000 men would be sufficient. To prevent fraud he has arranged to pay trucks $7 a day and demand a certain number of loads from them.

During a half hour in the morning the trolley cars on the Bridge were blocked by ice on the trolley wire, but the cars were moved as soon as the ice was removed.

SNOW BLINDED FERRYBOAT PILOTS.

The ferries were also delayed by the heavy fall of snow, which made river navigation as dangerous as though there were a fog. The pilots in the wheelhouses could scarcely see thirty feet before them. Fog horns were blowing all over both rivers and the signal bells at the ends of the ferry piers were kept ringing all day to guide the travelling beetles safely to their slips.

The Sound steamers got in practically on time, although some of them were obliged to slow down, not so much from the blinding snow as from the rough sea kicked up by the high wind, which ranged around forty-five miles an hour.

BAREFOOTED SANG ON FROZEN STREET.

Regardless of the extreme cold and the whirling biting snow, George Hirsch, of No. 138 West End avenue, was found early to-day walking along Amsterdam avenue, near Sixty-eighth street, clad only in a ragged shirt and threadbare trousers with his bare feet exposed to the icy pavement. He appeared to be happy, for he was whistling "In the Good Old Summertime" and doing a fancy step with his half-frozen feet.

When arrested and taken to the West Sixty-eighth street police station he was almost blue with cold. He told the sergeant that his wife used all the money he could earn buying things for herself and left him nothing to buy shoes with.

While he was discussing his wife's cruelty to him she appeared in the stationhouse and asked that her husband be retained in the custody of the police. She said he had started to go out in the storm, and after trying peaceably to restrain him she had seized a snow-shovel and hit him over the head with it.

The sergeant could not refrain from smiling at the complaint, but on being asked to have her husband sent to Blackwell's Island he refused very positively, remarking that Hirsch had already suffered enough. The daughter, who arrived a few minutes later, also tried to have her father committed, but her plea was in vain.

The police think Hirsch is suffering from temporary insanity.

HACKENSACK MAN FORETOLD STORM.

The more it snows to-day, the more people have to fume and fret and swear at the delay in cars, the happier is the Hackensack weather prophet.

He predicted snow to-day. The Government sharps played safety and said there might be snow. With them it was snow "or rain." The Hackensack forecaster, who rejoices in the name of A. J. Devoe, played snow hard and won.

He is not an unamiable man, but the jealousy of his profession makes him glad to see Forecaster Emery fall down. So that if it snows twelve inches he will be twice as happy as if it snows but six.

TELEGRAPH WIRES DOWN EVERYWHERE.

New York's telegraphic connection with the rest of the country was sadly impaired by the storm. East of New York the snow and wind had swept down hundreds of miles of wire, and it was almost impossible to get connection by telegraph or telephone with New England points.

The service was also badly impeded throughout all New York State, where a great deal of snow had fallen in the last twenty hours. As far south as Washington there has been heavy sleet which has proved disastrous to the wires, and all that section of the country, as well as that to the west of Washington, is badly crippled.

MANY ACCIDENTS DUE TO SLIPPERY STREETS.

Patrolman George Haphmaker, of the West Sixty-eighth street station, who lives at No. 888 Ninth avenue, fell on the icy stoop at No. 426 Columbus avenue, fracturing his left leg. He was removed to Roosevelt Hospital.

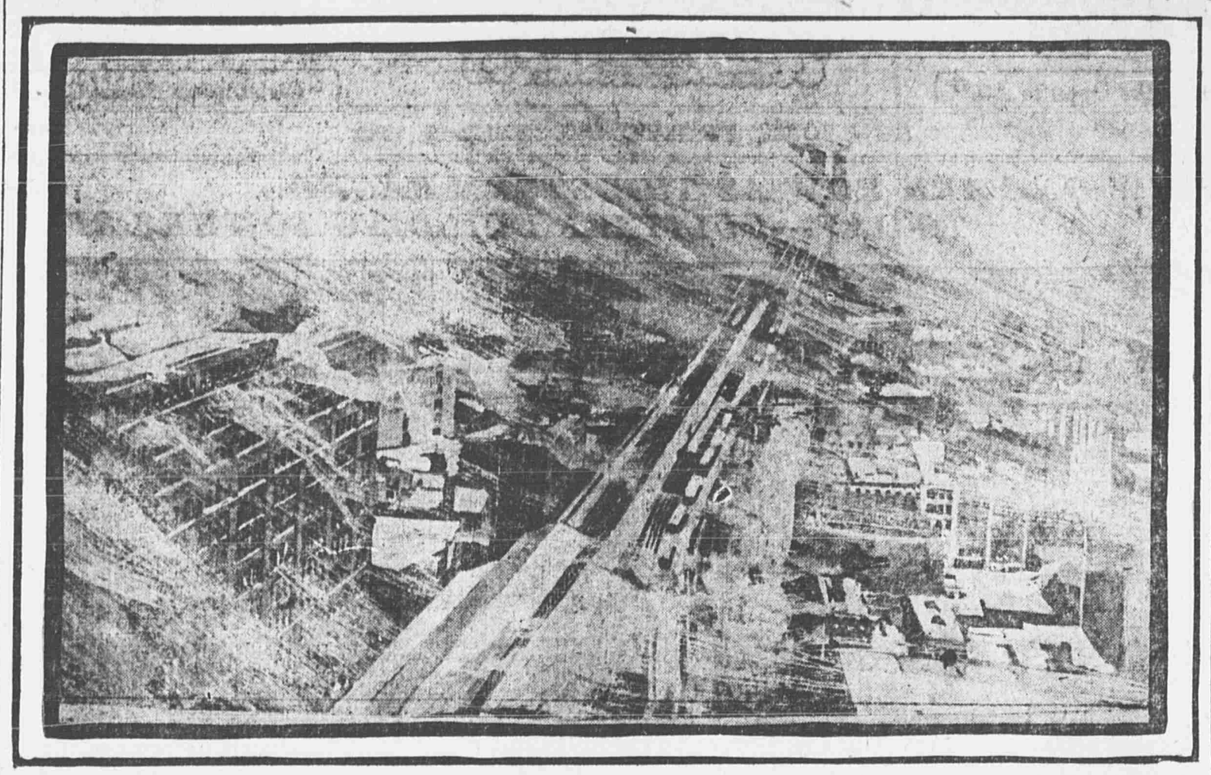
As Matthew McSweeney, thirty-seven years old, of No. 641 West Forty-fifth street, was leaving the house at No. 430 Columbus avenue, where he had been delivering ice, he slipped on the pavement and fell, landing upon his ice tongs and lacerating his left arm. The wound bled profusely and he was taken to Roosevelt Hospital, where his arm was bound in a tourniquet.

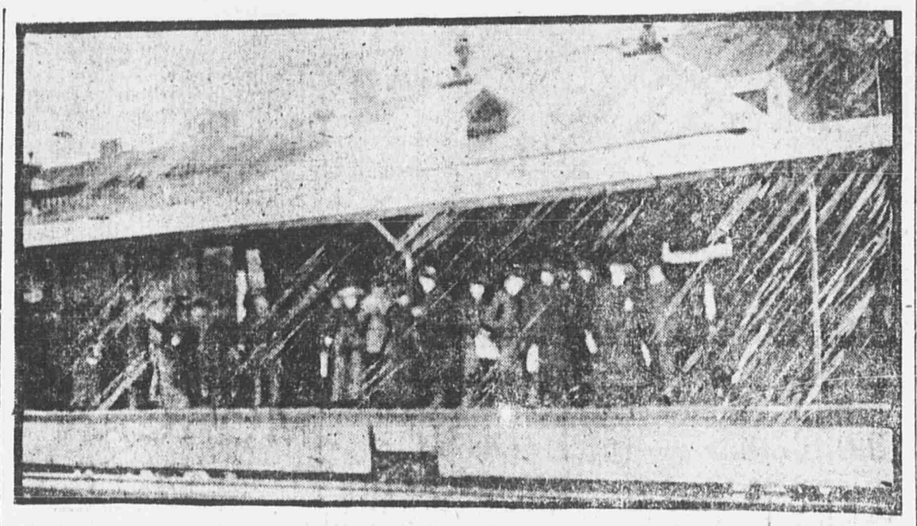
Eugene Rey, thirty-four, of No. 402 East Thirty-seventh street, fell on the sidewalk in front of No. 173 East Eighty-fourth street, and fractured his right knee cap. He was taken to the Presbyterian Hospital.

Alice Keekan, sixteen years old, was swept by a fierce gust of wind and thrown against a frame building at the corner of Grove street, Jersey City, this morning. Her head was cut. She was taken home.

Fritz Adler, twenty-seven years old, an expressman of No. 219 Bloomfield street, Jersey City, was driving down Broadway this morning, and when opposite Rector street, was blown from his seat back into the wagon by a heavy gust of wind. He was rendered unconscious, but revived by an ambulance surgeon from the Hudson Street Hospital and went home.

LOOKING ACROSS THE BROOKLYN BRIDGE FROM THE PULITZER BUILDING AS THE BLIZZARD RAGED.





CROWD STALLED BY THE STORM AT 104TH STREET AND COLUMBUS AVENUE.

MUCH SNOW, NO COAL IN WESTCHESTER COUNTY.

(Special to The Evening World.)

WHITE PLAINS, Dec. 5.—All trolley cars are being delayed by icy rails. During the gale which accompanied the snow storm about a score of telegraph poles were blown across the Harlem tracks at Pleasantville, stalling the Chatham train No. 10, loaded with commuters, for some time. The storm caused many lawyers and jurymen in attendance at the December term of the Supreme Court to be late in reaching the court.

The sudden drop in the temperature has caused much suffering among the poor.

It is impossible to buy coal in Mount Vernon, New Rochelle, White Plains and other towns, and it is feared that many will literally die from the lack of heat. In Yonkers thousands of poor factory hands are suffering from the cold.

In Mount Vernon Mayor Fiske is urging a plan to cut down all the old trees and distribute the wood among the poor.

SIXTY-MILE GALE IN THE CATSKILLS.

CATSKILL DEPOT, N. Y., Dec. 5.—A blizzard struck the Catskill region early to-day. The wind is blowing a sixty-mile gale and traffic is delayed.

ENTIRE EMPIRE STATE COVERED WITH SNOW.

(Special to The Evening World.)

ALBANY, N. Y., Dec. 5.—From Montauk Point to Buffalo the State of New York is covered with snow to-day. The storm began here early this morning and is still in progress. The surface cars are slightly impeded, but the company has employed hundreds of extra men, who are keeping the road open. All trains are from one to five hours late.

Gale at Catskills.

CATSKILL, N. Y., Dec. 5.—The wind is blowing a sixty-mile gale and traffic is delayed.

Very Cold at Port Henry.

PORT HENRY, N. Y., Dec. 5.—A terrific snowstorm began here at 9 o'clock this morning. The thermometer registers 10 degrees below freezing point, with a stiff wind blowing. The snow, which is very fine, is drifting badly.

Five Inches Deep at Amsterdam.

AMSTERDAM, N. Y., Dec. 5.—A driving snowstorm from the northwest set in to-day. The depth of the fall so far is five inches.

Adirondack Lakes Closed.

UTICA, N. Y., Dec. 5.—Reports from the Adirondacks indicate that there is a heavy fall of snow and many of the lakes are closed by ice. Snow is six inches deep here.

Big Drifts in Newburg.

NEWBURG, N. Y., Dec. 5.—A blizzard is raging here. The wind is blowing a gale and the snow is drifting badly.

Schenectady Snowbound.

SCHENECTADY, N. Y., Dec. 5.—Up to noon about eight inches of snow had fallen here. The local trolley service was badly crippled and cars on the interurban divisions extending into Albany and Watervliet were greatly delayed. The eastbound trains on the New York Central Railroad were several hours late, but thus far the westbound service is being maintained as per its schedule.

Great Drop in Temperature.

WATERTOWN, N. Y., Dec. 5.—Watertownians awoke to-day to find the mercury 8 degrees above zero, a fall of 42 degrees in the last thirty-six hours. Little snow has fallen.

STORMS IN ENGLAND AND ON CONTINENT

LONDON, Dec. 5.—Bitterly cold weather continues to prevail throughout the United Kingdom. Gales and seas interfere with the channel traffic and there have been many minor casualties among the shipping.

The fall of snow is general, including the channel islands, which is almost unprecedented. Londoners expect skating Sunday. Similar conditions exist on the continent.

VESSELS IN PERIL OFF CAPE HATTERAS.

(Special to The Evening World.)

NORFOLK, Va., Dec. 5.—The Virginia and Carolina coasts are to-day storm swept. All telegraph wires to Capes Henry and Hatteras are down, and no word can be had from these points where shipwrecks usually occur during such storms. There are great fears for all shipping at sea.

The wind blew sixty miles an hour here this morning, doing great damage.

LAY WOUNDED IN STORM.

Found in Area of His Home—Police Think Man Shot Himself.

Harry Frink, twenty-five years old, residing with his parents at No. 588 Monroe street, Brooklyn, was found in the area of his home early to-day with a bullet wound in his head. Mrs. Frink, hearing screams, ran downstairs and discovered her son lying in a pool of blood and the rain beating down on him. Surgeon Sharp, of St. Mary's Hospital, who was called, located the bullet under the young man's scalp and removed him to the hospital.

When questioned by his mother as to the cause of the shooting Frink would not reply. The police are inclined to believe it was an attempt at suicide and are having him watched. His condition is not considered serious.

10 MEN SAVED FROM SCHOONER

Crew of R. F. Pettigrew Taken on Board Charles H. Sprague in Heavy Sea off Cape Hatteras.

RESCUERS RISKED LIVES.

Great Hole Had Been Pounded in Side of the Water-Logged Vessel, and She Was About to Sink When Help Came.

(Special to The Evening World.)

PORT CHESTER, N. Y., Dec. 5.—The Charles H. Sprague, a three-masted schooner, entered the Port Chester harbor this morning, after an eventful voyage, during which it rescued ten men from a water-logged vessel in mid-ocean.

The Sprague, which is 260 tons burden, was off Cape Hatteras on Nov. 13 when she sighted the schooner R. F. Pettigrew, water-logged and about to sink.

When Capt. Harper hove to alongside the Pettigrew the vessel, which was heavily loaded and bound from Savannah, Ga., to Portland, Me., was almost filled with water, which was pouring through big holes made by heavy seas.

With great difficulty the crew were taken aboard the Sprague during a heavy sea, which threatened at every moment to send both vessels to the bottom. Then the Pettigrew was abandoned and later burned by a passing steamer, as she was a derelict and a menace to travel.

BIG STORM SWEEPS OVER MANY STATES.

PHILADELPHIA, Dec. 5.—Railroad service in all directions is badly crippled and telegraph and telephone wires are prostrated. Throughout the anthracite coal region the fall of snow is reported to be very heavy and it is drifting badly, necessitating the shutting down of many collieries.

George Sherverton, driver of an express wagon in this city, becoming confused by the snow, drove his team into a trolley car and received injuries from which he died.

Baltimore's White Mantle.

BALTIMORE, Dec. 5.—Two and a half inches of snow have fallen here, and the storm still continues.

Real Thing in Oregon.

BAKER CITY, Ore., Dec. 4.—A snowstorm has been raging in this section for thirty-six hours and the ground is covered to the depth of one foot. All traffic is delayed.

Way Down in Mississippi.

VICKSBURG, Miss., Dec. 5.—A cold wave accompanied by rain, snow, sleet and a stiff southwest gale, struck this section of Mississippi early yesterday and raged furiously all day. Snow, the heaviest seen here in many years, fell for several hours.

Shivering in Iowa.

SIOUX CITY, Ia., Dec. 5.—To-day was the coldest of the season, 9 degrees below zero.

Killed in a Snowslide.

BAKER CITY, Ore., Dec. 5.—A meagre report has reached here of an immense snowslide which occurred at Cornucopia last night. No details are obtainable, except that two miners were killed and an immense amount of damage done.

Cold Wave in Alabama.

BIRMINGHAM, Ala., Dec. 5.—A cold wave reached Birmingham yesterday and caused a drop of 30 degrees in temperature. It was accompanied by a high wind, rain and snow. The wind is reported to have done considerable damage west of this city.

Schooner Ashore Near Baltimore.

BALTIMORE, Dec. 5.—The schooner L. Herbert Taft, which sailed yesterday for Port Tampa, is ashore in Patapsco River on Bodkin Point. Tugs have been sent to her assistance.

BIG GALES SWEPT OVER TEUTONIC

White Star Liner Buffeted by Seas During Entire Voyage and the Passengers Were Ordered to Remain Below.

ALL NIGHT AT QUARANTINE.

Trip Completed Without Accident to Mar It, and Singers and Other Musicians Gave Daily Concerts—Slowest Voyage of the Ship.

From the time she left Queenstown until she tied up at her pier to-day the White Star liner Teutonic was buffeted by northwest and southwest gales and towering head seas. The time of the voyage was seven days, 13 hours and 56 minutes, about the worst ever made by the Teutonic.

Few of the passengers had the nerve to venture on deck, and on some occasions, notably during the second day out, the officers gave orders that the passengers should remain below. Fortunately no accidents marred the voyage, and among the eighty first cabin passengers there was such an array of singers and musicians that daily concerts served to while away the tedium of the long trip.

The storm that is sweeping over New York to-day was encountered by the Teutonic yesterday evening off Fire Island, and was the fiercest of the voyage. It was dark as pitch when the steamship arrived at Sandy Hook and the mailboat came alongside to take off 2,038 bags of mail.

Transfer of Mail Exciting.

The driving storm of sleet and snow shut out the view of light and the little mailboat was bounced against the towering sides of the big liner with such force that it was feared she would be stove in. The transfer of mail was one of the most exciting incidents of the trip.

From Sandy Hook the Teutonic felt her way up the lower bay and the Narrows to Quarantine, where she lay all night. Her trip up the river this morning was made under difficulties similar to those that had been encountered clear across the ocean, and it was a relieved crowd of passengers that filed off the pier into the snowstorm.

Albert Palmer, a seaman, from his experience on Dec. 3, is known on the ship as the human ping-pong ball.

On that date he was sent to make a tarpaulin fast over the forward hatch. While at work he was picked up by a sea that came aboard and hurled the width of the deck. Just as it seemed that he must go into the ocean another sea came aboard and buffeted him back again. Three or four times he made the round trip across the deck, batted from wave to wave, until he managed to secure a grip on a stanchion and held on until rescued. Beyond a wetting and a scare he sustained no injury.

Comes Here to Live.

Mr. A. Brandt, formerly one of the most popular pursers on the White Star line, has determined to become a citizen of New York. He said when he came off the Teutonic to-day that he is about to start a Bodega in the Tenderloin.

A Bodega is a hotel on the English system, with a magnificent tap room in which all liquors are drawn from the original packages in sight of the customer. Mr. Brandt believes that the English system, with the addition of all American improvements in hotel construction and management, will make his place one of the show places of the city.

HER STORY CAUSES ARREST.

Mrs. Blackman Taken to Bellevue in a Serious Condition.

Mrs. Mamie Blackman, thirty-two years old, of No. 361 Lexington avenue, was transferred from the Presbyterian Hospital to Bellevue Hospital last night in a serious condition from the effect of an operation.

Upon her arrival at Bellevue Detective McGirr asked her who performed the operation. Mrs. Blackman accused Mrs. Kate Scack, of No. 223 Lexington avenue. Mrs. Scack was locked up in the East Thirty-fifth street station.

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Belcher setting, 1½ kt., blue white. This must be seen to be appreciated; worth $200.00; our price..... $126

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Very brilliant pure White Diamond, perfectly cut, handsome setting; worth $15; special $6

Opal or turquoise centre, extra large White Diamonds (no chips); worth $100, only..... $48

Dumb-bell Links, solid gold, genuine diamond in centre; worth $5.50; pair.. $1.50

Pretty solid Gold Brooch or Pendant, genuine diamond in centre; worth $15; special $3.50

Fourteen fine diamonds; Roman finish, solid gold; others ask $40; our price..... $25

Knot Scarf Pin, solid gold, set with genuine diamond, our price $1.25

How to Reach Our Establishment—3d or 6th Ave. "L" to Grand Street; Surface Cars—Broadway to Grand Street, Madison, Second and Third Avenue Cars to Broome Street and Bowery; from Bridge—All Cars Pass Door.

Open Evenings until 8. Saturdays till 11.

Sherlock Holmes's Opinion.

William Gillette says at Orangeine Powders a wonderful remedy. The only certain cure for headache with permanently good effect. 25c.