EVENING WORLD READERS' TRAFFIC DEMANDS INDORSED

City Club Presents Showing of Evils Easily Cured to Utilities Board, After Searching Investigation.

The City Club has sent to the Public Utilities Commission a memorandum relating to transit conditions in this city, with recommendations for relief from the intolerable evils existing upon underground, surface and elevated lines. Each specification in the complaint of conditions and each recommendation made is in line with complaints and recommendations that have been published in The Evening World.

As the Evening World has frequently shown, the City Club has found that the rush hour is twenty-four hours long on all lines. The service is reduced on the Subway, the surface and the "L" roads, with the purpose of having a percentage of the passengers standing, no matter what the state of traffic may be.

In the hours when there is the greatest glut of passengers, the number of cars run on the "L" and the surface lines could be increased, but is purposely held down, in order to increase the carrying capacity of each car. As for the Subway, the City Club finds that the Interborough management has not kept its contract with the city.

Subway Worse Than Bridge.

It is an amazing fact that at certain periods of the rush hours there are more passengers standing in the Subway cars than are in the seats. From 5.30 to 6.30 P. M. 56 per cent. of the Subway passengers are compelled to stand. This is a larger percentage than obtains on the Brooklyn Bridge trains during the same period, and the Brooklyn Bridge service was supposed to be the limit.

There is no prospect of relief in the Subway with the present equipment. The antiquated end-door cars clog the movements of passengers, with the result that there are long station delays and the train service is restricted.

As The Evening World has pointed out, time and again, the City Club finds the Subway should be equipped with side-door cars, and that the trains should be longer. That the side-door cars cannot be used on platforms built on curves is contended by the Interborough people, but such cars are used on curved platforms in other cities. Side-door cars would enable the Subway to carry 56,000 passengers an hour during the rush hours, according to the City Club experts, and give all seats.

The seating capacity limit now is 18,870 passengers an hour, but the service is not maintained up to full pressure, and the number of seats per hour available during the rush period has run as low as 13,634.

New Equipment Not Needed.

It would not be necessary for the Interborough to purchase an entire outfit of new cars. Bodies with side doors, such as are now used by the Illinois Central Railroad in handling the heaviest suburban traffic in the country, along the lake front in Chicago, could be placed on the running gear of the present Subway cars.

The City Club report at length upon all the points covered by Evening World items at the time the readers of this paper were invited to send in their complaints. The lights are bad, the signals denoting the destinations and routes of trains are inadequate, the cars are not properly cleaned and the ventilation system is not complete.

The City Club recommends that the Subway be paved with concrete and equipped with city fire-hydrants and many additional emergency stairways. The wooden cars in the Subway are already showing signs of wear and the steel cars are not heavy enough. Before the Subway was started the management promised that wooden cars would be replaced as rapidly as possible by steel cars. This promise has not been kept.

Away With Horse Cars.

Any New Yorker could make the complaints the City Club makes about the surface lines, and some more. It is recommended to the Utilities Commission that surface cars be equipped with vestibules, power brakes and wheel guards, that all horse car lines be electrified and that all the unused tracks on the streets be taken up. The "L" road trains should be lengthened and the service should be improved by the running of more trains at all hours.

The City Club is against the plan to construct a third track for express service on the Second avenue "L" and the extension of the third (express) track on the Third avenue "L" south of Forty-second street. Nevertheless, it is admitted that these third tracks are the only means of affording partial quick relief from the congested conditions.

It is the fear of the City Club that if the Interborough is allowed to third-track the East Side "L" lines the East Side subways will be delayed indefinitely. The commission is asked to refuse permission for such tracking unless satisfactory guarantees are made that the East Side subways already projected will be built. It is also recommended that the Interborough be compelled to change its roadbed so that noise will be reduced to a minimum.

There are many other recommendations, including one that the city construct a subway from Times Square to the Battery, on the west side.

In general, the City Club experts have gone over the ground covered by The Evening World many times in the past few years, and have found that every complaint made by The Evening World readers was well founded and every change suggested by The Evening World is practicable and necessary.

CHOP SUEY LAIR HIT BY CYCLONE

After It Passed, Wong Louis Searched for Many of His Features.

All was peace and chow mein in Wong Louis's chop-suey studio, at No. 2312 Third avenue, early to-day. In the dark room at the rear, sheltered by an antique Chinese screen from Trenton, N. J., the proprietor, with a bottle of developing fluid, was engaged in bringing to a head, as it were, a new gem of Oriental cookery to be known as the Mock Duck Melange.

The waiter moved from one teakwood table to another, giving to each patron a taste of the sprightly repartee which is the gift of waiters in Chinese restaurants the world over. The kiln-dried ducklings quacked in the pantry, and the bamboo sprouts in the ice box could be heard sprouting.

There entered six gentlemen of formidable mien, and each carrying one of those packages which may be toted without the use of the arms, but which often involve the legs. In clarion tones the newcomers called for food.

Pursuant to their demands Wong Louis, whose name sounds as if he had put it on hind part before, proceeded to mingle the succulent shark fin and the nourishing Chink onion. The guests fed until gravy dripped from their back hair. Then they burst into song and wassail.

Didn't Recognize a Check.

To the gentleman who had given the order Wong Louis's waiter brought a check for a grand total of $1.85.

"Wot's dis?" inquired the patron harshly.

"Checkee," replied the waiter. "You eat 'um, now you pay 'um."

"Ha, ha," laughed the spokesman merrily. "Ha, ha, fellows, dis Chink tinks we're goin' to pay fur his vittles."

"Ha, ha," chorused his companions in an outburst of innocent glee. "De Chink tinks we're goin' to pay! And him not even a voter and havin' no rights. Ha, ha!"

Came then Wong Louis himself—with a frying-pan poised menacingly. The following ensued:

"$%#"—&(&)?,"/;:+—%$!"&+(?)&
"$%#"—&(&)?,"/;:+—%$!"&+(?)&

At the conclusion of which Wong Louis's establishment was little more than a recent site, with Wong Louis and his waiter feeling under the debris for a number of their features, which had been mislaid during the excitement.

Four of the visitors disappeared with despatch, but a policeman who was passing, and who had been hit with a number of disjointed Chinese past participles and a crock of boiled mushrooms, entered in time to arrest Victor Breakinstein, a clerk, of No. 11 West One Hundred and Thirty-seventh street, and John Dillon, an iron worker, of No. 240 Second avenue.

Because Wong Louis's conversation had to filter through a gap where his front teeth used to be Magistrate Walsh could not make out the trend of his remarks in the Harlem Police Court to-day, and the two prisoners accordingly went free.

Swift & Company's sales of fresh beef in New York City for the week ending Saturday, July 20, averaged 9.73 cents per pound.

A Veritable World Want "Walkaway!"

It will interest vacationists to know that The World printed last week

2,530

"SUMMER RESORT" ADS.—

132 MORE

Than were published in ALL THE OTHER New York newspapers PUT TOGETHER.

IT'S ABOUT THE SAME STORY WEEK IN AND WEEK OUT.

Dr. Gallagher, the Wrecked Auto and Diagram of the Fatal Accident

ROWDIES CAUSED 'L' CRASH, VERDICT OF COMMISSIONER

Utilities Board Gets Report After Investigation of Collision.

The Public Utilities Commission, all members being present, met in public session at No. 320 Broadway to-day.

Commissioner Eustis, who had been appointed as a special committee to investigate the accident on the Third avenue "L" road Thursday night, presented this report, based upon information he had secured with the co-operation of the engineering staff:

"There was a five-car train, stopping at One Hundred and Sixth street, which was very heavily loaded, mostly with Italians returning from a festival; there was another three-car train, which was a short train running from One Hundred and Twenty-ninth street, which, when it left One Hundred and Sixteenth street, was boarded by a great many Italians, several of whom piled over the front gate in front of the motorman, and crowded the front platform to such an extent that he refused to start the train until they moved.

"After they had moved to one side, he started the train, and then the people in front of him began to jostle and fight, and when he had gone but a short distance they broke the glass in front of him. The door to his quarters was beaten in and he was thrust against the side of the car and his hand knocked from the controller.

"As soon as he could recover himself and get control the train was within 100 feet of the train in front of him, and as it was a down grade he could not apply sufficient restraining force to stop the train before it ran into the one in front of him."

Mr. Eustis read his report and then added: "So it is quite evident that this accident was due to the rowdyism of these Italian passengers, for which the motorman was not responsible."

The report was filed.

POLICEMAN HAGAN CLEARED

Girl Who Alleged Mistreatment Failed to Identify Officer.

Policeman Joseph D. Hagan, of the Sheepshead Bay station, was arraigned in Coney Island Police Court to-day, charged with assault by nineteen-year-old Julia Dalton, of Herring street and Voorhees avenue, Sheepshead Bay.

As the girl was hazy in her identification and could produce no corroborating evidence, Hagan was discharged by Magistrate Voorhees.

STOCKS MIXED IN A SLOW MARKET

Pacifics, General Electric, Steel, Copper and St. Paul Show in the Trading.

Stocks were irregular, moving within a narrow range and on a moderate volume of business in the early market to-day. General Electric rose 1 and Colorado Fuel a large fraction. United States Steel declined 3-4. Northern Pacific was off 1, Amalgamated Copper 1-4, Canadian Pacific 3-8, St. Paul 1-2 and Union and Southern Pacific 1-4 each.

Later the tendency was downward. Trading was only fair.

The total sales of stocks to-day were 491,100 shares and of bonds $877,000.

The Closing Quotations.

To-day's highest, lowest and closing prices and net changes of stocks from Saturday's final quotations are as follows:

	High.	Low.	Clos.	Net Ch'ge.
Allis. Ch.	10½	10½	10½	
Amal. Copper	92¾	91¾	91¾	— ½
Am. Car & Fdy.	43½	43½	43½	— ½
Am. C. & F. pf.	100½	100½	100½	+ ½
Am. Cotton Oil	33	32¾	32¾	— ¼
Am. Grass Twine	6	6	6	+ ¾
Am. Linseed	10½	10	10	— 1
Am. Linseed pf.	23½	23½	23½	
Am. Loco.	59½	59¼	59¼	+ ¼
Am. Sm. & Ref.	118¾	117½	117¾	— ⅛
Am. St. Fdy. pf.	40½	40½	40½	
Am. Sugar	123	123	123	
Am. Sugar pf.	125	125	125	— 1
Am. Tob. Co. pf.	85½	85½	85½	
Am. Wool. Co.	26¾	26¾	26¾	— ¾
Am. Wool. Co. pf.	91½	91	91½	+ ¼
Anaconda Mining	58¾	57¾	57¾	— ¼
A., T. & S. F.	93½	92½	93½	+ 1
A., T. & S. F. pf.	93¾	93¾	93¾	+ ¾
Balt. & Ohio	98	97¾	97¾	— ¼
Bkn. Rapid Tran.	57	56	56	— ¾
Can. Pac.	177¾	176½	177¾	— ¾
Ches. & Ohio	85½	85	85	— ¾
Chic. G. West	11½	11½	11½	— ¼
C., M. & St. P.	134¾	134¾	134¾	— ¾
C., M. & St. P. pf.	152	151½	151½	
Chi. & N. W.	151½	150½	150½	— ¾
Col. F. & I.	32½	32	32	+ ¼
Col. Southern	29¾	29¼	29¾	
Col. South. 1 pf.	60	60	60	+ ¼
Col. South. 2 pf.	45¼	45¼	45¼	— ¾
Corn Prod. Co. pf.	17¾	17¾	17¾	+ ¾
Del. & Hud.	172¾	172½	172¾	— ¼
Den. & Rio G.	28¾	28	28¼	— ½
Dist. Sec. Corp.	66	65¾	65¾	— ¼
Erie	25¼	24	24¾	— 1
Erie 1 pf.	61	59¾	59¾	
Erie 2 pf.	42	40¾	40¾	— 1¼
Gen. Elec.	141	139¾	139¾	— ¼
Great North. pf.	137¾	136½	137	— ½
Inter. Met.	10½	10½	10½	
Ill. Central	144¾	144¾	144¾	— ¼
Iowa Central	17½	17	17½	— ¼
Iowa Cent. pf.	39	39	39	
Kan. City South.	27¼	27	27¼	— ¾
Lake S. & Mich.	116¾	114¾	114¾	— ¼
Mackay Co.	66½	66½	66½	+ ½
Minn. & St. L.	42½	41¾	41¾	— ¾
Mo., K. & T.	35¾	35	35¾	+ ¾
Mo., K. & T. pf.	69½	69½	69½	+ ½
Mo. Pacific	76	75¼	75½	— ½
Nat. Biscuit	75	74	75	+ ¼
Nat. Lead	63¾	62¾	62¾	— ¾
Nat. Lead pf.	98¾	98¾	98¾	
Nor. & West.	76½	75¾	76	— 1¼
North American	68½	68½	68½	— ¼
Pacific Mail	116	115	115¼	+ 1
N. Y. Central	113¾	113	113¼	— ½
N. Y., L. & W.	28	28	28	
Nor. Pacific	137½	136½	136½	— ¼
Ont. & West.	36½	35½	36½	— ¼
Pac. Mail	31	30	30¾	— ¾
Pennsylvania	121¾	121¾	121¾	— ¾
People's Gas	92	92	92	+ ¾
Pullman Pal. Car	162	162	162	
Reading	41	40	40¾	— ½
Rep. Steel	28¼	28	28	— ¼
Rock Island	22	21¾	21¾	— ¾
Rock Island pf.	47¼	46¾	47	— ¾
St. Louis Sheffield	57¾	57	57¾	— ¼
South. Pacific	58¼	57¾	58¼	+ ¼
South. Pac. pf.	112¾	112¾	112¾	+ ¼
South. Ry.	29	29	29	— ¾
do. pf.	96	96	96	
St. L. & S. F. 2st pf	38¼	38	38¼	+ 1¼
St. Louis S. W.	21¾	21¾	21¾	+ ¼
Texas Pacific	30¼	30	30	— ¼
Tol., St. L. & W.	27¼	27¼	27¼	— ¼
T. S. L. & W. pf	49¾	49¾	49¾	— ¼
Un. Pacific	145¼	143¾	144¾	— ¼
U. S. Rubber	34¼	34¼	34¼	
U. S. Steel	32¾	32¾	32¾	— ¾
U. S. Steel pf.	100¾	99¾	99¾	— ¾
Wabash	25¾	25¾	25¾	+ ¼

+ Advance. — Decline.

PREMIER CLEMENCEAU GOES UP IN A BALLOON.

PARIS, July 22.—Premier Clemenceau and Minister of War Picquart made an ascension in the military dirigible balloon Patrie this afternoon from Meudon.

HUGHES SIGNS BILL FOR A NEW MUNICIPAL HOME

Proposed Building Will Rise Above Tracks at Manhattan End of Bridge.

ALBANY, N. Y., July 22.—Gov. Hughes signed to-day Senator McCarren's bill providing for the erection of a municipal building at the Manhattan terminal of the Brooklyn bridge.

The Commissioner of Bridges, with the approval of the Board of Estimate and Apportionment, is authorized to carry out the project. The new building is to house the Department of Bridges and such other city departments as the Sinking Fund Commissioners may designate.

Mayor McClellan's promise that the Board of Estimate will make an appropriation for a Municipal Building on the ground recently acquired for a terminal for the Brooklyn Bridge street car lines and the Third avenue "L" insures the city a new and wonderful architectural monument.

The Mayor estimates the cost of the building at $5,000,000. At that rate it would pay for itself in less than ten years, because the city expends now $550,000 every twelve months in rentals for quarters occupied by city departments.

So long as there is no Municipal Building this expenditure for rentals must increase enormously. At a cost of $10,000,000 the city could erect a magnificent building large enough to house not only every city department except the bureaus of police, fire and health, which are provided for elsewhere, but the Supreme Court as well.

With space for the courts provided there would be no necessity for the expenditure of $15,000,000 or more for a new County Court House. Altogether the erection of a Municipal Building is called for not only by the need for such a structure, but by business common sense.

The ground space is ample. By means of archways to allow traffic through William, Chambers, Centre streets and Park Row and the Brooklyn Bridge entrance the floor space area may extend from the south side of the Brooklyn Bridge to Duane street and from William street to Centre street. These archways could be made into arcades lined with stores, the rent of which would pay not only interest on the investment, but the cost of maintenance besides. The accompanying drawing shows what the building can be made to look like. Architects all over the country will be solicited to file plans.

A LAZARUS WITH A CAESAR'S TONGUE.

"Fiat" Exclaimed Panhandler When "Battery Dan" Gave Him Six Months.

"You are charged by Henry N. Klein, of No. 858 Caldwell avenue, the Bronx, with having begged 10 cents from him for a beef stew at Central Park West and Ninety-third street last night. What have you to say?" said Magistrate Finn in the West Side Court today.

The prisoner, John Robinson, of No. 153 Van Brunt street, Brooklyn, said it was untrue.

"The complainant also says that you asked a half dozen other people for money for beef stews. He also says that when persons refused your modest request you used insulting language."

"I deny them all in toto," replied Robinson.

"You deny them all in toto, eh? Six months on the island."

"Fiat," said Robinson as he was being led away.

"What did he say?" asked "Battery Dan."

"He used a Latin word, meaning 'Let it be done,'" volunteered a reporter.

"Oh, a Lazarus with a Caesar's tongue," commented "Battery Dan," showing that he, too, could give a classical twist to his tongue if need be.

OPEN SAFE WITH CHISELS.

When Samuel Cohen opened his carpet store at No. 1128 Myrtle avenue, Brooklyn, to-day he discovered that the safe in the office had been opened. He reported to the police that jewelry worth $4,000 had been taken. The burglars had entered by a rear window and forced the safe with cold chisels.

AUTOISTS SLAIN BY FLYING TRAIN HAD NO WARNING

No Bell at Crossing Where Dr. Gallagher and Fiancee Were Killed.

GIRL DIED IN TORTURE.

Last Words, "There Was No Signal," Verified by Coroner's Search.

Investigation into the automobile-express train wreck which occurred at Jamaica last night bears out the last words of Miss Helen Madigan, one of the victims, that there was no warning bell or light at the crossing of the Long Island Railroad at Locust avenue.

Coroner Ambler, who was in charge of the investigation, was much wrought up over the condition of the crossing, and declares that the officials responsible will be vigorously prosecuted.

"The people of the county," said the Coroner, "are entitled to better protection at these dangerous crossings. I shall immediately call this matter to the attention of District-Attorney Darrin, and if he can't act I shall appeal to the Attorney-General."

Two Others Narrowly Escaped.

It was also learned during the investigation of the accident to-day that two large touring cars, containing parties, narrowly missed the fate of Dr. Gallagher's machine. They passed the tracks a half a minute before Dr. Gallagher and Miss Madigan, who had been following in their wake. It has developed that these auto parties heard the crash and turned back to assist in the rescue of Miss Madigan from the flames. Their identity has not yet been learned.

Ordinarily Locust avenue is not used to a great extent by automobilists, but owing to the repair work that is being done on the Merrick road, the popular thoroughfare, travel has been diverted to Locust and Farmers avenues.

This afternoon the body of Miss Madigan was removed to the home of her father, in Madison avenue.

"There was no signal. We heard no bell!"

Before dying in the Jamaica Hospital Miss Helen Madigan told in these words the frightful story of an automobile-express train accident in which her fiance, Dr. Edward J. Gallagher, was almost instantly killed and she so horribly injured that she passed away in a few hours. They were crossing the Long Island Railroad at Locust avenue, St. Albans, when the Amagansett flyer, rushing along at high speed, hit their 40-horse power machine, threw it twenty feet in the air, where it turned over and came down on top of the two occupants, exploding the gasoline tank and covering the pinioned couple with the blazing fluid.

Miss Madigan was burned from head to foot, her jaw and her left leg were broken and she was crushed internally. Dr. Gallagher, whose office was at No. 302 West Twelfth street, Manhattan, was so crushed and burned that he was hardly recognizable. He was dead when taken from under the wreck.

To Have Been Wed Soon.

Miss Madigan lived with her aged father, James Madigan, a retired contractor, at No. 93 Madison avenue. In two weeks she was to have been wed to Dr. Gallagher. They had planned their honeymoon and taken apartments in Madison avenue, which they were to furnish on their return from a short trip abroad after the marriage. Dr. Gallagher's first wife, who died ten years ago, was a sister of Miss Madigan.

It was dusk when they approached the Locust avenue crossing. They were riding at a fair clip, chatting together. George Hauser, of St. Albans, saw them near the track. He thinks Dr. Gallagher put on more power. As the auto was about midway across the rails the flyer thundered by a string of freight cars which had cut off the doctor's view of the line, and struck the machine full in the middle. It shot up in the air, a little to one side, and came down.

Instantly the gasoline tank burst and the flaming fluid enveloped the physician and Miss Madigan. The engineer stopped his train and the many passengers hurried out. Women fainted at the first look and many men turned their faces away. But others lifted the car from the dying victims.

Woman Sent to Hospital.

Just why the injured woman was not sent to the hospital by the train, which was bound to that place, was not explained. The ambulance was some time in coming, and it was a three-mile ride for the unfortunate woman.

Her father was notified and went immediately to the hospital and was with her when death came.

Samuel O. Dimock, of Babylon, engineer of the train that struck the auto, came to the Jamaica station-house to-day and gave himself up to Capt. Tracy. A charge of homicide was entered against him and he was taken to Far Rockaway for arraignment before Magistrate Hesly.

The automatic bells used at crossings on the Long Island Railroad are generally condemned by people living along the line of the road as unreliable and a cause of danger instead of protection, as intended. The reason is that they are easy to get out of order and will sometimes ring for hours without stopping.

This was the case yesterday at the Merrick road crossing at Valley Stream, where the bell was ringing all day. There are no gates there, nor is there any watchman, and there was a stream of automobiles and vehicles of all kinds passing over the crossing all day. Owing to the constant ringing of the bell there was no way of determining whether or not a train was coming.

MRS. CARTER'S SISTER DISCHARGED IN COURT.

No Evidence Connecting Woman Brought from Chicago with Runyan's $96,000 Theft.

Florence A. Wood, sister of Mrs. Laura Carter, who was implicated with Chester B. Runyan, in the disappearance of $96,000 from the vaults of the Windsor Trust Company, was discharged from custody to-day by Magistrate Cornell in the Tombs Court.

Detective Kahn, who brought Miss Wood here from Chicago, asked that she be held for forty-eight hours to give the police a chance to get further evidence, but admitted that, so far, the police had not been able to connect her with the missing $26,000, of the sum Runyan took, and which the Trust Company has been unable to find.

FOUR MISSING FROM RUSSIAN ARMY BALLOON

Military Officers Probably Lost While Making Experiments in the Air.

ST. PETERSBURG, July 22.—The military balloon which ascended from the Aeronautic Park at Tsarskoe-Selo last Friday, manned by four army officers, has been picked up at sea in a waterlogged condition. It is believed that the four aeronauts in the car perished.

RUSSIA TO HURRY WORK ON NEW BATTLE-SHIPS.

ST. PETERSBURG, July 22.—According to the Bourse Gazette the Russian Minister of Marine has ordered the Baltic Yards to prepare for the prompt construction of several 22,000 ton battleships.

JAMES McCREERY & CO.

23rd Street *34th Street*

LADIES' COTTON DRESSES. *In Both Stores.*

Dotted Swiss and plaid Lawn Princess Dresses. Trimmed with lace. White and delicate colors.

Guimpe and Shirtwaist Dresses. Made of check Lawn. 5.50 and 6.75

Repp and Linen Skirts. 3.75 and 5.00

ROBE DEPARTMENTS. *In Both Stores.*

Semi-made Robes.

Hand-embroidered Linen Robes trimmed with Valenciennes and Cluny laces.

Embroidered Linen Skirts. Short coats to match.

Bolero Jackets, "Pony" and Long Coats, made of hand-embroidered Linen, Irish Crochet and Novelty Laces.

On Tuesday, July the 23rd.

Robes, embroidered linen with lace medallions. Material to match for waist. Various patterns. One-half usual price. 4.85

MEN'S HOSE. *In Both Stores.*

500 dozen, medium weight, cotton half Hose. With double spliced heels, toes and all black or unbleached split soles. 25c per pair

6 pairs 1.25

200 dozen, gauze weight, lisle thread half Hose. With double spliced Sea Island cotton soles, heels and toes. Black or tan. 35c per pair

100 dozen, pure thread, black silk half Hose, with self or colored embroidery in conventional designs. 1.50 per pair

CORSETS. *In Both Stores.*

Fine Batiste Corset. Medium high bust and long close fitting hips for average figures. Supporters attached. 1.45

Fine Imported Coutil Corset. Model especially designed for well developed figures. 1.65

New importation of Rejane Corsets. The latest Parisian models for every type of figure. 4.75 to 16.50

JAMES McCREERY & CO.

23rd Street. *34th Street.*

THE CHARLES DANA GIBSON BATHING GIRL!

New Series. Begins Next Sunday. Edition Limited. Order in Advance. Get the Set.

Fine Picture For Framing. **FREE** With Next **SUNDAY'S WORLD.** Don't Forget the Date, July 28—July 28.