BIG FERRYBOAT RAMMED BY TUG, 1,000 IN A PANIC

The Bay Ridge Drifts for Twenty Minutes, With Passengers in Terror.

SHE LANDS AT HER SLIP.

Scores of Women So Frightened They Faint—All Escaped Without Injury.

Laden with one thousand passengers, the ferry-boat Bay Ridge that plies between Thirty-ninth street, Brooklyn, and the Battery, was in collision with a tug in the dense fog off Governor's Island to-day and for twenty minutes drifted about in the mist while her passengers were in a state of hysterical panic.

That no one was injured seemed miraculous, as the starboard corner of the fan-tail was smashed and a great rent driven into the men's cabin. One of the screws was also injured, which made manoeuvring in the swift currents between Governor's Island and the Battery a delicate and tedious business.

Finally, with her passengers still clamoring and excited, the Bay Ridge managed to make a Staten Island ferry slip, where she was forced to lay up until she could be towed to her Brooklyn yard for repairs.

Collision in the Fog.

The collision occurred on the boat's 7.30 o'clock trip, when the fog was so thick that the man in the wheel-house could not see two boat lengths ahead. There had been no 7 o'clock trip, as the other boat had not returned. Consequently, more than a thousand men and women crowded aboard the Bay Ridge, filling the cabins to the bulging point and crowding out to the chains on the fan-tails.

Capt. Ford, who had the wheel, worked the boat along cautiously at quarter speed, blowing his fog whistle at intervals of a few seconds. The creeping manner of progress got upon the passengers' nerves, and they were pretty well keyed up for panic when the boat rounded Governor's Island.

Blasts of warning were heard on every side and the air throbbed with the confusing clang of ferry bells. The Bay Ridge lay to in the swift tide eddying about the southern end of Governor's Island and every eye was strained to make out where the shrill scream of a siren came from, when the big tug loomed out of the mist and rode down upon the ferryboat head on.

Passengers Scared.

There was a chorus of screams from the women passengers that could be heard in Brooklyn Heights a moment before the crash came. The big ocean tug struck the Bay Ridge squarely on the starboard corner of the fantail and the impact hurled a score of those crowding out on the chains to their feet. Instantly there was a panic that for a time got beyond the control of captain and crew. Women screamed and swooned in the cabin and several young girls fell fainting into the arms of men passengers out on the crowded decks.

As the tug backed away in the fog her captain called out and asked if the Bay Ridge needed any assistance. Capt. Ford, thinking it would help to restore quiet, replied that his boat could make her own headway. Thereupon the tug continued backing and was swallowed up in the steaming rime that rose in a dense pall from the surface of the water.

The men aboard the boat were for the most part calm and joined with the crew in soothing the hysterical women and reviving those who had swooned. It could not be said that the nerves of any person aboard were in a state of rest, as the boat crawled across the narrow stretch of water between Governor's Island and the Battery.

As the clang of the ferry bells drew nearer the alarm of the passengers decreased, and at last the shadow of the pier gave assurance of imminent safety. Another thrill was in store for them, for the crippled boat went at the slip with a sideway rush and struck a bulkhead of piles with a prodigious bump. Capt. Ford did not back out again and try to make his own slip after this bump, but took the first opening he could jam into, which happened to be the Staten Island Ferry slip. With a shout of relief the passengers thereupon disembarked, and though many of them were bruised and sore, they did not stop to talk about it.

Help Wanted To-Day!

As advertised for in The Morning World's Want Directory.

THURSDAY, Feb. 6, 1908.

Addressers	2	Janitresses	2
Agents	17	Jewelers	1
Apprentices	2	Laundresses	1
Artists	2	Machinists	2
Bakers	1	Milliners	1
Bartenders	2	Manicures	2
Bookkeepers	6	Messengers	1
Boys	35	Moulders	1
Bushelmen	3	Nurses	4
Butchers	13	Operators	22
Buttonhole Makers	2	Painters	1
Canvassers	11	Printers	1
Carpenters	1	Porters	6
Chambermaids	14	Polishers	1
Compositors	3	Porters	4
Cooks (Male)	6	Pressers	2
Cooks (Female)	9	Presses	2
Cutters	4	Salesladies	2
Dentists	6	Salesmen	23
Dishwashers	2	Skirt Hands	1
Drivers	7	Stenographers (M.)	3
Drug Clerks	2	Stablemen	1
Electricians	3	Stenographers (F.)	8
Embroiderers	3	Stitchers	2
Engravers	2	Trimmers	4
Feeders	2	Typewriters (F.)	1
Finishers	3	Typewriters (M.)	1
Firemen	2	Waiters	6
Foremen	5	Waitresses	5
Girls	25	Miscellaneous	208
Housework	40		
Ironers	20		
Janitors	14		
Total			762

The World printed 762 Help ads. to-day—376 more than all other New York papers combined.

Harriman's $4,000,000 Palace on Mountain a "Mere Shack," Though It May Look Like a Feudal Castle to a Layman

Nothing Pretentious About It, Architects Declare of New Mansion.

CHEAP, SAYS MAGNATE.

He's Building It Without a Contractor in These Hard Times.

Mere shack on the hillside.

Fact!

Who dared even intimate that Edward H. Harriman, the railroad magnate, was building a $4,000,000 mansion in Orange County?

Nothing of the sort. In the language of Carrere & Hastings, the famous architects, who designed the Ponce de Leon and Alcazar Hotels in Florida, and our own beautiful Lenox Library:

"Mr. Harriman is building a very simple, though large, house, which is neither pretentious nor costly."

Here is the newspaper article, which has placed Mr. Harriman in such a distressing light before his fellow townsmen of Arden, N. Y.:

NEWBURG, N. Y.—Work on Edward H. Harriman's mansion on the mountain two miles east of Arden, in Orange County, is progressing this winter despite the severity of the weather. The payroll amounts to $19,000 a month. The work has been going on three years and has so far cost $3,000,000.

Another year will be required to complete the building. Many changes have been made in the plans since the structure was started. Mr. Harriman's idea throughout is to have it similar to an old English castle. The total cost will be about $4,000,000.

Perfectly ridiculous, every line of it! Why, Mr. Harriman abhors the feudal system. True, he does own a 20,000-acre country seat in Orange County, and it is a fact that every man who lives in Arden, except the station agent and train dispatcher—they work for the Erie Railroad—is directly in the employ of Mr. Harriman.

The post-office is in a grocery store in which Mr. Harriman owns an interest.

All Work for Harriman.

The public school is in a building which stands on his property. Everybody works for "Father" Harriman in Arden. In return Mr. Harriman is president of the Happy Life Club, which is the social organization of Arden, and members of his family belong to the Worth While Club, the basket-ball organization of the girls of the village.

Carrere & Hastings also say in regard to the aforequoted dispatch:

With regard to the statements relating to Mr. Harriman's country house at Arden, we beg to state that it is entirely erroneous and grossly exaggerated."

The good people of Arden support Carrere & Hastings, of No. 225 Fifth avenue, Manhattan.

"Very simple indeed, Mr. Harriman's house," yesterday voiced C. D. Ford, Mr. Harriman's superintendent at Arden.

The new home Mr. Harriman is building occupies the crest of Harriman's Mountain, one of the highest peaks in the Ramapo range. A private incline railway runs to the site, which is probably one of the most commanding to be found near New York.

In view of the statement from the architects, and the aggrieved feelings of Mr. Harriman's fellow-townsmen, Mr. Harriman was sought at his office, No. 120 Broadway, yesterday, and asked to reconcile the contents of a letter written by Carrere & Hastings to The Evening World—quotations from which appear herewith—with the photographs of his "mountain top bungalow."

Cheap, Says Harriman.

Mr. Harriman was in conference with President Underwood, of the Erie Railroad. After Mr. Underwood departed at 3 o'clock Mr. Harriman went into conference with Vice-President Frank Vanderlip, of the National City Bank, who stayed until 5.50 P. M.

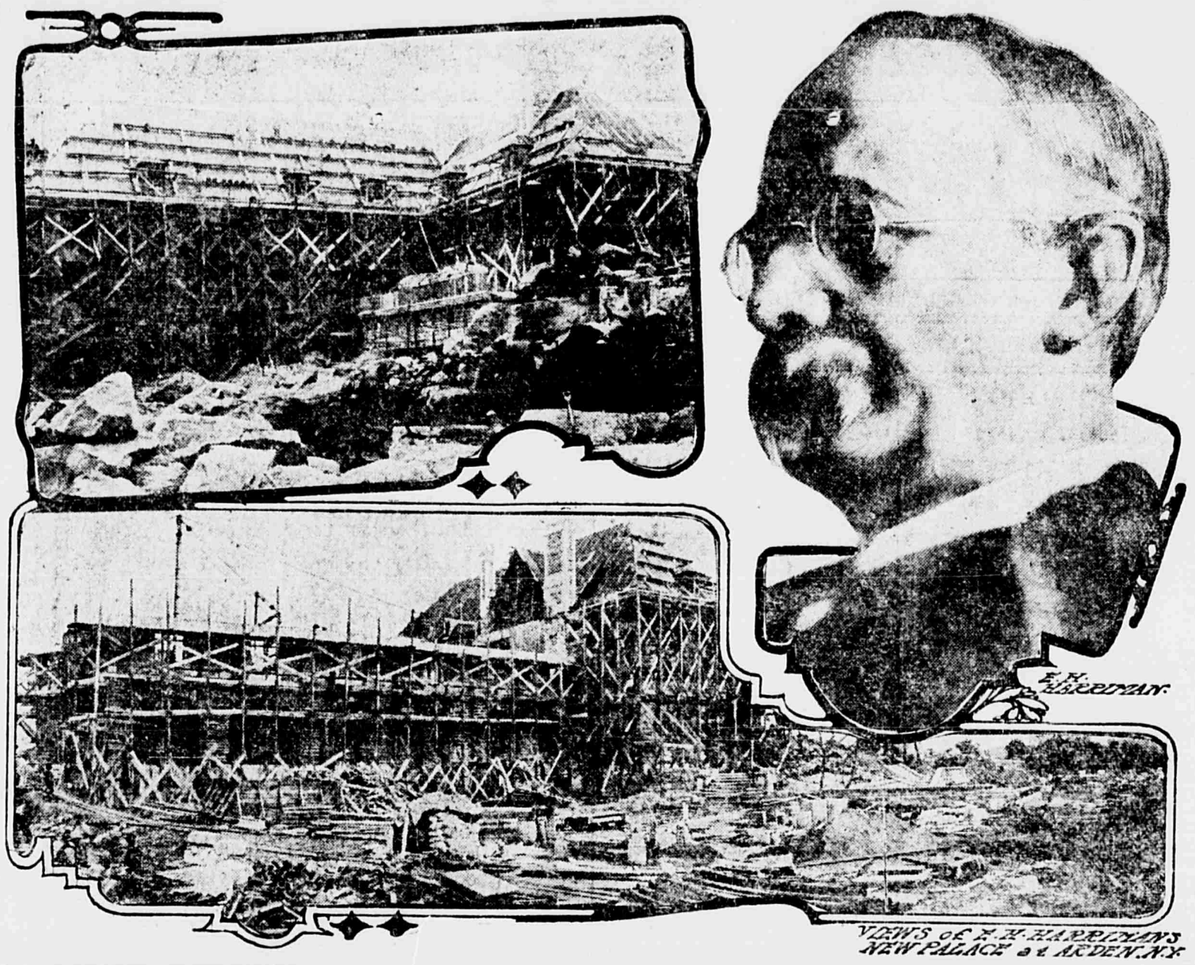
Then Mr. Harriman appeared, and, with a somewhat ruffled mien, consented to look at the architects' letter and the photograph of the "very simple" house, which he is financing in his odd moments.

"Very bad taste, especially at this time," said Mr. Harriman, "for me to be castle-building." Here the railroad magnate chuckled, seeing his humor had crossed over.

"You ought to know I am building my country home cheaper than any one else could," he went on. "I do my own bossing. I have no contractor."

"How about the architects?" was asked.

Mr. Harriman did not smile.



VIEWS OF E. H. HARRIMAN'S NEW PALACE AT ARDEN, N.Y.

NO BRITISH PACIFIC FLEET.

China Squadron Not to Be Augmented. Is Official Statement.

LONDON, Feb. 6.—The Associated Press is officially authorized to declare that there is no truth in the report, telegraphed from Halifax yesterday, that the British squadron in the Pacific is to be materially increased.

No changes are being made or are contemplated in the China Squadron, and the British Government has no intention of replacing the old Pacific fleet, which formerly had its base at Esquimault, B. C., and which is now represented by one sloop-of-war.

ICE DAM FLOODS TOWN.

Three Drowned in Houses Inundated by Backed Waters.

DILLONVAL, O., Feb. 6.—Heavy rain caused the ice in Short Creek to gorge to-day and a dam as ice thirty feet high formed. This changed the course of the stream and water and ice covered the lower portion of the town to a depth of fifteen feet.

Fifty families escaped from their homes by horses and boats, and it was but a few minutes until the first floors were submerged. Two boys and a girl were drowned.

Coughs—"Brown's Bronchial Troches" allay the irritation induced by coughing, giving immediate relief. Free from opiates. 25c., 50c. and $1 a box.

FIVE-CENT-FARE AND PARK BILLS GOING THROUGH

Evening World Measures Are Being Pushed Rapidly Along at Albany.

(Special to The Evening World.)

ALBANY, Feb. 6.—Two Evening World measures are now before the Assembly, and both are of paramount importance to the people of New York City. One is the Coney Island Five-Cent-Fare bill, introduced by Assemblyman Wagner, which was reported by the Committee on Railroads last night, and the other is a bill introduced to-day looking to the formation of a seaside park at Coney Island.

Assemblyman Louis A. Cuvillier, of Manhattan, introduced the seaside park measure to-day. It calls for the appointment of a legislative committee to confer with the Mayor of New York with a view of establishing a free park on the Coney Island beach front.

The Evening World pointed out the advisability and feasibility of the park idea last summer following the big fire that destroyed Steeplechase Park. No action was taken by the city authorities on the plea of lack of funds, but something will happen now that the Legislature has taken an interest in the matter.

The Five-Cent-Fare Bill.

By far the most interesting bill affecting New York before the Legislature just now is the Coney Island Five-Cent-Fare measure. Mr. Wagner, by strict attention to business night and day, has forced the question before the Assembly for action. The B. R. T. lobby fought it every step of the road, and tried to the last minute to prevent the Railroads Committee from reporting it.

There is no doubt about the bill passing the Assembly. The B. R. T. forces have shifted their line of obstruction to the Senate, where Senator McCall's bill is pending. The will of the people of New York City as expressed in the last election has shown the Senators a light on the five-cent fare subject, and the bill promises to pass the Senate despite the B. R. T. and railroad lobby influence.

Rather than have the bill come to a vote in the Senate the B. R. T. lobbyists are trying to shift the whole question to the Public Service Commission for the First District. Senator McCall, having a line on this design, wrote to the Public Service Commission to get an idea of what action could be expected from that body.

Commission Too Slow.

Chairman Willcox replied that while the Commission had power to fix the rate of fare to be charged on through trolley lines running to Coney Island, it would have to receive complaints in writing and hold public hearings and conduct exhaustive investigations. From examples of the gait of the Public Service Commission that have been shown to the public it would reach the five-cent fare question in the far distant future, if at all.

Legislative enactment fixing the fare is needed and the people will get it.

If the Five-Cent-Fare bill is passed the B. R. T. will undoubtedly take an appeal to the courts. With the proper expedition on the part of the authorities the question should be settled before the opening of the Coney Island season of 1908.

Work Hand in Hand.

A peculiar feature of the fight against the Five-Cent Fare bill is the fact that the B. R. T. and the Public Service Commission are working hand in hand. Chairman Willcox, of the Public Service Commission, sent two long letters to the Assembly Committee on Railroads, asking that the bill be referred to the commission. In fact, the Public Service Commission in its anxiety to take charge of the measure has betrayed every evidence of a desire to kill it.

Col. T. S. Williams, the astute Vice-President of the B. R. T., bucked the Wagner bill at every turn. He urged that the bill be sent to the Public Service Commission, on the ground that the Legislature has no power to fix a five-cent fare, while the Public Service Commission has.

The spectacle of Col. Williams seeking to kill a measure he declares is illegal and to promote one that would cost his company hundreds of thousands of dollars in fares shows which way his interest lies. If he had any idea that the Legislature has no power to fix the five-cent fare to Coney Island it is not likely that he would sincerely oppose the passage of a bill that would postpone further action on the question for at least a year and continue the ten cent fare through next season.

Assemblyman Wainwright, Chairman of the Railroad Committee, who voted against the Wagner Five-Cent-Fare bill, handed in a minority report to-day when the bill was reported.

"The policy of the Legislature," he says, "in making the Public Service Commission law was that changes of rates of fares should be fixed by order of the Commission with its fuller opportunities for securing information and dealing justly rather than by an act of the Legislature.

"To assume to legislate on the subject in question contravenes that policy and establishes a precedent, which, if followed, will necessitate assuming jurisdiction in similar cases and upon a large number of bills equally to the power of the Public Service Commission, which are now pending in the Legislature."

The other seven members of the Railroad Committee voted to report the bill because they questioned the right of the Public Service Commission to act under the existing law.

When told to-day of the introduction of a Coney Island Park bill in the Assembly, Mayor McClellan said:

"I have already expressed myself with reference to city parks and a seaside park. I can only add that the project has many attractive phases and will doubtless meet with approval when the matter is properly presented. With the Legislative Committee I shall be pleased to afford the body every means for investigation and provide the members with all available information which the park department or any of the other city departments can afford."

VON STENGEL RESIGNS.

Secretary of Imperial German Treasury Quits His Office.

BERLIN, Feb. 6.—It was announced to-day that Freiherr von Stengel, Secretary of the Imperial Treasury, has resigned office. His successor has not yet been named.

The retirement of Von Stengel is undoubtedly connected with the financial embarrassments of the German Empire and the difficulty in finding a solution satisfactory to the various states and political parties.

STORM CAUSES HAVOC IN OHIO SECTION.

CLEVELAND, O., Feb. 6.—The fierce storm of wind, snow, hail, sleet and rain that raged over this section of the country for twenty-four hours subsided to-day, after causing widespread destruction to telegraph, telephone and trolley lines.

In this city wires and poles were carried down in all directions by the heavy sleet, and high wind. It is estimated that fully 5,000 telephones were put out of service. A number of persons were injured, being swept from their feet by the high wind and falling upon the icy pavements.

DEEP SNOWS IN PHILADELPHIA.

PHILADELPHIA, Feb. 6.—Yesterday's bitter cold weather was followed by a heavy snow storm and to-day eastern Pennsylvania is under the heaviest mantle of snow of the winter. Seven inches fell in this city, and reports show that the fall in various parts of the State ranged from twelve to eighteen inches.

SNOW TIES UP RAILROAD.

OSWEGO, N. Y., Feb. 6.—The heavy snowfall in Central and Northern New York paralyzed traffic on the Rome, Watertown and Ogdensburg division of the New York Central Railroad. No [illegible] left this city west of Rome up to noon. The snowfall is unusually heavy near Pulaski.

TO PREVENT THE GRIP.
LAXATIVE BROMO QUININE removes the cause. There is only one "BROMO QUININE." Look for signature of E. W. GROVE. 25c.

IS MORSE HIDING IN NEW YORK TO AVOID GRAND JURY PROBE?

(Coninued from First Page.)

him. John F. Carroll is an example of the men Morse made rich who have deserted him when the tide set against him.

"Mr. Morse is not 'broke.' If his creditors would give him a chance he could settle with them. It is a mistake on their part to jump on his property and force it to a sacrifice."

All of Mr. Morse's property in this city was attached yesterday by his creditors. Robert A. C. Smith obtained a judgment against him for $155,753 and Charles A. Hanna, receiver of the National Bank of North America, filed a claim on Morse's Fifth avenue residence for $243,321.25. Mr. Hanna to-day filed a claim against a house owned by Mr. Morse at Fifty-seventh street and Lexington avenue, and Deputy Sheriffs are scouring the city for other Morse property, including bank deposits.

Receiver Hanna, in filing claims against Morse's property, alleges his belief that Morse has fled to Europe with the intention of defrauding his creditors. Mr. Boardman says that Morse sailed in order to take a three weeks' rest and will return on the Campania on her next west-bound trip.

Report Looked for Soon.

The Federal Grand Jury proceedings in which Morse is interested have been under way for weeks. It is about time that some action should be reported. Apparently a report has been delayed pending legal decision on some points raised by counsel for F. Augustus Heinze in demurrers filed to indictments against Heinze for banking methods similar to those charged up to Morse.

The suits brought by Receiver Hanna are to recover a balance due on $600,000 Morse borrowed from the National Bank of North America in September and October of last year, just before the big panic. Mr. Smith's suit is to recover $150,000 and interest involved in the transfer between him and Morse of 500 shares of the National Bank of North America.

Left Many Notes Behind.

The news that Morse had skipped created a big stir in financial circles, not only in New York but throughout New England, to-day. There is a lot of Morse paper in banks in this city, Connecticut, Massachusetts and Maine, and the prospects point to a flood of litigation over the involved affairs of the missing and discredited banker.

Thomas E. Wing, attorney for the receiver of the National Bank of North America, says in an affidavit attached to the complaint filed by the receiver that Morse was in a nervous and excited state. He refers to a conversation he recently had with Morse, and adds:

Nervous Under Strain.

"He said to me, in great agitation, that he had watched his securities, of which he had several millions, go down in market value from around par to far below and had kept almost all his accounts margined and good, but that he could not stand it forever and did not know what he would do."

When it became noised abroad last night that all of Morse's property had been attached and that he was missing, the Morse home was in darkness. When a reporter rang the bell, the servants said that Morse was out of the city, but that Mrs. Morse had gone to the opera.

The Morses have box No. 14 at the Metropolitan Opera-House on Wednesday nights, but Mrs. Morse was not in it last night. Nor were they in their box a week ago last night.

A carriage drove up in front of the Fifth avenue house about midnight and a man, much taller and younger than Morse, stepped out. He was followed by a woman, who was Mrs. Morse without doubt. She was enveloped in furs. A reporter approached her and asked:

"Can you tell me where Mr. Morse is, Mrs. Morse? Can you tell me if his plans are to return to New York?"

"Not a word? Not a word!" replied the woman, and she and her tall companion hurried into the house and the street door slammed with a bang.

Was Before Grand Jury.

Some days ago it was reported that the special Grand Jury which had been called by Mr. Jerome had found two indictments against bankers who had been prominent in the affairs of the recent bank failures. It was pointed out at the time that Morse had been a witness three times before the body.

It was a hard day yesterday for Morse, ex-owner of a chain of banks and the ex-proprietor of the coastwise steamship trust. A year ago, even six months ago, he was credited with possessing a fortune estimated by men in the financial district, whose business it is to keep well informed as to the wealth of men who operate on a large scale. It was declared to-day it would not take many figures to record Morse's present fortune.

What Befell Morse.

Here are the adverse happenings which yesterday befell Mr. Morse, whom the responsible financiers are determined to drive out of New York banking community:

First—Judgment by default for $155,753.36 was entered against him in the County Clerk's office in favor of R. A. C. Smith as a result of a conditional sale of 500 shares of National Bank of North America, which Morse formerly controlled and which has gone to the wall.

Second—Suit was begun against him for $243,321.25 by Charles A. Hanna, United States Bank Examiner and receiver for the National Bank of North America. This amount represents the balance due on promissory notes given the bank by Morse in September and October last.

Third—A lis pendens was filed in the County Clerk's office against his residence, No. 728 Fifth avenue, which adjoins the Whitney mansion. This action was taken to safeguard the interests of the National Bank of North America in the $243,321.25 suit. Attachments were also served on a number of banks and bankers with whom Morse is supposed to have money.

Fourth—Several blocks of bank stock, chiefly shares in institutions which have gone to the wall and were owned by Mr. Morse, were sold at auction in the New York Real Estate Exchange by Adrian H. Muller, auctioneer. The bank stock mentioned was supposedly put up to secure loans which have matured, and was sold "for the account of whom it may concern" by the institutions which loaned the money.

Adds to General Joy
Elijah's Manna
The most deliciously flavored flake food made.
Be sure the food comes to the table crisp. When package is allowed to remain open the moisture of the air makes it tough. In such case insist that it be dried in an oven as per directions on pkg., then it is delicious.
Large Family pkg., 15c.
Postum Cereal Co., Ltd., makers, Battle Creek, Mich.
Served at all first-class restaurants.

YANKEE SAILORS ARE RESCUED BY CHILI GOVERNOR

Boat From Battleship Rhode Island Upset, Spilling Middy and Four Men.

PONTA ARENAS, Strait of Magellan, Feb. 6.—The American fleet of battleships will sail for the Pacific to-morrow night at 11 o'clock. The torpedo boat flotilla will accompany the battleships through the Strait as far as Cape Pillar, at the west end. From this point the smaller vessels will take an inside passage north.

One of the boats of the battle-ship Rhode Island in which Midshipman Herndon B. Kelly and four seamen were rowing was capsized off the spit near Punta Arenas yesterday afternoon by a sudden heavy gust of wind.

The five men clung to the bottom of their upturned boat and signalled for help. Their plight was quickly observed from shore and Capt. Martin, the Maritime Governor of the Territory, immediately went to their assistance in a launch. He was successful in getting all five men safely transferred to his boat.

They were exhausted, but otherwise none the worse for their experience.

POPE URGES AMERICAN STUDENTS.

ROME, Feb. 6.—The Pope to-day received the 132 students who comprise the American College in this city. The students were headed by their Rector, Mgr. Thomas F. Kennedy, Titular Bishop of Adrianapolis, and Mgr. John Farrelly, Spiritual Director of the college. The Pope urged the students to be always true Americans and loyal Catholics.

ROYAL Baking Powder
Absolutely Pure
The only baking powder made with Royal grape cream of tartar.
Makes The Food More Healthful

CANDY PENNY A POUND PROFIT
Specials for This Friday.
BUTTER SCOTCH CHARLOTTES...POUND 10c
SPECIAL ASSORTED CHOCOLATES (20 kinds).....POUND 19c
HIGH GRADE BONBONS AND CHOCOLATES POUND 25c
Park Row store open every evening until 11 o'clock.
We deliver free purchases of one dollar and over between Battery and 200th street.
Loft's STORES 54 BARCLAY ST. COR. WEST B'WAY. 29 CORTLANDT ST. COR. CHURCH ST. PARK ROW & NASSAU ST. COR. SPRUCE ST.

A HOME $115. COMPLETE
CASH OR ON CREDIT
GRAND RAPIDS FURNITURE CARPETS, BEDDING EVERYTHING FOR HOUSEKEEPING.
$1 WEEKLY
OPENS AN ACCOUNT
104TH ST. "L" STATION CORNER
OPEN SATURDAY EVENINGS.
FISHER BROS.
COLUMBUS AVE BET. 103 & 104 ST.

10 FOR 20C.
A PERFECT SHORT SMOKE.
Swell Set
Made by E. M. Schwarz & Co.
Distributed by The A. H. Hillman Co. 435-7 Pearl St., N.Y.

DIED.

BULMER.—On Wednesday, Feb. 5, GEORGE M. BULMER.

Funeral services at his late residence, No. 4 Middagh st., Brooklyn, Friday evening at 8 o'clock. Joppa Lodge, No. 21, and Esther Chapter, No. 2, O. E. S., respectfully invited. Interment private.

Evans Ale
ORDINARY water only makes ordinary ale, but it takes something better to make Evans' Ale, and the Evans brewery has it—hence the difference.
Restaurants, Saloons and Oyster Houses.

W. L. DOUGLAS $3.50 SHOES FOR MEN
I make and sell more men's $3.50 shoes than any other manufacturer in the world.
If I could take you into my large factories at Brockton, Mass., and show you how carefully W. L. Douglas shoes are made, you would then understand why they hold their shape, fit better, and wear longer than any other $3.50 shoes.
W. L. DOUGLAS $4 SHOE CANNOT BE EQUALLED AT ANY PRICE.
W. L. Douglas Boys Shoes $1.75 & $2
CAUTION W. L. Douglas name and price stamped on bottom. Take No Substitute. Fast Color Eyelets Used Exclusively. Catalog Free. W. L. DOUGLAS, Brockton, Mass.
Douglas New York Stores
423 Broadway, corner Howard Street.
755 Broadway, corner 8th Street.
853 Broadway, corner 14th Street.
1349 Broadway, corner 36th Street.
1447-1449 Broadway, corner 41st St.
974 Third Avenue. 2202 Third Ave.
2779 Third Ave., bet. 146th & 147th Sts.
250 West 125th St. 356 Sixth Ave.
345 Eighth Avenue. 95 Nassau St.
BROOKLYN.
708-710 Broadway. 1367 Broadway.
421 Fulton Street. 478 Fifth Avenue.
NEWARK—745 Broad Street.
JERSEY CITY—18 Newark Avenue.
PATERSON, N. J.—192 Market, cor. Clark st.

I Cured My Rupture
I Will Show You How To Cure Yours FREE!
I was practically helpless and bed-ridden for many years from a double rupture. I wore innumerable different kinds of trusses and appliances. Some of them were tortures, some positively dangerous, and none would hold the rupture in its proper place. The doctors told me I could not expect to have it entirely healed unless I would consent to a surgical operation. I refused them all, however, and cured myself completely and permanently by a simple method which I discovered. Anyone can use it, and I will gladly send the cure free by mail to anyone who writes for it. Fill out the coupon below and mail it to me to-day. I will send the cure by return mail, postpaid.
Free Rupture-Cure Coupon
CAPT. W. A. COLLINGS, Box 414, Watertown, N. Y.
Dear Sir: I wish you would send me your New Discovery for the Cure of Rupture.
Name .....
Address .....

R-R-R

There is nothing in the world that will stop pains or arrest the progress of disease as quickly as RADWAY'S READY RELIEF. Cures and prevents Coughs, Colds, "GRIP," Sore Throat, Influenza, Pneumonia, Rheumatism, Neuralgia, Headache, Toothache, Asthma, Difficult Breathing.
RADWAY'S READY RELIEF,
A successful household Remedy for 60 years.
(Guaranteed under the U. S. "Pure Drugs Law.")
RADWAY & CO., NEW YORK.
Sold by all Druggists.

DIAMONDS
ONE PRICE
(Cash or Credit)
Finest stock in city. Business strictly confidential; no employer's reference required. Call or write for Ill. Catalogue No. 44.
37 Maiden Lane, N.Y.
Branch, 389 Fulton st., Brooklyn.
CASH OR CREDIT
L. W. SWEET & CO.

WORLD WANTS WORK WONDERS