

fitting up like a studio, with pictures, rugs, a couch, soft cushions and other luxuries fittings. He deceived Jennie there.

GOT DOCTOR TOO LATE TO SAVE X SCIENTIST

Miss Edna M. Moore Suffered Six Days Before Physician Was Summoned.

SHE HAD DIPHTHERIA.

Mother, Who Is a "Reader," Tried to Heal Her by the Eddy Method.

According to Dr. J. Gardner Smith, of No. 21 West One Hundred and Twenty-second street, the life of Miss Edna M. Moore, of No. 56 West One Hundred and Twenty-first street, one of the most popular students in the Teachers' College, who died yesterday of diphtheria, could have been saved had her mother not refused to call a physician until a week after she was stricken.

Mrs. Mary Jane Moore, the dead girl's mother, is a reader in the Christian Science Church, and after her daughter was stricken treated her in the Christian Science method. The young woman died several days ago, while under the care of Dr. Smith.

Miss Moore, who is twenty-one years old, became ill on Feb. 8. Her mother, not a Christian Science believer, would not consider her ill, and read to her according to the rites of her church.

Finally Called a Doctor. The "error" did not respond to the treatment, and Miss Moore became rapidly worse. For six days Mrs. Moore continued to experiment with "faith" but on the seventh day was urged to call in Dr. Smith.

He found that the young woman was suffering from a virulent form of diphtheria. "I found that Miss Moore's throat, larynx and trachea were covered with membrane," said Dr. Smith today. "She had been ill six days without medical attention. I at once took a culture and received a report from the Health Department of true diphtheria."

"I did not wait for the report, but immediately gave the young woman nine thousand units of anti-toxin and five thousand more in the evening of the same day. The membrane of her throat began to loosen on the following day.

The young woman was doing nicely after Saturday, except for a kidney complication, due to the intense poison as necessary. Her general condition was improving, except the kidney complication, but on Monday morning she had a transient convulsion, which caused her death.

Might Have Recovered. "In treating Miss Moore I had the hearty cooperation of all the members of her family and her friends at the Teachers' College who could be of any service. It seems to me that a case like this should be a lesson to certain Science readers, and that it must show them the importance of an early diagnosis in cases of diphtheria. There is not the least doubt in my mind that Miss Moore's life could have been saved had I seen her on the Monday following the day she was taken ill and had given her anti-toxin before the diphtheria had done its deadly work.

When she was first taken ill her mother thought she was suffering from quinsy sore throat and would soon respond to Christian Science treatment. Mrs. Moore continued the Christian Science treatment from day to day, until her daughter's condition became alarming.

After Dr. Smith was called two trained nurses were called to attend at Miss Moore's bedside.

SHOT-WOUNDS IN BACK OF CARKINS POINT TO MURDER

Autopsy Supports Charge of Man's Sister That He Was Slain in Quarrel.

PORTSMOUTH, N. H., Feb. 25.—An autopsy was performed today upon the body of the late George A. Carkins, of Newington, to determine if the charges made by his sister, Mrs. Paul E. Roy, that her husband had shot and killed Carkins during a quarrel, could be substantiated. The autopsy was performed by Medical Referee W. H. Nutt, assisted by Marcus M. Cullis, High Sheriff of Rockingham County.

This afternoon the physicians admitted that two bullet wounds were found in the back and that the position of the wounds and the courses taken by the bullets indicated that Carkins was shot from behind while he lay on the floor, after being shot through the back.

Mrs. Roy is at present in New York and it is understood that her husband is in France and that she is supposed to have committed suicide at his sister's home on the night of Jan. 2 last.

HORSE RACING CATCHES FANCY OF VENEZUELAS.

CARACAS, Venezuela, Feb. 19. Via Williamsport, Caracas, Feb. 20.—The new race track on Paradise road was opened today by a series of contests in which the "Broadway" Casino, is entitled "What Makes the World Go Round." It is by an Alvine and Williams, the well-known song writers, and will be given words and music complete in the Magazine section of next SUNDAY'S WORLD.

Woman Who Shot Brooklyn Lawyer Whom She Accuses.



JENNIE BLUNT.

INSANE PERSON'S BITE UPSETS A GIRL'S REASON LOSS OF LIFE ON WARSHIPS NOT DUE TO OPEN TURRETS

Wound Was Cauterized and Healed, but Hallucinations Followed Years After.

WASHINGTON, Feb. 25.—The investigation of charges against the American navy and the conduct of the Navy Department was begun today before the Senate Committee on Naval Affairs, in connection with the bill for the administrative reorganization of the navy introduced by Chairman Hale, of the committee.

Senator Hale called attention to a magazine article severely criticizing the construction of American battleships. His statement was made indicating that the extent of the committee's inquiry will be beyond the question in relation to alleged "fraudulent construction."

Lieut. Commander Frank K. Hill, on duty with the General Board of Inquiry, handed to Secretary Metcalf his reply to the interrogatories addressed to him and to Lieut. Commander Sims, his first knowledge of the source of information alleged to have been furnished writers who criticized the constructive features of the Navy. Commander Hill declined to discuss his reply.

Admiral Converse, as the first witness, characterized some of the charges made in magazine articles as "very important" and "very important," and as "absolutely false."

Admiral Converse said that reports made by Commander Sims and Lieut. Commander Hill as to the battleships Massachusetts and Idaho, which were to be built, had contained references to the characteristics of these ships almost identical with the criticisms contained in the magazine articles written by Rennerdahl, but he could not say that Rennerdahl had secured his impressions from these reports.

The accidents that have caused loss of life were taken up and the cause of each explained by Admiral Converse. He declared that not a single accident in any of the first four, and that all of them had originated at the breach of the gun.

PEMBROKE JONES HOUSE SAVED BY COOL SERVANT.

Buckets of Water Flung On Blaze in Fifth Avenue Mansion Leaves No Work for Firemen.

A slight fire in the home of Pembroke Jones, at Fifth Avenue and Fifty-first street, today occasioned much excitement, although the fire was out before the engines arrived, a servant having used buckets of water to good effect.

EDISON IMPROVING.

It was said at the Manhattan Eye, Ear and Throat Hospital this morning that Thomas A. Edison's condition continues to improve and that his early recovery is expected.

Tunnels Which Will Whisk You Under North River in 3 Minutes

Work begun... 1878 Total cost when completed... \$70,000,000 Number of men employed... 6,500 Eating capacity of cars per hour... 10,000 Deepest point under river surface... 90 feet

M'ADOO TUNNELS OPENED BY PRESIDENT'S HAND

(Continued from First Page.)

Chief Motorman Winkley had set his mechanism and when he felt the "juice" flow into the controller notched up the lever.

Cheered First Train. Smoothly and with rapidly gathering speed the train drew out of the station, the cheers of the throng that packed the station platform thundering in the tube.

Not attempt was made to speed until the under-river bore was reached, and then the long string of steel cars rushed ahead like a tornado, dipping under the bed of the Hudson in three minutes.

It has not yet been determined when to adopt the rush-four three-minute intervals. It is believed that the rush from New Jersey into New York commencing thousands begins earlier than the rush in the subway, on the Manhattan line, and that the rush in New Jersey will be a few days, and the schedule adjusted accordingly.

The journey from Christopher street to Hoboken will occupy three minutes, and the longer trip from Christopher street to Hoboken between five and six minutes, according to the speed with which the cars will be operated.

Among the five hundred odd prominent persons who accepted invitations to take part in the opening ceremony were the Mayor, Governor, and various members of the Legislature.

There was no speech-making or other ceremonies at the Manhattan terminus. The committee on arrangements saved this feature for the sister State. New Jersey should have her full share in the great occasion, being instrumental to the extent of more than 50 per cent.

Greatest in the World, Says Roosevelt. When the first official inter-State train arrived in Hoboken and its passengers had gathered for the speech-making in the inclosure adjoining the Lackawanna Railroad station, the following letter from President Roosevelt was read by William G. McAdoo, President of the Hudson and Manhattan Railroad Company.

My Dear Mr. McAdoo—Now that a beginning is to be made in opening for operation the Hudson tunnel system, I write to express my regret that I cannot be present in person, and my high appreciation of what you have accomplished. The tunneling of the Hudson river is indeed a notable achievement—some of those achievements of which all Americans are, as they should be, justly proud.

The tunnel itself and the great buildings constructed in connection therewith represent a work of extraordinary magnitude, representing extraordinary difficulties and a magnitude of achievement, the usefulness of the achievement. The whole system is practically below tidal water, and this makes it much the greatest subaqueous tunnel in the world.

It is a bigger undertaking than any Alpine tunnel which has yet been completed, and a successful completion presents the moving of New York bodily three miles nearer to New York in point of time, and immensely increases the ease of access from one State to the other.

All the engineers and business men who have taken part in bringing this achievement to a successful conclusion ought to be most heartily congratulated. It is the kind of business achievement which is in the highest degree creditable to the American people, and for which American people should feel and publicly acknowledge their hearty gratitude.

"THEODORE ROOSEVELT." McAdoo Lauds Roosevelt. President Walter G. Oskman, of the tunnel company, formally transferred the completed work to the Hudson and Manhattan Railroad Company, represented by William G. McAdoo, who replied in part as follows:

In touching the button to-day that started this tunneling from the East to the West of the Hudson River, the President has done what no other President of the United States has had an opportunity of doing, and none, even among all of his illustrious predecessors, could do more worthily than he.

"It is difficult for me to express the pride which I and my colleagues feel in the presence of the honorable, the honored and the honest Governor of New York, whose reputation for high intellectual attainments and great integrity of purpose has passed far beyond the confines of our Empire State, who has honored you and us with his presence here to-day.

"On my other hand is the Governor of your own State, a man of highest judicial attainments and whose statesmanlike utterances on the threshold of office have already arrested the attention of the nation.

"It is no exaggeration to say that there is no greater tribute of exalted respect than that which has been conferred upon you by the presence of the President of the United States, Charles E. Hughes and John Franklin Fort."

Special Guard for Governors. Special officers guarded Governors Hughes and Fort, President McAdoo, and Mayor Wiggins, of Jersey City; William G. McAdoo, father of the tunnels; the officers of the Hudson Company, the bankers and capitalists who financed them, and other notables of the first rank.

WASHINGTON, Feb. 25.—The collar Caesar, now at Hampton Roads, will proceed to New York, where she is to be fitted out to accommodate the submarines Plunger and Porpoise, which are to be taken to the Pacific coast aboard her.

WOMEN HURLED ASIDE BY MEN IN A SUBWAY SCARE

Electric Flashes Cause Unreasoning Fear That Results in Wild Scramble.

MOTORMAN HALTS TRAIN RUSHES BACK TO SECOND CAR WHEN BRAKES ON FIRST FAIL TO WORK.

Two hundred persons awaiting an express train at the One Hundred and Forty-ninth street subway station ran terror-stricken into Third Avenue and passengers on seven cars jostled and fought when a lost shoe of the controller's car to-day dropped to the third rail, sending forth a myriad of hissing, splintering explosions and flames.

No one was seriously injured but the subway officials refuse to discuss the peculiar accident. Persons in the cars fled to the platform. Considerable panic also given the seven guards who fairly battled their way above the howling mob of crazed men at the exits to shout a warning that there was no danger. Meantime, they guarded the lifts to the doors.

According to one of the passengers in the car, the shoe became detached about one hundred and fifty feet to the north of the platform. Just at this point the elevated division of the Bronx Park section extends down an incline into the tunnel. The subway station is just within the entrance. To bring a train to a stop and also as a matter of caution, the motorman is forced to close off his controller and hold his brakes rigid while his train slides down into the station platform.

The motorman experienced his first trouble when he tried to clamp his brakes a bit tighter. Then he noticed the highest point of the tunnel, and a second spectacular series of intermittent explosions showed that the shoe had fallen to the third rail. Usually the plate drops to the road-bed and the electrical phenomena end, but in some way it became heaved back and the weird illumination continued.

As the car sped by the station persons on the platform took to flight. Those within the cars, seeing the wild scramble, caught the scare fever and rushed pell-mell toward either entrance. It was then that the guards climbed to the highest point near the doors and shouted a warning. The motorman climbed over side seats and was literally boosted over the heads of several in his sprint for the controller's coop of the second car.

Brings Train to a Stop. The flicker of strange lights continued all the way across the platform. Not a moment later the second car brought the train to a halt, and the illumination concentrated to one spot. From here a hasty call was sent to repair men, who fortunately were on the One Hundred and Forty-ninth street platform.

After twenty minutes of work the train was backed to the platform and its entire cargo of frightened mortals unloaded. It was then run to the West-coast station and repaired. Twenty minutes later the train returned to the platform. The Seventy-second street station, the alarums, probably affected by the sparks and the flash of flames, refused to work properly. Again the repair men were called and another ten- or fifteen-minute interval.

BRAIN POWER Increased by Proper Feeding. A lady writer who not only has done good literary work but reared a family found in Grape-Nuts the ideal food for brain work and to develop healthy children. She writes:

"I am an enthusiastic proclaimer of Grape-Nuts as a regular diet. I formerly had no appetite in the morning, and for 8 years, while nursing my four children, had insufficient nourishment for them.

"Unable to eat breakfast, I felt faint later and would go to the pantry and eat cold chops, sausage, cookies, doughnuts or anything I happened to find. Being a writer, at times my head felt heavy and my brain asleep.

"When I read of Grape-Nuts I began eating it every morning, also gave it to the children, including my motherly old baby, who soon grew as fat as a little pig, good natured and contented.

"Within a week I had plenty of breast milk and felt stronger within two weeks. I wrote evenings, and, feeling the need of sustained brain power, began eating a small saucer of Grape-Nuts with milk instead of my usual indigestible hot pudding, pie or cake or dessert at night.

"Grape-Nuts did wonders for me and I learned to like it. I did not mind my housework or mother's cares, for I felt strong and full of 'go.' I grew plump, nerves strong, and when I wrote my brain was active and never tired. Indeed the dull head never returned."

"There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville" in pkgs.

WASHINGTON, Feb. 25.—The collar Caesar, now at Hampton Roads, will proceed to New York, where she is to be fitted out to accommodate the submarines Plunger and Porpoise, which are to be taken to the Pacific coast aboard her.

FOUCHARD NEW FRENCH AMBASSADOR TO RUSSIA.

Paris, Feb. 25.—Vice Admiral Fouchard has been appointed French Ambassador to Russia in succession to M. Bonaparte retired. M. Bonaparte had been made a Grand Officer of the Legion of Honor in recognition of his services in Russia.

OH, HOW I LOVE MY BEANY! NIT.

Oh, how I love my Beany, nit—sounds like a song. It's really only the husk of a grain uttered by a fat lady from Washington, D. C. The doctor said she was to eliminate a pair of stairs to make her walk mean on every step she was to count from 1 to 40! She balked. Do you blame her?

She found that she did not have to exhaust herself trying to get thin. She takes the sensible and simple Marmora Prescription which helps her eatively round and fat and round again to her "cure" (husk) at the rate of a pound or more a day. When you stop taking Marmora you stop getting thin.

Here is the prescription: by once Marmora, by once Fluid Extract Cascara, by once Marmora, by once Marmora, by once Marmora. Any druggist will fill it for you for a trifling sum.



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 to \$2.50. CAUTION: Beware of cheap imitations. Catalogue Free. W. L. Douglas, Brockton, Mass.

Douglas New York Stores 433 Broadway, corner Howard Street. 453 Broadway, corner 8th Street. 453 Broadway, corner 14th Street. 1340 Broadway, corner 30th Street. 1340 Broadway, corner 34th Street. 974 Third Avenue, 2202 Third Ave. 879 Third Ave., bet. 140th & 147th Sts. 350 West 124th St., New York City. 345 Eighth Avenue, 85 Nassau St. BROOKLYN: 708-710 Broadway, 1367 Broadway, 421 Fulton Street, 478 Fifth Avenue. NEWARK: 755 Broad Street. JERSEY CITY: Newark Avenue. PATERSON: N. J.—192 Market, cor. Clark st.

CANDY PENNY A POUND PROFIT

Specials For This Wednesday ASSORTED NUT CREAM 10c CUTS 1 POUND 19c SPECIAL ASSORTED CHOCOLATES (20 kinds) 1 POUND 19c CHOCOLATE COVERED MARSHMALLOWS, 25c

Park Row Store open every evening until 11 o'clock. We deliver free purchases of one dollar and over between 11th and 29th Street, also between 11th and 29th Street, also between 11th and 29th Street.

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EXTRA LARGE GIGARS. On Sale Everywhere. ALLEN TOBACCO COMPANY, New York. Independent Manufacturers.

MEMORIAL NOTICES. ECKERT.—In memory of FERDINAND ECKERT, who died Feb. 25, 1907. 'Tis a year since you have gone. Your loving voice is still here. There is a spot within our hearts Which never can be filled. Your sister, Minnie Ehling, nee Eckert.

LEGAL NOTICES. MY WIFE, SARAH JANE WALTERS, having died, I, the undersigned, hereby give notice that I will not be responsible for any debts contracted by her after the date of her death. HARRY B. WALTERS, Jr., son.