GOV. WHITMAN ORDERS PROBE OF PUBLIC SERVICE COMMISSION

According to a statement given out by the Interborough the elevated roads carried 1,305,875 passengers, an increase of 76,230 passengers over the biggest previous day's business. The surface car lines carried 132,680 more passengers than on the corresponding day of 1914. Notwithstanding the accident the subway carried 406,915 passengers.

Coroner Riordan to-day said: "I'm not going to do a lot of talking about the disaster, but instead I am planning to carry out my investigation, and when that is completed and I have held an inquest something will have been accomplished. Let the other fellows do the talking. I'll strike the blows."

The Coroner announced that while the Interborough people had been particular in having their current lines insulated on the inside, the other wrappings were of plain burlap, which if ignited by a spark from the third rail shoe would burn slowly and give forth plenty of smoke. He believed the current lines should be protected on the outside as well as the inside.

Coroner's Physician Otto H. Schultze to-day performed an autopsy on the body of Helen O'Grady, the young woman who met her death as the result of the subway accident. He found she died as the result of asphyxiation by smoke and not by compression or crush. There were no bruises on her body, but there was a slight laceration over the left eye.

LACK OF OXYGEN CAUSED TROUBLE.

Professor William H. Katzenbach of the Polyclinic Hospital faculty, who has charge of smoke victims in the institution, in discussing the accident and its victims, professed surprise to-day because he did not find, as he anticipated, that poisonous gases were responsible for the persons being overcome. Instead, he said, he discovered that it was lack of oxygen that had caused the trouble. The gases in the subway, he said, had evidently caused a displacement of the oxygen in the air and this caused the victims to be overcome.

"The Interborough officials lie when they declare that there were no wooden cars in the subway near the scene of the blow-out," declared Coroner Israel Feinberg to-day. "I went down into the subway right after the accident and made a thorough investigation. I found that the local train near the seat of the trouble was composed partly of wooden cars and partly of metal cars. The escape of the wooden cars was a miracle.

"It was smoky and dark at the time I made the trip from car to car, but fortunately I had an electric flash lamp with me and was in a position to make my scrutiny doubly certain. As president of the Manhattan Board of Coroners I have requested Coroner Patrick D. Riordan to drop all other work and to hold an autopsy to-day on the remains of Miss Ellen Crady who died as a result of the subway accident. There will also be an inquest into the cause of her death."

In making the announcement of the Public Service Commission investigation, Chairman McCall said: "While I don't think I ought to express an opinion before the results of the investigation are known, I will say that the accident of yesterday has shown the need of more light—plenty of light in the subways at all times.

"There ought to be some emergency method, some new scheme by which the subways could be suddenly flooded with light, which would make the lighting of smoke or a water accident an easier matter. Just what manner of lighting can or will be devised I cannot say, but the public can rest assured that the best thing possible will be done."

"Do you mean that the subways ought to be well lighted and that the city should undertake such lighting?" was asked.

"I haven't decided just how the work should be done. But there must be no more darkness in the subway, even in the face of a smoke accident."

77 VICTIMS STILL IN HOSPITAL.

Reports from the various hospitals to which the victims of the accident were taken show that seventy-seven of them remained under treatment this morning. Most of these were so far recovered that they will be discharged and go to their homes during the day. Nearly all have developed a sort of smoke bronchitis, and so they leave the hospitals they are advised to take particular care to guard themselves against catching cold.

It is understood that at this afternoon's hearing before the Public Service Commission Chief Electrical Engineer Wilder will likely recommend the walling up of splicing chambers, so that they have no connection whatever with the subways proper; the installation of more ventilators and a possible new arrangement of feeder cables.

The investigation will disclose, it is believed, that subway trainmen have no definite instructions about what to do when the power gives out and their trains halt. Theoretically the passengers are safer in the cars than on the ground, for apparently in cases of power failure there is no way of telling when the electricity will again flow through the cables and rails.

Subway traffic was resumed throughout the system early to-day and express and local trains gave good service. There was a marked falling off in underground traffic and a corresponding increase in sales of tickets on the "L" lines.

Bronx express trains carried about the usual crowds below One Hundred and Forty-sixth Street, but the Broadway branch showed a big rush hour decline. This was specially true below One Hundred and Tenth Street, where the Columbus Avenue "L" is only two blocks from the subway.

The rush hour ticket sale at the Ninety-sixth Street Station decreased from the usual 3,200 to 2,900. At Seventy-second Street the decrease amounted to 33 per cent. The usual sale of 1,500 tickets from 7 o'clock to 8 o'clock A. M. at the Sixty-sixth Street Station dropped to 900, and the reduction at Fifty-ninth Street was from the normal 900 to 500. There was also a big falling off at Grand Central Station.

The intimation proceeding from Electrical Engineer Wilder of the Public Service Commission that the insulation of the cables carrying electric power for the subway is worn out after ten years of service and, therefore, likely to produce at any time another accident similar to that of yesterday, is the chief feature demanding the attention of the various investigators who are looking into the disaster of yesterday. The subway management is of the opinion that the insulation is good for fifteen years more, but Mr. Wilder's statement makes imperative a series of tests to determine the exact condition of the cables and their coverings.

If the subway insulation is worn out or has deteriorated the menace of short circuits is continual, especially during the rush hours, when the strain of operation is greatest. General Manager Hedley of the Interborough does not admit that the insulation is less effective than when it was put in, and says it is tested once a month, when three times the power ordinarily used in the operation of trains is directed against it.

The woman who lost her life was not identified for several hours. She was Miss Ellen Grady, thirty-nine years old, daughter of Mr. and Mrs. Thomas Grady, of No. 607 Crotona Parkway, the Bronx. Two of her sisters are school teachers, and her brother, William, who made the identification in Polyclinic Hospital, is a public school principal. She was employed as stenographer in a downtown office and was on her way to work. The fact that here was the only life lost is one of the marvellous features of the accident.

One of the startling revelations growing out of the accident is that such short circuits as caused yesterday's trouble, in the opinion of Clifton W. Wilder, electrical engineer of the Public Service Commission, might happen at any time in spite of all precautions, and should a train happen to be passing a splicing station at the time many passengers would be killed. Persons in at least three cars, he thinks, would be burned or overcome by the fumes. He believes, however, that some means may be devised to prevent the accumulaiton of smoke and deadly fumes in the subway in case of such accidents in the future.

DID NOT BELIEVE SUCH ACCIDENT POSSIBLE.

As order gradually developed from chaos, more was learned of what actually happened to cause such a demoralization of the traffic system of New York. It was something the officials of the Interborough and the Public Service Commission had never considered possible.

On both sides of the subway, imbedded in the walls, are high and low tension feed wires, insulated to the highest degrees of service, it is claimed. The high-tension wires carry a voltage of 11,000 and convey electricity from the main power house to substations, where it is distributed along low-tension wires, which carry a voltage of 600 and feed the third rails with power to move the trains. On the west side of the subway there are thirty feed wires running along close to one another and on the east side twenty-five. Because of their great weight, these wires are made in strips of 500 feet, which makes necessary what is known as a splicing station every 500 feet.

BELIEVED INSULATIONS WERE NON-COMBUSTIBLE.

These stations are depressions in the walls of the subway, which open into the street through a manhole, but may be reached through the subway, if necessary, through doors of corrugated steel. It is very rarely, however, that these doors are opened.

The insulation of the wires consists of silk, canvas, treated with a supposedly non-combustible varnish, then rubber, over which is a coating of lead, the whole encased in steel piping. Between splicing stations the wires are set in vitrified brick in the masonry of the walls. When the wires reach a splicing station they stretch across it on steel racks. Connections between the wires on the west and east side of the tunnel are made by means of small wires across the roof, and are for the purpose of transferring power from an overloaded wire to one able to stand the strain on the other side.

It is believed that the first wire to burn out its insulation yesterday was on the west side, causing a short circuit that burned the insulation of other wires. The heat ultimately generated did what none of the officials thought ever could be done—literally melted the corrugated steel doors that separated the splicing station from the subway, and belching into the tunnel vast quantities of smoke and poisonous fumes.

The insulation on high tension wires is estimated by experts to last from eight to ten years. Subway officials say it often lasts twenty-five years. The insulation on the wires burned yesterday had been there since the subway opened, more than ten years ago. Twenty-one of the twenty-five wires stretched through the splicing station were burned out. General Manager Hedley of the Interborough had this to say about inspecting the insulation:

SPLICING STATIONS ARE TESTED EVERY MONTH.

"We inspect every splicing station once a month, sending through a current of electricity thrice the ordinary strength. A concrete wall between the subway and the splicing stations would keep the smoke out of the subway, but it would make inspection exceedingly difficult."

Mr. Hedley agreed with Mr. Wilder that such accidents may happen again, as short circuits cannot be guarded against and no man can anticipate when or where the next will occur.

The investigators are working on two theories: one that the insulation was defective and the other that the cables were "overloaded."

Mr. Hedley declined to discuss the theories. He said panic was one of the worst dangers the subway management has to contend with, and that if the minds of passengers had not been filled with stories of such accidents they would have been able to leave the cars in a more orderly manner. He said, as to guards opening the doors of cars to passengers, that the company has to rely on the judgment of train crews in such emergencies. There is a company rule that doors shall be opened by the guards when it is necessary.

REMEDY FOR SUBWAY ACCIDENTS TO BE FOUND, SAYS EDISON.

(Special to The Evening World.)

WEST ORANGE, N. J., Jan. 7.—When asked if there was any means of preventing burning insulation under conditions such as started the subway fire in New York yesterday, Thomas A. Edison at his laboratory here to-day said:

"We sooner or later find a remedy for everything, and the accident had to occur before a remedy had to be sought."

ENGLAND'S EXPORTS FELL OFF $475,000,000 IN FIRST YEAR OF WAR.

LONDON, Jan. 7.—The effect of the war on England's foreign trade was shown in a striking manner in the yearly returns of the Board of Trade, announced to-day.

Exports in 1914 decreased more than £95,000,000 ($475,000,000), as compared with the preceding year. Imports decreased more than £71,000,000 ($355,000,000).

Fresh from Roaster to You
Quality Broken Coffee
35¢ Quality
25
SAVING YOU RETAILERS' PROFIT
SATISFACTION GUARANTEED OR YOUR MONEY BACK
CHASE & SANBORN, Importers, Boston.
GILLIES COFFEE CO., Importers, New York.

STEAMER DENVER AND COTTON CARGO ORDERED RELEASED

British Admiralty Does Not Wait for the Protest From Washington.

LONDON, Jan. 7.—The cotton laden steamer Denver, which was diverted into the Orkney Islands by a British cruiser was ordered released before the American protest against her detention could be filed.

The steamer was loaded under the supervision of a British consular representative who had certified to her cargo and the arrest came as a surprise to the Admiralty officials themselves.

The reply of Great Britain to the American note regarding interference with its shipping, it is said, is conciliatory and shows a disposition on the part of England to do everything within reason to avert delay to American shipping at a time when freight rates are high and consequently loss of time is so costly to ship owners.

It is declared there is no disposition on the part of England to protest against the purchase of German vessels by Americans where the sales are genuine and the ships are not used so as to avoid what might reasonably be called the consequences of belligerency.

The use of transferred German ships in the cotton trade with Germany probably would call forth objections from the allies, although cotton is not contraband, because the allies, it is said, would regard such use as a roundabout means of escaping the effects of the war.

Objection is not likely to be made until ships are actually transferred and their prospective use clearly indicated. It is probable that the allies will take the position that the sale money shall be held until the close of the war as a guarantee that it will not be of assistance to belligerents.

An assurance that German ships in New York harbor purchased by the United States Government or its citizens would engage in the South American trade only probably would satisfy the allies and prevent any formal objection, as a stimulation of the trade with South America is greatly desired by all the allies.

Cotton Ship Can't Find a Pilot.

ESBJERG, Denmark (via London), Jan. 7.—The American ship Carolyn, Capt. Mitchell, from Boston Dec. 14 with a load of cotton for Bremen, has been held up here because of the refusal of the local pilots to risk navigating the mine fields. Capt. Mitchell is going to take his ship up the Lister Tief Channel in the hope of picking up a pilot who will take him into Bremen.

NEW PASSPORT RULE ISSUED IN ENGLAND; AMERICANS OBEY IT.

LONDON, Jan. 7 (Associated Press).—All passports issued by the State Department at Washington will in the future have to be viseed by the American Embassy in London. The bearers of American passports, previous to leaving England for the Continent, will have to submit their passports to the Consul in London of the country whither they are going for the consular stamp.

Americans who reached England yesterday on the steamer Lusitania have been required to observe these formalities.

ARIZONA LABOR LAW VOID.

Court Poses on Act Protested by Great Britain and Italy.

SAN FRANCISCO, Jan. 7.—The Arizona Anti-Alien Employment Act, adopted by the people of the State at the November election as an initiative measure, was declared unconstitutional here to-day by a special court of three Federal Judges.

In brief the court held that the statute violated the guarantees of life, liberty and the possession of property made to all alike, whether aliens or not, under the Fourteenth Amendment to the Constitution; that if the State of Arizona could forbid any employer more than 20 per cent. of aliens it could with equal justice forbid him to hire 1 per cent. or even an individual alien.

This struck at the vitals of the act which ordered that any employer with a payroll of five or more names must see that at least 80 per cent. of those names were of duly qualified electors. Great Britain and Italy protested to the State Department that these conditions of employment violated the treaty rights of their citizens.

When Language Fails.

(From the Cincinnati Enquirer.)

There are 3,624 languages and dialects in the world and yet a man can't think of a word to say when his wife enters his office suddenly and finds him holding hands with a strange blonde.

To Cure a Cold in One Day
Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

Divorced Wife of Lawyer Rogers; He May Have to Answer Charges

GERMAN LINE PUSHED BACK IN HOT FIGHTING, SAYS PARIS

(Continued From First Page.)

making progress in spite of the unfavorable weather conditions. The text of the communication follows:

"In the western arena of the war the English and the French continue to destroy Belgian and French villages behind our front; this they do by bombardment.

"North of the Arras severe fighting is still going on for the possession of the trenches we took by storm yesterday.

"In the western part of the Forest of Argonne we made further progress. The attacks which were delivered Jan. 5 in the eastern part of the Argonne, not far from Courte Chaussee, advanced as far as our trenches, but the enemy was driven back from our positions all along the line with heavy losses. Our casualties were comparatively slight.

"To the west of Sennheim (Cernay) the French again attempted last night to obtain possession of the height called "Hill 425." Their attacks broke down under our fire and the height remained in our possession."

Russia Begins a New Offensive Toward East Prussian Border

PETROGRAD, Jan. 7 (United Press).—With all aggressive operations in Southern Poland checked by unprecedented wet weather, which has made it impossible for the combatants to move their guns, the theatre of action has been shifted to the north. A new Russian army has taken the offensive against Mlawa on the East Prussian front and is moving steadily against that town.

The Germans have heavily reinforced their lines here and it will probably be a couple of days before this offensive materializes into real fighting. In the preliminary skirmishing a number of outpost positions have been taken by the Russians.

LONDON, Jan. 7 (Associated Press).—Although neither Turkey nor Germany has conceded the defeat of Turkish armies in the Caucasus, late reports indicate that the disaster to Turkey has been as complete as that suffered by any forces since the outbreak of the war. In spit eof this, the latest official communication from Turkish sources ignores the fighting in the Caucasus and dwells upon the struggle which has spread over the Persian frontier to Urumiah, an important town where the Turks say that, aided by Persians, they have defeated the Russians.

In Poland the Germans apparently are no nearer Warsaw, and there is little alteration in the battle front extending from the Baltic to the Carpathians. The Russians seem to be still concentrating their main effort in the Carpathian passes. At the same time they are continuing a vigorous offensive in Bukowina, which is populated largely by Roumanians.

WILSON IS TAKING NO ACTION IN THE PASSPORT SCANDAL.

WASHINGTON, Jan. 7.—Newspaper reports that a German Embassy attache's withdrawal from the diplomatic service here would be asked by this Government were given denial to-day when the White House let it be known that President Wilson is taking no part in the passport scandal in which the attache has been alleged to be involved.

EXPLAIN ARRESTS, IS ITALY'S DEMAND TO THE AUSTRIANS.

TURIN, Jan. 7 (United Press).—The newspaper Stampa says that the Italian Government has demanded from Austria an explanation and prompt reparation for the arrest of four Italian subjects at Belgrade who have been held as hostages.

GERMAN OFFERS $5,000 FOR TAKING A HOSTILE AIRMAN, DEAD OR ALIVE.

AMSTERDAM, Jan. 7 (United Press).—Because of the renewed activity of the allied aviators, who have successfully destroyed several military positions, the military Governor of Brussels to-day announced a reward of $5,000 for the taking of any hostile airman, dead or alive.

BRYAN DECLINES TO MAKE INQUIRY ON DUMDUM BULLETS.

WASHINGTON, Jan. 7.—Secretary Bryan to-day informed Count Bernstorff, the German Ambassador, that the United States, in maintaining strict neutrality, must refrain from officially investigating or commenting upon his charges that dumdum bullets were being furnished from this country to the allies.

Secretary Bryan told the Ambassador that if he could furnish proof that forbidden war materials were being shipped by American firms President Wilson would use his influence to stop the traffic without involving legal or international questions.

Mr. Bryan calls attention to the denials already made as to the charge that 50,000,000 buckshot cartridges and 20,000 "riot guns" had been ordered by the British. He quotes from a letter concerning the alleged sale of 5,000,000 soft-nosed bullets. This letter says that only 117,000 were made and only 109,000 sold.

The letter further asserts that these cartridges were made to supply a demand for a better sporting cartridge with a soft nosed bullet and that such cartridges cannot be used in the military rifle of any foreign power.

A complete detailed list of the persons to whom these cartridges were sold shows that they were sold to firms in lots of from 20 to 2,000 and one lot each of 3,000, 4,000, 5,000. Of these only 960 cartridges went to British North America and 100 to British East Africa.

WHITMAN TO ASK LEGISLATIVE PROBE OF P. S. BOARD

Will Send Message Urging a Special Committee of Inquiry.

(Special to The Evening World.)

ALBANY, N. Y., Jan. 7.—Gov. Whitman received reports on the subway disaster from District Attorney Perkins and Secretary Whitney of the Public Service Commission. He will use these in connection with the coming investigation of the commission and will send a special message to the Legislature when it convenes next Wednesday recommending a special committee of inquiry. The Governor takes the view that while the commission is not directly responsible for the accident, yet the affair serves to emphasize the necessity for vigorous action and complete reorganization in order to end deplorable conditions.

REPARATION ASKED FOR SHOOTING OF AMERICANS

Washington Wants British to Pay Indemnity to Families of Smith and Dorsch.

WASHINGTON, Jan. 7.—State Department officials to-day began preparing a note to Great Britain asking reparation for the families of Charles Dorsch and Walter Smith, the two Americans fired upon by Canadian troops while duck-hunting in the Niagara River. The representations, which will be transmitted to the British Embassy this week, will also ask, it is understood, that the Canadian troopers be punished. Evidence has been presented to the department that they shot to kill.

Smith was killed almost instantly and Dorsch is in a precarious condition.

SOMERVILLE LOSES HIS JOB.

Official Whose Appointment Was Criticised Is Removed.

ALBANY, Jan. 7.—R. V. Somerville of New York, whose appointment as Chief Clerk in the State Engineer's Office was criticized by the Civil Service Reform Association, was removed from office to-day by State Engineer Williams. It was charged by the association that Somerville, an appointee of former State Engineer John A. Bensel, has been advanced in his examination rating by the Civil Service Commission. His successor has not been appointed.

CARDINAL MERCIER HAS NOT BEEN ARRESTED, GERMANY DECLARES.

LONDON, Jan. 7.—The German military government of Belgium has issued an official denial of the report that Cardinal Mercier, the Belgian member of the Sacred College, has been arrested by the German authorities.

War Aeroplane Flies High.

WASHINGTON, Jan. 7.—Making of a new American record for passenger carrying aeroplanes was reported to the War Department to-day by the army aviation school at San Diego, Cal. The message announced that Lieut. Carburry, with Lieut. Christie as a passenger, flew to an altitude of 11,690 feet in one of the new tractor military machines.

Baltimore Belle to Wed New Yorker.

(Special to The Evening World.)

BALTIMORE, Jan. 7.—The engagement of Miss Ellen West Page, daughter of Mr. and Mrs. William Carter Page of Baltimore, to William Ward Smith, son of Mr. and Mrs. Charles Albert Smith of New York, was announced to-day. The families are prominent socially.

'HELL-RIDDEN NEW YORK' HIT BY BILLY SUNDAY

Evangelist Calls City Everything That Is Bad, but Says God Will Get It Yet.

(Special to The Evening World.)

PHILADELPHIA, Jan. 7.—"Do you know how I've sized up you people in Philadelphia?" asked Evangelist Billy Sunday to-day. "You're good and attentive, but you look as though you ate too much, slept too much, were too self-satisfied and quite content to sit back and let your good old town slide straight to hell.

"But I don't care what you say. God can move any city. There's rotting, stinking, corroding, corrupt, hell-ridden, God-defying, devil-beridden New York. God'll get it yet in his own good time. He can move it, and, oh, how he will move it."

Sunday is in the first week of a revival that has deeply stirred Philadelphia, thousands attending his services day and evening.

There's a new drink in Philadelphia. It's the "Billy Sunday," and can be taken either in temperance or anti-temperance form. The anti-temperance is composed of a little brandy, dash of vermouth, couple of dashes of benedictine, small piece of lime—and finally a dash of red pepper. "The pepper injected," said one bartender with a wink, "is in keeping with the idea, for lots of our customers say that "Billy" is making it too hot for them. We add the benedictine because it seems to give a churchy flavor."

The temperance "Billy Sunday" is a little plain soda, some white ice cream, few slices of orange, piece of pineapple and three red cherries. The cherries are to remind the drinker that sin lurks everywhere, and their red color is to show that none of us are so good that we can't be a little better.

Child Fatally Injured by Wagon in Brooklyn.

A four-year-old child, as yet unidentified, was run over at Fifth Avenue and Twenty-first Street, Brooklyn, this afternoon and is dying in the Norwegian Hospital from a depressed fracture of the skull. The wagon, owned by F. Kindt, baker, at No. 1015 Atlantic Avenue, was driven by Theodore Roonan of No. 426 Sixty-sixth Street.

FACE FULL OF ITCHING PIMPLES

And Blackheads. Itching and Burning Almost Unbearable. So Disfigured Ashamed to Go Out. Cuticura Soap and Ointment Healed.

63 Morrell St., Brooklyn, N. Y.—"Pimples and blackheads began to come on my face. A few weeks later my face was full of them. They looked like big blotches. The itching and burning that the pimples caused me would be hard to describe. It was almost unbearable and I was so disfigured that I was ashamed to go out. I could hardly sleep at night they hurt so.

"I tried many remedies but all failed to help. I had had the trouble for about three years when I saw a Cuticura advertisement in the paper, and started to use them. I was surprised to see the result. In a month my friends could hardly recognize me I was so much changed. Before going to bed I would bathe my face in warm water with Cuticura Soap, dry it and put the Cuticura Ointment on. Cuticura Soap and Ointment healed me in three months." (Signed) Hyman Novins, August 7, 1914.

Sample Each Free by Mail

With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.

PERSONALS.

E. R.—Only method; unprohibited by "don'ts;" thank for letter. In Memoriam, Nov. 7; once was.

LOST, FOUND AND REWARDS.

LOST—Jan. 6, between 6 and 7 P. M. Marten seal scarf containing name of Ralph Pecy, between 72d st. and Broadway and 72d st. and Columbus av., or on Broadway car. Reward if returned to T. NEEL, 4th floor, Aeolian Hall, 33 West 42d st.

CANDY
PENNY A POUND PROFIT

LOFT CANDY HAS PLEASED SEVERAL GENERATIONS of Candy Lovers. It is enjoyed in every part of the civilized world. The LOFT highest Quality Standard governs every piece of Candy turned out of our mammoth daylight factory, no matter whether the price is 5c or $5.00. Sanitary manufacture, handling and packing, characterize every step in the production and distribution of LOFT Sweets. An output of 30 tons per day assures its absolute freshness, purity and wholesomeness.

Special for Thursday
FIG AND DATE BONBONS—In the preparation of this sweet, we take the finest Persian Dates and Figs, and dip them in rich Bonbon Cream of a delightful Vanilla flavor. POUND BOX 10c

Special for Friday
CRYSTALLIZED FIGOLETTE—A delicious jelly made from the choicest crushed Figs, confectionized in the most toothsome manner and presented in crystallized form. POUND BOX 10c

WE ALSO OFFER:
AMERICAN BEAUTY FILLED CONFECTIONS—Vienna style. The idea originated in Vienna, but these sweets were brought to perfection in America only through craft. Each choice gem has for its filling either some tempting candied fruit or crunched nut, put up in handsome lacquered Metal Box. POUND PACKAGE 34c

Special for Friday
CHOCOLATE COVERED MARSHMALLOWS—The ergosiest, mellowest sweet as Honey Marshmallows are each centered in a thick shell of our Unequalled Chocolate, producing a combination delicately superlatively rich flavor and distinctive charm. Our regular 25c goods. POUND BOX 19c

Advertised Specials Are on Sale at All Our Stores.

54 BARCLAY STREET. Closes 7 P. M. Sat. 10 P. M.
59 CORTLANDT STREET. Closes 6 P. M. Sat. 10 P. M.
PARK ROW, NEW NASSAU BUILDING. Closes 6 P. M. Daily.
258 Pulaski Street. Closes 8 P. M. Sat. 10 P. M.
MAIN STREET, FLUSHING. Closes 8 P. M. Daily.
4TH AVE. & 14TH ST. Closes 11.30 P. M. Daily.
209 BROADWAY. Closes 7 P. M. Sat. 10 P. M.
147 NASSAU STREET. Closes 6.30 P. M. Sat. 9 P. M.
2201 WEST 12TH STREET. Closes 11.30 P. M. Daily.
26 West 34TH STREET. Closes 7 P. M. Sat. 10 P. M.
145TH ST. AND BROADWAY. Closes 11 P. M. Daily.
187 MAIN ST., Newark. Closes 10 P. M. Daily.

Loft's

The Specified Weight Includes the Container in Each Case.