

dam, but none was hurt. The fire was soon extinguished.

In the outlying districts of the Bronx, Brooklyn, Staten Island and Long Island City, drifts of snow demoralized all surface traffic and thousands were forced to wade through the ice and snow for blocks to reach the subways or elevated.

In the Bronx there was no material lessening of the elevated and subway service, and at noon officials of the Union Railway Company announced that virtually all of the trolleys in this borough were operating on normal schedules.

Staten Island was hard hit by the storm. The bus service, which had taken the place of the rapid transit cars, was stopped and approximately 7,500 persons had to walk to work or stay at home. All trains on the Island Railways were late, some as much as an hour.

In Brooklyn elevated and subway service was maintained with little interruption, but for hours the surface lines were virtually tied up.

So great was the congestion that police reserves of the City Street Station were called out to quell a near riot of passengers struggling for places on the Broadway Elevated train at the Marcy Avenue Station.

STORM CAUSES INCREASED BURDEN ON TELEPHONES. Trains on the Elevated from Chambers Street to Jamaica, Richmond Hill and other Long Island points were badly overcrowded and one train stalled, further delaying the service.

The Canarsie district and parts of Flatbush were virtually isolated by the snow, and other outlying sections had but 50 per cent. of their normal transportation service.

Long Island Railway train service also was badly crippled, drifts being from three to four feet high along some of the lines. This operated to cut down the city's milk supply, as none of the big concerns sent out trucks.

The storm threw an increased burden on the telephone lines, thousands calling up their places of business to report their inability to reach their office on time or at all.

The disorganization of the surface traction lines threw an increased load upon the elevated and subways and the resulting crush during the rush hours was terrific.

To add to the inconvenience of the crush the cars were cold, and hundreds of persons on their way to work were forced to stand on the platforms of the elevated trains, exposed to the driving sleet.

There was a congestion around the Manhattan end of the Williamsburg bridge and a car moved on the bridge after 8 o'clock. The storage battery shuttle service of the New York Railway's company, running from Clinton to Broadway was stalled, as were the Eighth and 14th Street cross town lines and the Fourth and Madison line.

Surface lines on Broadway and Amsterdam Avenue were completely tied up by snow drifts and residents of Harlem and Washington Heights who use those lines were compelled to take the subway, causing a jam at all stations.

The parochial school of the Church of the Assumption at Midgeah and Hicks Streets closed for the day when the teachers found that only a few children had been able to reach the building.

JERSEY TRAIN TIED UP BY THE SNOWDRIFTS.

Jersey commuters who live near the Hudson tubes had little difficulty in reaching New York, although the trains were worse crowded than usual. But other Jerseyites had adventurous times in getting through.

Residents of Palisade and the other villages on the heights opposite 180th Street found that cars were not running down the hill to the Fort Lee Ferry. They were obliged, therefore, to crowd into trolley cars that were still running down to Weehawken, opposite 42d Street, where ferries to 42d Street or to Cortlandt Street were available.

Erie trains were twenty-five to forty-five minutes late, frequently stopped by drifts. The same thing was true on the Lackawanna.

In the switch yards at Hoboken, where switches are operated by compressed air, it was necessary to burn oil almost constantly in the frogs to keep the switches free. At other points crews of workmen toiled all night at the switches.

At Perth Amboy small boats were washed away, wires were down and the waterfront flooded. Snow drifts were eight feet high. Trolley service on the Public Service and Jersey Central Traction Companies was at a standstill. The tide is so high that the ferry running between Tottenville and Perth Amboy, which usually takes five minutes to make the trip, took from an hour to seventy-five minutes to cross. At Matawan train service on two branches of the Central Railroad of New Jersey was stopped.

Traffic was completely demoralized near New Brunswick. Snow drifts were eight feet high. Trolleys on the short city lines were run at intervals of an hour.

Thomas Finney of Elizabeth, foreman of a section gang on the Erie Railroad, was killed by an express train this morning. Service was discontinued at midnight on the Elizabeth-Newark Bay, which flooded the tracks with ice and water. The Newark-Trenton line, trolley line suspended service.

At the Pennsylvania station trains from the west were reported from fifteen minutes to an hour and a half late. Similar reports on Western trains were made at the Grand Central.

New Haven trains were from 30 to 40 minutes. Suburban service on the Harlem and Hudson River divisions of the New York Central was about normal.

WILSON RESENTS DIBBLING OF GREY IN TREATY FIGHT

Washington Expects Some Sort of Action by Premier Lloyd George.

VISCOUNT STILL ENVOY.

His Position Similar to That of Sackville West, Ordered Out by Cleveland.

By David Lawrence, Special Correspondent of The Evening World.

WASHINGTON, Feb. 5 (Copyright, 1920). — President Wilson resents British interference in the domestic affairs of the United States, and while, in the interest of good relations and the ratification of the treaty, no formal incident has as yet been made of Lord Grey's letter, there is no question of the displeasure of the incumbent of the White House.

In these columns on Tuesday it was pointed out that, while the letter of Lord Grey had pleased the Republican leaders, it had offended the true friends of President Wilson and strengthened the hand of the "irreconcilables" in the Senate, who were thankful for the phrase "A plunge into the unknown" contributed by the distinguished British Envoy as a comment on the League of Nations.

TUMULTU SAYS WILSON WAS NOT CONSULTED.

But it was not evident until two days more passed that the suspicion of White House resentment against the Grey letter was well founded. The confirmation came in one of those subtle ways which President Wilson has of expressing his thoughts by implication. The President's Secretary permitted the correspondents to quote his answer to a question they had asked him concerning a report that the President had been consulted by Lord Grey before publishing his letter in the London Times commenting on the conflict between the executive and legislative branches of our Government. The answer was an emphatic statement that the President had not been consulted.

"The criticism that President Wilson was inaccessible and could not have been seen by Lord Grey, it was, moreover, officially stated that matters of this kind could be put in writing and that it was customary for diplomats to communicate by written rather than by oral correspondence. In fact, Ambassadors or Ministers rarely see the President and do most of their business by informal note or memorandum.

There were plenty of ways by which Lord Grey might have reached the President, and, moreover, the Secretary of State was ready at all times to talk with the British envoy, and did, in fact, receive him and communicate in writing to President Wilson exactly what Lord Grey said on each occasion.

MIXES IN U. S. AFFAIRS WHILE STILL AMBASSADOR.

But the point of the White House pronouncement seems to be that a British Ambassador to the United States who still holds that rank so far as the United States is officially advised, but who is absent from his post, has expressed himself quite fully on American domestic affairs at a moment of intense feeling between rival political branches of the American Government.

Lord Grey is at home and probably has not intended to return to the United States anyway, so there is no question that he felt himself about to be relieved of official duties and free to speak, but it was being recalled everywhere to-day what President Cleveland said in his annual message to Congress December, 1888, when, referring to the dismissal of Lord Sackville-West, the British Minister to the United States, he said:

"The correspondence in relation to this incident will in due course be laid before you and will disclose the unpardonable conduct of the official referred to in his interference by advice and counsel with the suffrages of American citizens in the very crisis of the Presidential election then near at hand, and also in his subsequent public declaration to justify his actions, supplanting impugment of the Executive and the Senate of the United States in connection with important questions now pending between the two Governments. The offense thus committed was most grave, involving disastrous possibilities to the good relations of the United States and Great Britain, constituting a gross breach of diplomatic privilege and an invasion of the purely domestic affairs and essential sovereignty of the Government to which the envoy was accredited."

CLEVELAND CALLED FOR NEW ENVOY FROM BRITAIN.

Mr. Cleveland said he had instructed the Secretary of State to de-

cline to further recognize the diplomatic character of the person, and had felt his "imperative duty to obtain with as little delay as possible a new personal channel of diplomatic intercourse in this country with the Government of Great Britain."

The incident arose over the publication by an American citizen of British ancestry of a letter asking the British Ambassador's advice as to which party to support in the Presidential election and which candidate would help the "motherland" most in the future. The British Ambassador answered the letter, and while it was apparently favorable to Mr. Cleveland's own candidacy, it was used when published by anti-British elements to show that Grover Cleveland and the British Government were working too closely together. Anyway, that notion was promptly dispelled when Mr. Cleveland sent Lord Sackville-West home.

IRISH GETTING READY TO TAUNT REPUBLICANS.

The Irish in America have been accusing the President of fostering a British-Wilson League of Nations on the United States. They have been appealing to Senator Lodge to nullify Article Ten because they alleged it might some day interfere with a revolutionary movement by Ireland against Great Britain. To the extent that Lord Grey's letter strengthened the hand of the Republicans and made them beat themselves when the American President couldn't move the treaty out of its deadlock, there were Democrats of Irish proclivities getting ready to taunt the Republicans with the cry that Lord Grey's leadership seemed more preferable to them than that of President Wilson.

We have not heard the end of the Lord Grey incident. Great Britain will know both through the press and probably through the American Ambassador in London just how the United States Government feels about the untimely comment of Lord Grey.

It would not be surprising to find Prime Minister Lloyd George explaining informally that Lord Grey wrote as a private citizen and not as an official of the British Government and to ask the United States to take that into consideration, which would be a polite and diplomatic way in trying to save the British Government from any ill effects of Mr. Wilson's displeasure. For if the President's ardor for Europe should be cooled there are many who believe it would not take much to swing the United States back to a policy of isolation as the end of his term approaches and another President less interested in European affairs takes hold of the American ship of state.

England will be watchful not to offend President Wilson, and it will be interesting to watch the effect in Great Britain and Europe generally of the cablegrams going abroad to-day telling of the way the White House received the Grey letter.

IN NEW YORK TO-DAY.

National Democratic Club, dinner to Homer S. Cummings, Hotel Commodore, 8 P. M.
Chamber of Commerce, meeting, No. 65 Liberty Street, 12 noon.
League of Foreign Born Citizens, sixth anniversary meeting, home of Mrs. Vincent Astor, No. 440 Fifth Avenue, 8 P. M.
Market Office of the United States, meeting, Murray Hill Hotel, through to Saturday.
Beethoven Society, fancy dress ball, Hotel Plaza, 9 P. M.
Dancers of Nebraska, musicale, Hotel Astor, 8 P. M.
American Piano Company, dances and supper, Hotel Biltmore, 8 P. M.
Ladies' Club, meeting, Hotel Biltmore, 8 P. M.
Republican Club of the Fifteenth Assembly District, entertainment and ball, Palm Garden, No. 150 East 88th Street, 8 P. M.
All Saints' Church of Brooklyn, annual dinner of the Men's Club, at the church building, Seventh Avenue and Seventh Street, Brooklyn.
The "23," entertainment and dance, Hotel Pennsylvania, 8 P. M.
State Laundry Men, convention, Hotel Pennsylvania, all day.
National Association Printers' Roller Manufacturers, meeting, 10 A. M.
Automobile Exhibit, Waldorf-Astoria, all day.
Athens Club, meeting and luncheon, Waldorf-Astoria, 12 A. M. and 2 P. M.
New York Legislative League, meeting, Waldorf-Astoria, 2 P. M.
Boulevard Club, meeting, Waldorf-Astoria, 2 P. M.
Visitation, Monastery concert and dance, Waldorf-Astoria, 8 P. M.
National Committee for Mental Hygiene, meetings, Waldorf-Astoria, 2 and 8 P. M.
Association of Hat Band Manufacturers, meeting, Waldorf-Astoria, 8 P. M.
Overman Company, meeting, Waldorf-Astoria, 10 A. M. and 2 P. M.
Chocolate and Confectionery Manufacturers, meeting, Waldorf-Astoria, 3 P. M.
Ladies' Kennel Club, meeting, Waldorf-Astoria, 2 P. M.
Professional Photographers, exhibit, Hotel McAlpin, all day.
Founders and Printers' Association, meeting and supper, Hotel McAlpin, 8 P. M.
Associated Dry Goods, luncheon, Hotel McAlpin, 12:30 P. M.
Young Poles' League, meeting, Hotel McAlpin, 8 P. M.
Dinner to Dr. D. H. McAlpin, Hotel McAlpin, 8 P. M.
Church of Silent Demand, meeting, Hotel McAlpin, 8 P. M.
St. Rita's Church, Children of Mary Society, minstrel revue, Hunt's Point Palace, 1633 Street and Southern Boulevard.
Music Industries Chamber of Commerce of the U. S. A. convention, Hotel Commodore, 10 A. M.
American Society of Mechanical Engineers, first annual inspection equipment exhibition, Hotel Astor, all day.
Toy Fair, Union Square, Imperial and Bredin Hotels, through to March 12.
Navy Club, Post-American Legion organization meeting, No. 15 East 41st Street.

COAL DELIVERIES ARE HAMPERED, BUT NO FAMINE FEARED

Nixon Warns, However, Light and Heat May Be Shut Off on Cars.

Hampered by the storm the Tide Water Coal Exchange, a Government agency for regulating the distribution of coal in this district, was unable to unload a single car up to noon to-day, but Assistant Shipper Brown said he hoped to be able to unload 200 cars before nightfall. He declared there is little danger that transportation companies will be forced to suspend operations owing to a fuel famine.

Owing to a shortage of coal cars the normal coal delivery for this city of 1,000 cars a day has recently dropped to about 400 cars, so that if the Exchange is able to unload the 200 cars it expects, the storm will have cut down the day's total only 50 per cent.

After a conference with representatives of public service corporations today Lewis Nixon, Public Service Commissioner, issued a plea for conservation of coal, declaring it would be necessary to cut off heat and light on the L. R. T. and the B. T. and even to curtail the train service if a larger supply of coal were not available in the next two days.

He has asked Mayor Hylan to use his good offices with the Railroad Administration to stop seizure of coal in transit, which is one of the reasons for the coal shortage in New York.

The B. T. has on hand a two day supply of coal. The New York Edison Company, which supplies the power for the high pressure fire stations, has on hand only 52,465 tons, some of which is not available at this time.

The National Electric Light Association has protested to Henry L. Robinson, Chairman of the United States Bituminous Coal Commission, that the bituminous coal producers are increasing the price of coal to electric light companies. It is pointed out that when the wages of the miners were raised fourteen per cent. the operators agreed to absorb the increase so that it would not be passed on to the consumer. This, it is said, is not being done.

At the office of Regional Fuel Director A. T. Hardin it was said this afternoon Mr. Nixon had probably exaggerated the seriousness of the situation.

Mayor Hylan to-day sent the following letter to Commissioner Nixon: "Your letter with reference to the public utilities curtailing their service because of the shortage of coal received."

"This condition has occurred before, and both the public utility corporations and the Public Service Commission were aware of the fact and should have had a reserve supply, which would last more than two days, on hand.

"I am going to ask you as Public Service Commissioner to see to it in the future that the public utility corporations have at least a two weeks' supply of coal in reserve for emergencies of this kind.

"The city will render every possible assistance to help overcome this dereliction, and I hope you will see to it in the future that this condition does not occur again."

GITLOW JURY RETIRES.

Justice Weeks instructs Jurors That Free Speech is Not the Issue. The jury in the trial of former Socialist Assemblyman Benjamin Gitlow before Supreme Court Justice Bartow retires at 1 o'clock this afternoon to deliberate.

After reading the statute on criminal anarchy, Justice Weeks cautioned the jurors that in order to return a verdict of guilty they must be convinced "beyond a reasonable doubt" and that they must say whether Gitlow violated the statute in his article published in "The Revolutionary Age." Free speech, Court said, is not the issue in this case.

\$2,000 for Election From Biltmore.

Mrs. Adeline Herwig, wife of Capt. H. Robert W. Herwig, stationed in Brooklyn, to-day won a verdict in Supreme Court for \$2,000 against the Biltmore Hotel for the forcible ejection from the hotel of herself and husband on Jan. 27, 1918.

MILLIONS TO MAKE NATION BONE DRY; NOTHING FOR NAVY

That Is Way Representative Tinkham Describes Economy Policy of Present Congress.

WASHINGTON, Feb. 5.—"Millions for enforcement of Prohibition but not a dollar for the American Navy seems to be the economy policy of this Congress," asserted Representative Tinkham (Rep., of Mass.) to-day in the House.

He reported an appropriation of \$9,500,000 asked by the Navy Department for repairs to navy vessels and at navy yards, which he sought to place in the Deficiency Appropriation Bill over the protest of the House Naval Affairs Committee.

Chairman Butler said the Navy Department has \$21,000,000 to make repairs needed to available warships. "Don't waste the money on the old ships," he said.

STEEL PRICES GO BELOW PAR; OTHER STOCKS FALL OFF

General Motors Drop Seven Points Below Yesterday—Early Advance Fails

In continued liquidation on the Stock Exchange to-day, the common stock of the Steel Corporation went below par for the first time since last August. Sales were recorded shortly after 2 o'clock at 93-1/2.

New low records for the year were touched by many leading stocks. The selling was not as violent as it was during the preceding two days, but with call money rates advancing, it was apparent that the bottom had not been touched in the drop of prices. Call money opened at 17 per cent., as against 25 per cent. the closing price of yesterday. It was advanced before noon to 18 per cent. and at 2 o'clock it was 20 per cent.

The entire list was well below yesterday's closing. A 7-point loss was registered in General Motors, 6 points in Mexican Petroleum, 3-1/4 in Marine preferred, 2-1/4 in Marine common, and 11-2 in Studebaker. Shortly after the opening, which was at a lower level than yesterday's close, what appeared to be a sharp rally was manifested, but it quickly gave way under the wave of selling.

Foreign exchange was quieter than for several days, sterling holding around \$2.35.

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SCATTERED MONEY TO AID NEWBERRY RACE, HE ADMITS

Allen K. Moore, a Defendant, Testifies to Payments to Various Persons.

GRAND RAPIDS, Mich., Feb. 5.—Allen K. Moore, first of the indicted men to testify, was called to the stand by the Government when the Newberry elections conspiracy trial was resumed in Federal District Court to-day.

Moore pleaded guilty at first to four of the six counts and not guilty as to the others. He changed this to "nolo contendere," on Jan. 26. Moore's home is in Grand Rapids, and his appearance on the stand caused defense attorneys to call Charles Floyd, who had charge of the local Newberry headquarters, to the counsel table.

Moore told of a trip to Detroit with Floyd at which time Paul King asked him to visit the Upper Peninsula and sound certain individuals on the Newberry candidacy. Moore said B. Frank Emory, at King's orders, gave him \$100 for expenses and he received a check for that amount.

Moore said he made daily reports by mail and after ten days returned to Grand Rapids. He said King's secretary called him on the long distance telephone and arranged another trip to the north in company with King.

On this second meeting with King, Moore said he agreed with the Gov-

ernment manager on a salary of \$75 a week.

Moore said he joined King in Marquette about April 23, 1918, and that the latter was accompanied by Clifford Hibben, his secretary, and another defendant.

Moore said King told him that Roger Andrews of Menominee objected to the witness's work in the upper peninsula and that Andrews was in charge of that section.

The witness testified that through Dr. W. H. Smith Jr., at Muskegon, he met George R. Murray, head of a railroad men's relief association and publisher of the organization's magazine. He arranged with Murray for letters of introduction to many railroad men.

"I told said these men couldn't be expected to work for nothing in distributing literature and he gave me \$300 in cash to pay them," Moore testified.

Moore said he gave Jack Murray of Detroit \$250 in connection with visits to railroad men and factory workers. Jack Murray, he said, was a brother of George Murray. At Port Huron he gave \$40 or \$50 to Alex Murray, another brother. At Saginaw a "man named Pickney" was given \$25.

George Copeland, a bagman at Saginaw, received \$75 in several payments. He said Dr. Smith was "right through" when he gave out this money. Another trip described by Moore took him to Cadillac, Grayling, Boyne City and East Jordan. He got more money from Floyd and gave Yarmaster Murphy at Cadillac \$25. A foreman, one Mason, at Grayling received \$40 to \$60, Moore said.

He named E. J. Farmer, an engineer at East Jordan, as getting \$40. Fred Curtiss at Boyne City got half that amount. The witness told of giving various amounts to other persons.

Moore testified Floyd authorized this use of money. Moore gave his total salary as \$1,600 and after referring to a note book said his expense accounts totaled \$1,319. He said "between \$300 and \$800" was given him to distribute among railroad men.

On cross-examination by Martin W. Littleton the witness acknowledged ten years' business and personal friendship with Floyd and that he believed it was best to elect Newberry Senator.

It was announced to-day that the Government may call to the stand

Charles E. Osborn, former Governor of Michigan.

Osborn was expected to give the reasons for the cancellation of the conference scheduled between himself, Henry Ford, Senator Newberry and William Alden Smith, former Senator, in New York. The conference was to decide who would be the Republican candidate for Senator in 1918.

Forced to Plee Homes Along Maryland Waterfront.

OCEAN CITY, Md., Feb. 5.—Waterfront residents were obliged to abandon their homes, three summer cottages have collapsed and severely a building on the ocean front was expected to escape damage from wind and water. With the surf rolling through the city streets and over the strip of land that ordinarily separates the ocean from Sinepuxent Bay the two bodies of water resembled one. The city was deprived of drinking water.



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ROCKS to brighten the last dull days of Winter and reflect the first splendid days of sunshine, for design, material, and color together have fairly captured the spirit of Youth and Spring — the vivacity of one, the warmth of the other.

The audacity of color in embroidery, girdle, or in a quilling of grosgrain ribbon unexpectedly under a pleat, skirts introducing fullness at the sides in ingenious ways and tapering to the ankles, others with the zouave hem—these are the fashion notes of the new Spring frocks. Sizes 14 to 20 years.

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ASSORTED HARD GOODIES—These delicious gems of long lasting flavor that you love to dissolve in the mouth sweetly slow. The varieties are endless and comprise such well known favorites as Saltines, Biscuits, Buttercrumbs, American Filled Confections, Cuffs, Twists and many others. SPECIAL POUND BOX

Two Big Week-End Extra Specials

CHOCOLATE COVERED COCOANUT BISCUIES—The choicest San Blas Grain Biscuits and delicious sugar cream filling, all encased in a thick coating of our luscious treatment, velvety Chocolate. A toothsome delicious chocolate. EXTRA SPECIAL POUND BOX 54c	MILK CHOCOLATE COVERED CARAMELLOWS—The centre of softest Malted Milk in a sugar-mel, masterly blended into a morsel of extreme deliciousness and creaminess. The centres are of richly flavoured Swiss Chocolate. Our best. EXTRA SPECIAL POUND BOX 65c
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