

GOV. CUMMINS TESTIFIES. THE RAILWAY CONGRESS.

FOR RATE LEGISLATION.

Senator Elkins Tells Him the Law Will Be Amended.

Washington, May 11.—Governor A. B. Cummins of Iowa, testified to-day before the Senate Committee on Interstate Commerce, which is considering railroad rate legislation. He criticized the statements by railroad men that the rates were low enough now, and the impression he said they endeavored to convey, that the object sought was to give power to the commission to fix all rates. He declared that there was nothing unjust in giving the commission the power which the proposed legislation would confer on it to correct an unreasonable and discriminatory rate. He advocated the establishment by Congress of a tribunal to give business companies a "square deal" in securing transportation to markets, and cited Duquesne and Fort Dodge as among cities which were discriminated against. He said that badly equipped railway rates had killed Iowa's chances of becoming a manufacturing State and that the railroads are opposed to the present Interstate Commerce law and to the safety appliance laws.

Chairman Elkins at this point declared that before the committee got through with the Interstate Commerce law it would be amended. "We think it needs amending," he said, "and we will amend it in some particulars that will suit you," he added, addressing Governor Cummins.

"If the commission receives power to fix rates it should have the power either to raise or lower rates," suggested the Governor.

"But rates would always be reduced, would they not?" asked Mr. Elkins. "Is not that the complaint?"

"No," replied the Governor. "The complaint is often that too low a rate is given to the other fellow."

He said he would not favor a minimum rate, except to prevent discrimination. He would support the Eech-Townsend bill if it were not possible to get a better one. He would simply amend the present law by giving the Interstate Commerce Commission power to fix a rate, which should be prima facie evidence of a reasonable rate. He would have no special commerce court. The just method of fixing rates he thought should be the cost of service, while some consideration should be given to the commodity transported.

Governor Cummins declared that railroads were violating the law less than they did a few years ago as to rebates, but more regarding discriminations. He thought the commission should fix maximum rates, and under certain circumstances should be allowed to fix specific and minimum rates. The law, so far as rebates were concerned, he contended, was as effective as it could be made. He did not think the Elkins law relating to discriminations was effective as to localities. He thought it was not safe to assume government ownership of railroads, on the ground that under it the railroads would become a vast political machine.

James F. Parker, of the New-York Produce Exchange, and H. M. Hill, a wholesale hardware manufacturer of Minneapolis, presented statements protesting against the proposed rate legislation.

SHAW AGAINST REBATES.

Conscience Stricken Penitent Will Not Get a Drawback.

Washington, May 11.—A man who says he is the conscience smitten "Penitent Sinner" from Jersey who sent \$2,000 to the Treasury earlier in the spring writes to Secretary Shaw that he has received another jolt from his still small voice. This time, however, his conscience tells him that he sent too much money on that other occasion—too much by a couple of thousand dollars. Since he forwarded that fat roll of bank notes "Penitent Sinner" seems to have had a run of ill luck, both in his health and in his pocket. As these lines are being converted into hot chunks of linotype metal "the poor fellow may be breathing his last out in the arid West. But attending him is a saint in feminine form, as the following letter postmarked at Alvarado, Tex., so touchingly relates:

Mr. Secretary Shaw, not long since to satisfy my mind I sent you \$2,000 in currency. I sent you \$2,000 thousand more than Four fold and at the date of this letter I was passing through a very bad time. I got very sick and a lady taking care of me she gave me medical care and food not with standing she was really poor and I have done nothing for her. I have to a young man to take care of me until I die and have my own money. I want you to give me if you will to send this poor lady a little of that money if you please she is trying to school to little girls one a year and the other a woman named Mrs. Addie Adams. When you get this I will be at rest I taken her name and I want the President to send her a little donation for her act of charity in his own name please grant this last request I subscribe my self.

Goodbye. A Penitent Sinner. One God One Flag My Lord take care of the President My Love to all.

"Unfortunately for Mrs. Addie Adams' claim, under the request of the dying penitent, the handwriting of the letter received to-day does not resemble in the least the chirography of the "Penitent Sinner" who sent the \$2,000. "If Penitent Sinner No. 2 is the same as "Penitent Sinner No. 1 he will have to bring more convincing proof before Secretary Shaw will give up any of the \$2,000 originally received. The original "Penitent Sinner" letter No. 1 Mr. P. S. seems to have forgotten how to spell. The first letter was grammatical, an allegation that could not be made of the communication forwarded from Alvarado.

TELLS OF EXCESSIVE ICING CHARGES.

Northern Pacific Official Says Cost Was \$1 75, While Armour Demanded \$35.

Chicago, May 11.—At the conclusion to-day of hearings by the Interstate Commerce Commission in relation to fruit car icing charges by private car lines, H. P. Ober, of the Northern Pacific Railroad, testified that the cost to his company of icing averaged from \$1 10 to \$1 50 a car, while the average charge for various icings in a trip from the West to St. Paul was \$35.

He said the charge for icing, when Armour & Co.'s cars were used, was \$35, of which \$10 went to Armour & Co. In addition to the rental charge made by Armour & Co. Mr. Ober said his road charged for the actual icing. Arguments in the case will be made in Washington later. The suit was brought by Michigan fruit shippers.

Addresses on the subject of the export trade in meats were made by Dr. D. E. Salmon, chief of the Bureau of Animal Industry, Washington, and R. C. McManus, of Chicago, Colonel J. P. Irish, of San Francisco, talked on "Grazing Lands." He said that nothing repress or impediment of the land laws nor the extension of irrigation by the federal government would solve the problem of the grazing lands. He added:

"That domain is overstocked and as a result its forage is being destroyed and its stock carrying capacity is disappearing. We all know of the violence, crime and loss of life and property that attend the increasing strife for what pasture the left. The range is without law and its occupancy has no protection except the rifle.

By no means except the livestock men for their lack of harmony and their failure to stand together and firmly support and demanding that the relief them all, put money in the public treasury and give the West a mighty forward impulse. The situation is acute and it is necessary to hurry into Canada and Mexico to find sane and liberal laws for its protection. I am persuaded that a united movement will result in the classing of the grazing lands and their protection by a leasehold.

CHURCH GETS LEGACY OF \$25,000.

Newburg, N. Y., May 11.—By the construction with Supreme Court Justice William J. Kelly placed on the will of the late ex-Mayor William W. Claer of Newburg, the Unitarian Church of Our Father, Newburg, will get a legacy of about \$25,000.

THE RAILWAY CONGRESS.

Greeting from the Kaiser—German Ambassador Praises America.

Washington, May 11.—The international railway congress to-day unanimously adopted resolutions expressing sympathy for the injured, the families of the dead, the railroad company and the employees involved in the accident at Harrisburg early this morning. The resolutions were offered by Sir George Armatage, of England, and adopted by the congress by a rising vote.

At the general session of the congress to-day conclusions were adopted without discussion on the subject of cooperation between steam and electric improved rail crossings, locomotives of great power, pooling locomotives, lighting, heating and ventilation of trains, automatic block system, baggage and express parcels, suburban traffic, slow freight rates, duration and regulation of work, influence of light railways on main lines, and the direct financial cooperation by the State and by localities interested in the development of light railways. There are eight topics yet to be disposed of.

The American Railway Association was the host at a dinner at the New Willard to-night, at which more than three hundred of the delegates were guests. Speeches were made by Sir George Armatage, the German ambassador, the German Ambassador, Postmaster General Cortelyou and J. N. Baldwin.

Emperor William sent the following message: "Habeburg I send my greetings to the International Railway Congress, in which for the first time German delegates are participating. May the personal exchange of ideas among the most prominent railroad men of the world, assembled in Washington, be of lasting benefit to international traffic and the prosperous development of which is the most effective way of fostering mutual understanding and the peaceful bringing together of nations."

WILLIAM I. R. The following dispatch was sent to Berlin in reply to Emperor William's message: "The International Railway Congress thanks his imperial majesty, the Kaiser, for his courteous interest and wishes him to have the most successful results in his work."

The German Ambassador paid a tribute to the United States for bringing the nations of the world closer together. He said:

It has been frequently emphasized by the leaders of the nations that the chief thing the world needs is to have its peoples know each other. The great problem has been and still is how to bring them together and how successfully to interpret their national characteristics. The whole relations of nations must be based on mutual confidence. In the same manner as that of individuals. This confidence is rare and precious possession. This year stands out in history, because in the previous year has any country accomplished as much as the United States in drawing the world more closely together.

Discussing government ownership of railroads, he said: "The question of public ownership of public utilities is one which now stands in the foreground. I have the experience of Germany in national ownership of railroads already in your attention. We do not recommend that you follow our example. We only say we will be glad to contribute to your knowledge on this subject by opening our doors to your inspection."

Europe constructed her roads to provide better facilities of transportation for traffic which had existed since the Dark Ages. American roads, on the contrary, were mostly built to create traffic. American managers are studying the sound, conservative railway policies of Europe. On the other hand, the European nations are discovering that the most adopt many of the American appliances and methods if they are to establish profitable railway systems in countries like China.

After discussing the inviting railroad possibilities of China, the Ambassador said:

The railroads, their managers and officials, are the real bearers of our civilization. They have just united men who represent the highest intellect of their respective countries to create the work they have accomplished here will increase international welfare and prosperity, stimulate industry and spread the gospel so tersely summarized by the President of the United States in the phrase, "the square deal."

Postmaster General Cortelyou discussed the relation of the postal service to the problem of transportation. He said the relation between the government and the railroad companies carrying the mails were both intimate and dependent. The roads co-operated in getting the quick mail service, which was more important to the people than rapid travel. The law fixed the maximum rates for carrying the mails and left the Postoffice Department free to make contracts for rates below the maximum.

"The wholesome activity," he added, "that springs from the right sort of competition is a guarantee of political peace among the nations of the world."

Mr. Cortelyou spoke of the benefits to be derived from the congress both to Americans and to the foreign delegates. Of the America of to-day he said:

You will find it alert and progressive, but you will also find it generous and openhearted. It desires nothing to which it is not rightfully entitled. In all lines of activity it seeks the best methods and the best appliances and will give freely of its experience in the great problem of railway transportation and it will gratefully acknowledge its indebtedness to you for the suggestions and advice which in this international congress you may be able to give.

NEBRASKA AFTER RATES.

May Have Special Session to Enact Law Reducing Them.

Lincoln, Neb., May 11.—Governor Mickey of Nebraska will probably call an extra session of the legislature to enact a freight rate reduction law. Since the close of the last legislature without passing any bill looking for relief from present railroad rates, public sentiment has rapidly crystallized, until to-day there is demand throughout the State for an extra session, and much pressure is being brought to bear on the Governor to force him to reconvene the legislature for the specific purpose of passing a new freight rate bill.

THANK THE PRESIDENT.

Stock Growers Pleased at "Fight for Equal Rights."

Denver, May 11.—By resolutions adopted to-day the American Stock Growers Association pledged itself to "work in harmony with all livestock associations, whether local, State or national, to bring about the reforms so essential to the prosperity of the agricultural and livestock interests."

Resolutions were adopted thanking President Roosevelt for "his fight for equal rights to all at the hands of the railroads," declaring that the present railroad law was inadequate "and should be strengthened by giving to the Interstate Commerce Commission power to substitute just, fair and reasonable rates for those which it may find on investigation to be unjust or unreasonable," condemning the private car line system controlled by the packers, asking repeal of laws requiring unloading of livestock in transit, opposing the tonnage system in transportation of livestock and asking for a minimum speed of twenty miles an hour for stock trains, and demanding that the Senate of the United States shall cease obstructing the application of that great principle, reciprocity, which we regard as essential to extend our foreign markets for agricultural and stock products."

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WATERWAY COMMISSIONERS MEET.

Washington, May 11.—The American members of the International Deep Waterway Commission, General O. H. Ernst, George Clinton, of Buffalo, and Professor Gardner Stuart Williams, of Ithaca, met for the first time in Secretary Taft's office to-day. It was resolved to invite the Canadian members to a joint meeting in Washington on May 25, to select permanent headquarters and agree on the scope of the joint commission's work. The language of the Harber act of 1892, defining the objects of investigation by this commission, is regarded by the War Department as rather vague and obscure. It was proposed to call on the Attorney General for an opinion precisely defining the purposes of the act.

Exquisite Silver Wares

We have many wonderful examples of the silversmith's art and sell single pieces of any pattern, or complete combinations. Distinct advantages in our prices.

\$100.00. Toilet Set. Includes manicure set, 10 pieces in a case. Solid silver, rose design, in high relief. Others, \$30.00 to \$285.00.

\$50.00. Child's Set. Solid silver bowl, plate, knife, fork and spoon, set, case. Raised floral design. Smaller sets, \$6.75 up.

\$105.00. English Claret Pitcher. Intaglio cut crystal, silver filigree mountings. In leather case. Our own importation.

We execute special designs for wedding gifts.

MERMOD, JACCARD & KING JEWELRY CO. EST. YEAR 1820.

AT NUMBER 400 FIFTH AVENUE (bet. 36th and 37th)

\$343.00. Desk Set. Very complete, 10 solid silver pieces, hand-engraved. Refined and practical.

\$300.00. Table Silver. 80 pieces in an oak chest. New, compact arrangement. Especially appropriate for wedding gift.

\$415.00. Tea Set. Five pieces, coffee, tea, sugar, creamer and waste-bowl. Hand-engraved, colonial design.

CHICAGO STRIKE QUIET.

Chicago, May 11.—The teamsters' strike to-day was quiet, as driving storms of wind and rain drove the pickets from their posts. There was little disturbance in the business quarter. On the outskirts, however, there were a few attacks made on the drivers of delivery wagons, but, with the exception of one negro, who was knocked senseless with a stone, nobody was injured.

The most important part of the strike to-day was the examination of witnesses before Master in Chancery Sherman, who is taking testimony relative to the alleged violation of the federal injunction granted in favor of the Employers' Association and the union express companies.

Adolph Pfeil, for eleven years an employee of the United States Express Company, but now a striker, refused to answer questions on the ground that he might incriminate himself. The queries put to him by the attorney for the Employers' Association covered the grounds of the cause of the strike and whether the union express companies were to strike. To all of these questions Mr. Le Boskey, an attorney for the defendants, made strenuous objections, with the result that there were many disputes between him and Mr. Mayer, acting for the plaintiffs.

The wrangles were finally terminated by the statement of the master that the matter would be certified to the federal court as to whether the witness had proper grounds on which to base his refusal to answer questions. Edward Buckley, a striking union driver, told of being ordered by officials of his union to put his wagon in the barns. When asked why he did not continue at work, he replied: "Because I did not want to be killed."

Buckley hesitated, and then said: "Because there were riots on the streets, and I wouldn't sacrifice my life for a job."

The hearing before the master in chancery will be continued to-morrow.

A joint committee, representing the Chicago Federation of Labor, the United Garment Workers of America, the International Brotherhood of Teamsters, the Printing Trades Council, the Building Material Trades Council and the Associated Building Trades Council, received a rebuff at the hands of Mayor Duane this afternoon. The committee wanted on the city's chief executive with a request that he order policemen to ride on the wagons of the firms against which the teamsters are on strike be countermanded on the ground that the police were being used in a manner to discriminate against the strikers.

The Mayor told the committee that he had issued the order enabling the police to ride on the wagons, that he was personally responsible for the effect of that order, and in so many words said that he did not consider that the police were exceeding their rights or powers at all. He held that under normal conditions the wagons would be moved at a pace that would preclude the possibility of the police keeping up with them on foot. He also declared that the police riding on the wagons for a number of teamsters were discharged to-day for refusing to make deliveries to the boycotted stores. On the other hand, the drivers of feed wagons refused to strike when ordered to make such deliveries, on the ground that they did not want to see the horses starve. The Mayor said he has yet taken no action regarding these drivers.

A squad of police had to be sent to a school where several hundred children struck because a coal firm under the ban was delivering coal to the school building. About half of the boys and girls were induced to resume their studies, but the others went home.

LABOR UNION AGENTS FOUND GUILTY.

Conspiracy the Charge—Officers and Members Restrained from Interfering.

Chicago, May 11.—Five business agents of labor unions to-day were declared guilty by Judge Chytraus of forming a conspiracy to drive John J. Stiles, a contractor and painter, out of business. In the same decision officers and members of six labor unions, defendants in the case, are restrained from interfering with Stiles or his business in any way.

Stiles alleged that for ten years members of various labor organizations had conspired to call strikes and organize boycotts against him, until other contractors were afraid to allow him to bid on their work. The unions enjoined from interfering with the business of Stiles are the Brotherhood of Painters, the Associated Building Trades of Chicago, the Association of the Brotherhood of Carpenters and Joiners and the Brotherhood of Electrical Workers. The men found guilty by the court were A. Helmer, J. H. Murphy, J. Hanahan and Joseph J. McDonald. In his written opinion Judge Chytraus declared:

"Lawless unionizing cannot be permitted, and these men are shown to be without love or respect for law, and without regard for the legal rights of others."

DRUGGED IN FERRY HOUSE

Man May Die from Effects of Unknown Poison.

A man suffering from an unknown drug was found last evening in the ferryhouse of the Long Island Railroad, at 34th-st. He was taken to Bellevue Hospital, where it was said that there was little hope for his recovery.

One of the hospital surgeons found in the inside pocket of the man's vest a card bearing the words, "Milton A. Brown, Consolidated Gas Company, Nos. 112 and 114 West 42-st."

No one in the ferryhouse, which was filled with commuters going home, noticed the man. Patrolman Galvin had his attention called to him by a boy, who said that the man was apparently drugged. Dr. Drury, who responded to the ambulance call, said the man had been drugged.

BOMB FOLLOWED OTHER ATTACKS.

Harlem Police Discover Coincidences in the 97th-st. Explosion.

The police, in investigating the mysterious explosion in 97th-st. which occurred early yesterday morning, learned that this house was formerly owned by the widow of Antonio Troja, once a banker and saloonkeeper at No. 24 East 57th-st., who was murdered in his home three years ago. Troja's death followed several "Black Hand" letters on his bank return here after he had fled to Italy when his bank failed. His experience was the beginning of the "Black Hand" scare.

One of the families on the lower floor of the house was that of Pasquale Mastrangelo. Several years ago, when Mastrangelo lived in the downtown district, he followed several "Black Hand" letters, which he thought to have been intended to harm him or his family.

Detective Taperoni, an Italian sleuth, says he does not believe that the bomb was exploded by any "Black Hand" society, if such an organization exists in New-York. He thinks that it was placed there by members of a gang of "cheap crooks" which prey on the Harlem "Little Italy."

This house is owned by three men—Guglielmo and Giuseppe Warden, who live in it, and Angelo Marino, who lives at No. 225 East 57th-st. and has a saloon at No. 29 East 97th-st. Lucato and Warden are sure that they have no vindictive enemies. There is a report that Marino had received threatening letters. The explosion battered the front building and broke many windows, but hurt no one.

Store Closes at 5:30 o'clock

Two Thousand SILK WAISTS Radically Under-Price

This offering presents practically every handsome style brought out this season. The original prices of the waists ranged from \$4.50 to \$13.50 each. All the different varieties of silk weaves in the various colorings are included, and there can scarcely be a wish in the matter of style that this enormous collection does not supply.

The Waists are divided into three groups, as follows: \$4.50 to \$5.50 Silk Waists at \$3.50 Each

Of beau de cygne, taffeta silk and crepe de Chine, in black and a good assortment of colors; some in plain tailor-made styles, others trimmed with lace and insertion.

\$6.50 to \$9 Silk Waists at \$5 Each

Of crepe de Chine and messaline, in some of the most beautiful models brought out this Spring. Some with lace yokes, some with beautiful trimmings of medallions, and many other beautiful effects. Some are silk-lined.

\$10 to \$13.50 Silk Waists at \$7.50 Each

Of beau de cygne and taffeta silk, in tailor-made styles with stitched box-plaits, others with embroidered fronts and trimmed with lace.

Warner's Rust-Proof Corsets In Summer Weights

Summer dresses, and shirt-waists especially, are harder to keep trim at the waist line, shapely all through, than heavier costumes are. Light Summer corsets are less likely to hold their shape than the sturdier Winter models.

But Warner Rust-Proof Corsets in Summer weights, light and cool as they are, keep their beautiful modeling and help the dress or shirt-waist to fit gracefully, securely.

Rust-proof—a Summer essential. Made faultlessly of excellent material; made for comfort. Examples: Style No. 219, shown in the picture. At \$1.—For slight figures, short waist, dip hips and front; made of cool batiste, with supporters at front and sides.

Style No. 221. At \$1.50.—For medium and full figures; supporters at front and sides.

Style No. 325. At \$2.—Smart model for the average full figure; of fine batiste.

Style No. 330. At \$2.50.—Beautiful model for tall figures; trimmed with lace; ribbon supporters at front and sides.

Men's Cutaway Frock Suits At \$15 to \$30

Ready to wear. For men to whose build they are suited there is not, perhaps, dressier apparel made than the Cutaway Frock Suit. And, aside from that, it gives a man that "easy" appearance so much desired.

3-button Cutaway Frock Suits, in black tights, serge-lined, at \$15.

Suits of black unfinished worsteds, Venetian-lined, at \$20.

Other Suits, silk-lined throughout, at \$25 and \$30.

Striped Worsteds Trousers

We have a truly handsome stock of fine Worsteds Trousers, in an almost unlimited variety of patterns. Some of the higher grade are imported fabrics.

At \$5 to \$12. Some as low as \$3.50.

Fancy Waistcoats

White grounds with neat black figures, at \$2.50 and \$3.50.

Flannels, in stripes, \$3.50 to \$6.50.

Second floor, Fourth avenue.

BOYS' SUITS All-wool, Of Course

While all this talk of the high price of woolen fabrics and the substitution of cotton mixtures has been going on—we have no occasion to worry. This business is so thoroughly established in the confidence of parents who buy and know, that we don't have to further assure them that cotton mixtures can never get into WANAMAKER'S under any pretext, while sheep grow and are sheared. Our record stands.

"Wanamaker Special" Suits, made from selected all-wool materials, silk-sewed—blue serge and blue and mixed chevots; double-breasted jacket and knee trousers. Sizes for 8 to 16 years, at \$5 a suit.

Norfolk Jacket Suits, with one pair each of bloomer and knee trousers, in light and dark all-wool homespuns and chevots; sizes for 8 to 16 years, at \$5.50 a suit.

Two hundred pairs of Knee Trousers, of all-wool; sizes for 5 to 16 years, at 85c, worth \$1.

Second floor, Ninth street.

Silk-and-Cotton Eoliennes

At 38c a Yard

The simple announcement of the arrival of another lot of these lustrous Summer fabrics will be sufficient for hundreds of women. They sell more rapidly than we can get them. The previous shipments have been taken away in a hurry with the mere announcement.

These Eoliennes are one of the handsomest and most popular silk-and-cotton weaves to be bought at a popular price. They have all the effective beauty of silk-and-wool fabrics costing several times as much.

The colorings include white, cream, light blue, light pink, Nile green, reseda, light heliotrope, light gray, light tan, champagne, brown, navy green, royal blue, navy blue, garnet and black.

38c a yard. Rotunda.

The Summer Gloves For Women

The fashion for short sleeves this season puts an added responsibility on the gloves. They must be prettier, better-fitting than ever.

These are Long gloves and regular length, in the newest colors:

Suede Lisle Gloves; 2-clasp, in the new Summer shades of tan, white, beige, champagne, black and white, at 25c, 50c and 75c a pair.

Mesh Gloves; silk net backs and lisle thread palms, in tan, mode, gray, champagne, beaver, black and white, at 50c, 75c and \$1 a pair.

16-button-length Silk Gloves for elbow sleeves, in reseda, Nile green, pink, blue, gray, brown, Parsifal blue, red, champagne, mode, tan, black and white, at \$1 a pair.

16-button-length Suede Lisle Thread Gloves, in black and white, at 50c a pair.

Tenth street.

HANGINGS Of Armure and Repp

Reduced, because of their popularity—the color-assortments are no longer complete. But there are many colors, all good colors, in the lot. And the patterns are distinctly handsome.

Mercerized Armure and Repps—in plain colors; colored tapestry borders applied. At \$2.85 a pair, from \$5.75; at \$3.25 a pair, from \$6.50; at \$4.85 a pair, from \$7.25; at \$5.25 a pair, from \$7.75; at \$5.35 a pair, from \$8.50; at \$7.75 a pair, from \$12.75; at \$8 a pair, from \$12; at \$10.25 a pair, from \$15.50.

Mercerized Armure—fringed top and bottom, plain colors, new designs: At \$2.75 a pair, from \$4.25; at \$3.50 a pair, from \$5 and \$5.50; at \$4.50 a pair, from \$6 and \$7.75; at \$4.75 a pair, from \$7.

Third floor.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Ave., Ninth and First Streets

Advertisement for Quett Coat Shirt, featuring an illustration of a man in a suit and the text: 'When dressing you will find a Quett Coat Shirt. A delight to put on. If the garments were made of gold, they would be as perfect. If colored, the fabric is COLORED FAST. \$1.50 and more. QUETT, PEABODY & CO., MAKERS OF QUETT AND ARROW COLLARS.'

