"COLD MOTOR" SWINDLE

THERE WAS HEAT INSIDE.

Brother of George and Austin Bidwell Sentenced in Chicago.

Chicago, March 14.—Benson Bidwell and his son, Charles F. Bidwell, promoters of the Bidwell Electric Company, a "cold motor" concern, were found guilty of operating a confidence game, a penitentiary offence, here to-night.

Benson Bidwell is a brother of George and Austin Bidwell, who, it is said, defrauded the Bank of England of $5,000,000. He started the electric company in 1906, declaring that he had invented an electric motor that would not burn out. He also asserted that he was the inventor of the trolley car and of the electric fan.

Investors from all parts of the United States answered his advertisements, sending to the company a total of $225,000, according to the books of the concern. Charles F. Bidwell, the son, was appointed secretary and general manager of the company. The son received 366,000 shares of the $2,500,000 stock of the concern.

It was alleged by the prosecution that the Bidwells sold their private stock in the company to persons who thought that they were buying treasury stock. This allegation was supported at the trial by Miss Ida C. Palmer, who had been employed as an assistant by Charles Bidwell. In addition to testifying against her former employers she turned over to the state a secret stock book containing the names of investors in the concern.

The state also brought forward expert electricians who declared that the motor invented by the elder Bidwell was impracticable. A model of the motor was also exhibited. In operating it carbonic acid gas was pumped into the apertures.

The expanding gas caused the outside of the machine to be coated with frost, but the state declared that the armature was not affected and was as likely to burn out as in an ordinary motor. In support of this contention Miss Palmer testified that during an exhibition of the machine at an electrical exposition the apparatus became so hot that smoke curled out of it, and that Charles Bidwell sat near the exhibit blowing cigar smoke about it so that spectators might not discover the real cause of the fumes.

Benson Bidwell maintained throughout the trial that he had invented a real motor, and denounced the proceedings as part of a plot to wreck his company for the benefit of rival concerns. He accused Miss Palmer of having sold the company's secrets to its rivals. His son accused Miss Palmer of jealousy.

The case, which was based on a complaint made by an investor in the company, was brought to trial on February 17. It went to the jury shortly before noon to-day, the verdict of guilty being found after seven hours' deliberation. Sentence will be passed later.

When the jury first reported it returned verdicts of guilty on two counts, one for obtaining money by false pretences and the other for operating a confidence game. This amounted to two verdicts of guilty against each defendant, and over the objections of the defence the court instructed the jury that it could find the Bidwells guilty on only one count. Half an hour later the verdict finding the aged inventor and his son guilty of operating a confidence game was returned.

JACKSON MAY HELP GRAND JURY.

Will Offer Services of His Office in Ice Investigation.

When Attorney General Jackson appears, in person or by deputy, before the special grand jury which has been investigating the affairs of the American Ice Company on Monday it is believed that he will offer the services of his office to that jury for its further inquiry into ice affairs.

This does not mean that the Attorney General will necessarily continue the investigation himself before the jury; he will simply as chief legal officer of the state, it is thought, offer the legal services of his office to the jury in such matters as issuing subpœnas, examining witnesses and drawing indictments—supposing that there are any to draw.

It was rumored yesterday that the Attorney General had not relinquished the idea of bringing the investigation before some subsequent grand jury. Yesterday he had frequent talks with James W. Osborne, who had been conducting the inquiry.

TRY TO FIND BREIDENBACH JEWELS.

Dreshfield Tells Bankruptcy Commissioner About Pledging and Selling Them.

Maurice C. Dreshfield, a dealer in diamonds, of No. 170 Broadway, accused in an involuntary petition in bankruptcy of having, in connection with George H. Carpenter, of the Monarch Fire Appliance Company, obtained diamonds worth $200,000 from Rudolph A. Breidenbach, a diamond merchant at Nos. 51 and 53 Maiden lane, was examined yesterday before Commissioner Alexander, who desired to ascertain what had become of the jewels, on which the sum of $173,104 is still due, and if it is possible to recover any of the property.

Dreshfield, who lives at the Sycamore Hotel, New Rochelle, and described himself as "Carpenter's fiscal agent," admitted that he sold and pledged the jewels for less than half their value. He said that while commissions aggregating $30,000 are still due him, he has made only $1,500 out of the transactions. Dreshfield said that he turned over all the money realized to Carpenter for the Monarch Fire Appliance Company, of Bridgeport, Conn., with offices at No. 17 East 32d street, which he understood the Maiden lane merchant was desirous of helping. The witness said that Breidenbach was fully aware of the manner in which the jewels had been disposed of.

The witness said he paid President Joseph L. Greenwals, of the People's Trust Company, of Philadelphia, $1,000 for a four months' loan of $10,000, fully secured by jewels. He refused to tell of a conversation he had on Thursday with Carpenter at the Jewellers' Exchange, No. 170 Broadway, but admitted that after the talk, which followed the filing of the bankruptcy petition, he went to the Maiden Lane Safe Deposit Vaults and took away his papers.

The hearing will be continued on Tuesday.

"77"
Seventy-seven
for Colds and
GRIP

March winds are the most trying to and dreaded by delicate people, and even catch the strong and robust unawares.

Humphreys' "Seventy-seven" in the pocket is a greater protection against taking Cold than a heavy coat or warm blanket, because a dose of "Seventy-seven" keeps the blood in circulation and prevents and breaks up Colds and Grip. At Drug Stores, 25c.

Humphreys' Homeo. Medicine Co., Cor. William and John Streets, New York.

TENCENT FARE ANSWER

Coney Island Road Says Lower Rate Would Kill Profits.

The Coney Island & Brooklyn Railroad, in its answer yesterday to the Public Service Commission on the complaint of a citizen that a 10-cent fare to Coney Island was excessive, declared that a reduction of its fare to Coney Island would be a confiscation of its property and would impair the obligations and contracts between the state and city and the company. The company, which operates the Smith street and the Franklin avenue trolley lines to Coney Island, charges a 10-cent fare to Coney Island on Saturdays, Sundays and holidays only, 5 cents being the rate on other days.

The answer of the Brooklyn Rapid Transit Company, which charges 10 cents to Coney Island at all times, has not been made public. It is safe to say, however, that it also will be a denial of the charges, and that the Public Service Commission will institute an investigation to determine whether a lower fare than 10 cents would be reasonable.

An interesting statement in the answer of the Coney Island & Brooklyn was that while its average yearly collection of second fares to Coney from 1903 to 1907, inclusive, was $97,500, the collections amounted to only $88,541 last year. It is contended that if the receipts of the company should be depleted by abolishing the second fare of 5 cents the net earnings would not equal the interest on the funded debt, irrespective of depreciation, reserve, contingencies or dividends.

It is asserted that a lower fare than 10 cents would not be sufficient to cover the cost of transportation, the necessary reserve for depreciation, contingencies and an adequate return upon the capitalization or upon the value of the properties and franchises, which, it is said, exceeds $9,000,000.

The further claim is made that the actual cost of carrying passengers to and from Coney Island, plus a reasonable return upon the capital, exceeds the revenue received for such transportation at the rate of fare now charged. The company, the answer says, does 75 per cent of its Coney Island business from June to September of each year, and that the maximum equipment it has to maintain for this service earns no income for the remainder of the year. It is also more expensive to operate cars in summer than in winter because of the cost of extra men. For that reason, it is asserted, it is reasonable to charge a greater rate of fare than for ordinary travel. The lines, the answer says, barely earn their operating expenses from November to May.

For the calendar year ended December 31, 1907, the company says it operated 6,651,168 car miles and that its gross earnings were $1,566,146 92, or 23½ cents a car mile. Its operating expenses and taxes were $1,298,495 86, or 19½ cents a car mile. Its fixed charges were 6.1 cents a car mile, making the expense of operating its service, including fixed charges, 25.6 cents a car mile.

The answer shows that the distance of the round trip from New York to Coney Island by way of the Smith street line is 22.556 miles. To pay operating expenses, including taxes and depreciation, interest and reserve, and without any return upon capital stock or reserve for contingencies, the company says it would have to earn $5 87 a round trip to Coney Island. This would represent, at a 5-cent fare each way, fifty-eight passengers each way on each and every car, day and night, for 365 days in the year. This condition has never existed, and the company says it is manifestly impossible.

In the fiscal year ended June 30, 1907, the company carried 29,158,626 passengers, and collected $1,612,924. Some of the fares being half or 3-cent fares, the average receipt for each passenger was 4.118 cents. Over and above operating expenses and taxes the net earnings a passenger were .831 of a cent and the net income after the payment of all charges was .184.

The answer goes into the history of the various charters of the company and claims that the company has a right under some of these charters to charge 5 cents within the limits of the old city of Brooklyn, as they existed in the year 1870, and that the railroad law gave it the right to charge 3 cents a mile outside of the city limits. The company is not, therefore, the answer asserts, exceeding its legal right in charging a 10-cent fare. In view of all the facts stated, the company asks that the complaint be dismissed, and that the Public Service Commission adjudge a 10-cent fare as not excessive.

NEW SAFETY DEVICE.

Invention Automatically Places Torpedo on Track of Erring Train.

A signal device that automatically places torpedoes in the path of trains was exhibited at New Durham, N. J., yesterday, by the inventor, Robert J. Zorge, a member of the Chicago Board of Trade, to a party of reporters. The safety device has been installed on "block No. 3" of the West Shore Railroad, just west of the entrance to the Weehawken tunnel. Also there is one of the signals at Mineola, Long Island, on the Long Island Railroad. Although no railroad has yet adopted the device, it is being tested by two great systems and representatives of the Interstate Commerce Commission have been inspecting it in operation.

The device looks like a big iron hogshead sunk in the ground. Inside is a wheel with twenty spokes. On each of the spokes is a tin-cased torpedo attached to an arm, and the duty of the complicated cogs and levers beneath the simple looking wheel is to thrust out these torpedoes upon the track so that the drivers of an engine may cause them to explode.

Mr. Zorge's system places in each "block" of a railroad three circuits, "approach," "locking" and "danger." The length of a block is determined by the nature of the traffic, and at the Weehawken tunnel it is a mile. A train passing the approach circuit acts, through its iron wheel and axle, as a conductor which carries the electric current from the point where it is received across to another wire, through which it runs to the armature beside the torpedo machine. When the train passes beyond the point a mile distant it similarly readjusts the current, leaving the entrance to that block clear.

The point of the device is that if while the train is running through the block another train should come along so close behind as to pass the approach circuit this contact would de-energize the current. Then the mechanism of the signal would be set working and one of the spokes would be thrust out to the track surface and hold a torpedo there to be exploded. The concussion would put the engineer on his guard if he had not noticed the semaphore signal.

"CAR AHEAD" SUIT REVERSED.

Appellate Term Says the Original Suit Should Have Been Dismissed.

Justices Gildersleeve, Bischoff and MacLean in the Appellate Term have reversed a judgment of the 1st Bronx Municipal Court for $94 22 in favor of Martin Norton against the Union Railway Company for breach of contract in compelling him to change cars. Refusing to change cars, the plaintiff sat in the car over an hour. Justice MacLean writes the opinion, in which the other justices concur. In his opinion the justice says:

This particular car not having been chartered by or to the plaintiff, the defendant under its statutory powers could transport the plaintiff upon any other of its suitable vehicles destined to the place where he would go. No proof of any damage to the plaintiff was offered, although he enlarged his complaint by a bill of particulars wherein was inserted, in fact, a count for false imprisonment. To false imprisonment one is not subjected who voluntarily puts himself into a place easy to leave, and there, sulking under solace of beer, offers a spectacle diverting perhaps to the onlooker, but not to be seriously presented to a court. Erroneously the case was not dismissed when the plaintiff rested. As erroneously it was submitted to the jury, and that, too, under a charge to which valid exceptions were taken.

SPITZER CASE MUST GO TO JURY.

In the trial of Oliver Spitzer, dock superintendent of the American Sugar Refining Company, charged with "fixing" scales and attempting to bribe a government official, in the United States Circuit Court, Brooklyn, Clarence Lexow, one of the defendant's attorneys, moved yesterday to dismiss the case on the ground that there was no evidence of criminal intent on the part of Spitzer. Judge Chatfield denied the motion, and the case will probably go to the jury to-morrow.

ENCHANTED RUGS IN MODERN DAYS

CHOICE ANTIQUES BRING FABULOUS PRICES.

Growing Fad of Wealthy American Collectors—$35,000 for a Single Carpet.

By M. W. Mount.

Once upon a time, an Eastern prince sat upon his enchanted rug and was borne to any part of the world at the mere expression of a wish. To-day our rugs can bear us, with the enchantment of imagination, to the countries whence they came. They conjure up visions of Far Cathay and Persian palance and tent; of nomad weaver and Mahometan worshipper; they take us through strange, romantic Belgrade and Servia, through Austria the magnificent, and France the picturesque; among the weavers of Germany and England, into the hovels of lowly Donegal, and show us unrecognized stories of Aztec and Toltec periods woven into the bright hued rugs of American Indian manufacture.

Thus the rug collector may, like the prince of old, visit many parts of the world as he gazes upon his rugs and into the hearts of peoples that perished thousands of years ago.

The gift of an enchanted rug is not without price. The journeys they take us are not without cost. Only this winter a New Yorker paid $35,000 for a rug which had outlasted the nation in which it was born. Before that H. C. Frick had paid $20,000 apiece for eight small Oriental rugs—$160,000 for the lot. The purchaser might almost have tucked them under his arm, so modest was their size. They were not fine rugs, their value lay only in their color and their age. Besides, their purchaser knew that he had something which nobody else could get.

That is a source of satisfaction. It is all the gratification that another New Yorker enjoys in an Indian rug, 4 by 6 feet in size, for which he paid $5,000, and which he keeps in a bank vault along with the rest of his jewels and securities.

H. D. Proctor, of 52d street, has a beautiful collection of rugs, and another man, who is going to have one, has just paid from $500 to $2,000 apiece for a Bergama, a Ghiordez and a Koula of antique origin.

J. P. MORGAN'S RUGS.

In his twin houses, Princess Gate, London, J. P. Morgan has a collection of Oriental rugs which is said to have cost him $100,000. Among these is a Persian carpet the price of which was $16,000, although it is only 13 by 20 feet in size. Its decoration consists of blue vines on a red ground with a border of spirals, leaves and medallions.

It is estimated that Senator Clark has spent $300,000 upon his collection; that Oliver H. Payne, Edward R. Bacon and the late William C. Whitney and H. O. Havemeyer each paid from $100,000 to $250,000 for their rug treasures, and that a recent devotee of the rug cult paid $25,000 for a rare specimen, while a New York antiquarian owns an assortment of the Oriental carpet weaver's art worth not less than $750,000.

The Marquand gallery is said to have contained the greatest number of rare rugs ever collected by any one person in this country, while that of the late Charles T. Yerkes was little behind it in either size or value. It would not be possible to place a money value upon these two great collections. One far less noted, that of H. H. Topakyan, sold recently for $175,077, and at a period of financial depression when some people were heard to declare that they "had not a leg to stand on." Yet they hastened to pay fancy prices for bits of carpet which Orientals had sat on or prayed on, lo! these hundreds of years.

While the craze for owning rugs of peculiar value is advancing by leaps and bounds, it is unusual to pay for these the startling prices recorded. Average prices are $500 to $2,000 for rugs 3 feet 6 inches by 6 feet in size, and $3,000 and $4,000 for antiques of especial value. For instance, recent sales of such goods represented $4,100 for a Moorish carpet to Edson Bradley; a silk rug for $900 to L. P. Wetmore; a Tabriz to Dr. J. Cole for $625; a Meshed for $625 to L. Hadon; another to W. J. Dickinson for $550; a Serebend to W. W. Washington for $445; a Kermanshah to the Philadelphia Racquet Club for more than $6,000; while Vice-President Turner of the Pennsylvania Railroad paid $1,500 for one of a lot of Oriental rugs which cost him $7,000.

LEAVE STANDING ORDERS.

Such men leave standing orders with dealers to let them know when a rare bit of carpet is to be had, and the aim is to secure specimens that do not pass through the usual channels of trade.

Good collections of such specimens have been made by George F. Baker, Mrs. Chauncey I. Blair, James A. Garland, who possesses no less than fifteen very rare Ghiordez rugs; P. A. B. Widener, whose fad is the accumulation of masterpieces of the sixteenth century, and the late Charles T. Barney.

One of the celebrated carpets from the Mosque at Ardebil, Persia, is in the Yerkes collection; another is owned by the South Kensington Museum. The Yerkes specimen's still bright colors are marvels of harmonious beauty, although the date of this rug is 1535 A. D. It contains 33,000,000 hand tied knots 600 to every square inch) and the inscription at the top, in black letters, would seem to indicate that it is a prayer rug.

Such few rugs as the Metropolitan Museum possesses are beautiful enough, apart from their historic value and antiquity, to entitle them to the glass cases and frames which place them in the rank of pictures. Among them is a large silk carpet, which formerly belonged to the King of Bavaria and which looks as if he had stepped on it frequently. This is a handsome creation in rich, peculiar colors embroidered with gold and silver and exhibiting a high degree of the art in Poland in the seventeenth century.

A rare and exquisite Persian rug in the exhibit has a centre which looks as if the roses of Persia had spilled their wine upon it. Then, as if all manner of delicate—and principally floral—designs had been wrought in diverse colors all over it and the borders, of which there are several. Next the gold fringed edge there is a border of rose color in which the principal decorative color notes are blue and pale tan. A wide border of faded gold has, as its most striking color motives, red, blue, green and dull orange, while a narrow green border around the centre of the rug shows the same wonderful mingling of indescribable tints which make the entire work one of marvellous color charm. The middle of the rug has a peculiar head shaped formation at the top, resting upon a background made up of splashes of strongly contrasted colors with irregular edges, much like a map, each color outlined by a fine black hairline and covered over with alternate black and faded gold hieroglyphics. Dark lettering also furnishes the decoration for a border of ivory tint around the head formation, in the middle of which is a black medallion inscribed with faded gold letters. One would fancy that some good Mahometan had woven his prayers into a weft of wonderful loveliness for the uncomprehending gaze of another people in another century. Ivory hued medallions at each upper corner and midway on each side contain square decorations in which an intricate pattern of geometrical lines is worked out in dark red.

AT METROPOLITAN MUSEUM.

"We have only bought three rugs in two years," said Sir Caspar Purdon Clarke, director of the Metropolitan Museum, "and while I do not know for certain, I think that the highest price paid was $2,500. I oppose in every way the absurd prices paid by some Americans for rugs. It causes them to be held at such a price that museums cannot afford to buy them.

"The greatest period for fine rugs was known as the time of 'Suliman the Magnificent' or 'Suliman the Great'—about the reign of Queen Elizabeth, when the fine arts flourished all over Europe. I think from this comes the statement that 'such and such a rug dates from the time of Solomon,' giving an erroneous impression as to the antiquity of the article, although I suppose the names are the same."

A famous piece of rug, for which a fabulous sum was paid by the Paris Museum, has been ascribed to the "time of King Solomon." It is a small quarter of a silk rug picked up on a Nile boat by a woman who was attracted by its beauty and peculiarity. She sold it in New York for $10. The dealer later disposed of it for $150. The last owner thought it worth while to send part of it to Constantinople to be appraised, and there it sold for $1,500 to a person from whom the Paris Museum bought it at many times this price.

It is easy to tell handmade Oriental rugs. Their patterns show upon the back in the knots, which is not the case in rugs made by machinery, and they are self-fringed and have a grayer surface. Even handmade Oriental rugs do wear out sometimes. There are not enough antique rugs to go around among those who want them, yet people persist in demanding old rugs.

Modern commercialism is nothing if not accommodating. Said a great Oriental importer of Eastern carpets: "Antique goods are scarce, and modern pieces have to be chemically washed to give them the old look so much desired."

Carpet dealers deplore the introduction of aniline dyes into the Orient. The consequence has been the production of some cheaper grades of carpets, but at a loss of those almost indestructible colors which the natives extract from vegetable matter.

Practically all our Oriental carpets are Persian, and Persian goods in all sizes lead all others, although no one in New York has ordered a rug to match a prayer rug of the Shah's, which is gold fringed and embellished with jewels.

FEW TURKISH CARPETS.

Next to Persian rugs those from the Caucasus rank in favor, and Indian rugs come next. Caucasian rugs are always small. Very few Turkish carpets are used, and Turkish rugs are not as popular as are others from the Orient. "The reason for this," says a great importer of Eastern rugs, "is because people think this class of rug looks too much like the machine made article on account of the geometrical patterns employed in obedience to the Koran, which forbids the depicting of living things. But there is no better rug for service than the Turkish. It gives far better value than a cheap Persian, and is more practical. Turkish rugs are used a good deal for bedrooms, while lighter colors are in demand for drawing rooms and parlors."

This accounts for the greatly increased use of expensive Kiderman rugs, which come nearer the American taste for light colors than do other Oriental varieties.

Asiatic hand weaving has been taught the peasants of Connaught and Donegal by the Congested District Board, which has set on foot various industries with a view to stem the tide of emigration from Ireland. Clever Irish wits and deft Irish fingers soon rivalled the best of Oriental rug weavers, for the material used is the finest Yorkshire yarn, dyed in the wool by the famous Yorkshire dyers of England. A girl seldom makes more than one foot of rug in a day, or one to one and a half square yards in a week, as sixteen tufts to the square inch are required, while good Oriental carpets do not have more than nine, and each must be knotted in by hand. The Irish loom is the vertical one used by the Asiatics, and artificial weighing of materials is tabooed.

There is a demand for modern rugs to fit the modern furniture in living rooms, yet those who can afford the individuality, beauty and color harmonies obtainable in a handmade rug turn their backs upon power looms—lovely as are their products—and insist upon floor coverings that are works of art in weaving and wholly satisfying to æsthetic tastes.

RECORD CIVIL SERVICE EXAMINATION.

More Than 3,000 Applicants, Including 2,200 Here, After Clerkships.

Albany, March 14.—The State Civil Service Commission announces that more than three thousand applications have been received for the pending examinations for clerk and junior clerk in the state's service, including twenty-two hundred for examination in New York and nearly six hundred for examination in Albany.

"The mere matter of rooms to accommodate the candidates," says a statement given out by the commission, "is a serious question, and the commission has much trouble to obtain suitable rooms for so many. The chance that a single competitor stands of obtaining a position as the result of this examination may be estimated from the fact that the total of appointments, temporary and permanent, from the eligible lists for clerk and junior clerk number only one hundred and fifty, and this is much greater than the average. The examination will be far larger than any single examination the commission has ever held."

CUSTOMS MEN NEARLY LEFT ON SHORE.

The cutter Vigilant, used by the Supervisor of the Harbor, was pressed into the service of the customs officials yesterday when the steamship Baltic was reported coming in from Sandy Hook. Deputy Surveyor Bishop and his men were ready to go down to Quarantine to meet the Baltic, but the boarding cutter Calumet, on duty, had not returned from the Graf Waldersee. The reserve cutter Hudson was unavailable, as was the anchorage cutter Manhattan.

A private yacht, the Owlet, was sought after, but she also was out of commission, and as a last resort the Vigilant was asked to take the customs officials to the Baltic.

CITY NEWS IN BRIEF.

Edward M. Willi, a former policeman, was arraigned before Magistrate Wahle in the Morrisania police court yesterday on a charge of assault and held in $500 bail for trial.

Charged with being implicated in the burglary of W. K. Vanderbilt's house, at No. 660 Fifth avenue, on the night of February 15, Foutain W. Harvey was taken to the Tombs yesterday. His brother was arrested several days ago.

Howard Green and Albert O. Hanvenith, who were brought here from San Francisco, were held in $5,000 bail yesterday by Judge Foster in the Court of General Sessions on a charge of theft.

Moses Jackson, the former coroner, who was convicted of bribery, will be brought into court for sentence on Tuesday.

Magistrate Breen, in the Harlem police court, yesterday held William Ryan in $500 bail on a charge of having set fire to an apartment house at No. 1,323 Amsterdam avenue.

Mrs. Jeanette Newman, who also gave the names of Jane Norton and Jeanette Newton, of the Hotel Stratford, was released on $1,000 bail on the charge of stealing jewelry when she was arraigned before Magistrate Corrigan in the Jefferson Market police court yesterday.

R. H. Brennan, president of the North American Music Company, who surrendered himself to Mr. Bird, an Assistant United States District Attorney, yesterday, was released on bond. He was accused of having participated in a mail fraud.

The Rev. Dr. Francis L. Patton will deliver this afternoon one of his series of addresses on "The Ethical Side of Christian Doctrine," in the Fifth Avenue Presbyterian Church. The final lecture will be given at the same hour and place on Easter.

Vantine's
Oriental Rugs
and Carpets
That Vantine's Is Headquarters for Oriental Rugs These Prices Will Testify.

Not Sold to Wholesale Trade.

Daghestan, Bokhara and Beluchistan Rugs, each at 5.00
Soft silky effects, sizes average 3x5 feet. Value $10.00.

Shirvan and Bokhara Rugs at 8.75
Fine silky effects, very subdued colorings. Average sizes 3.6x5.6 feet. Values $12.50 and $15.00.

Fine Beluchistan Rugs at..... 14.50
Deep rich colorings, average sizes 3.6x5.6 feet. Values $20.00 and $24.00.

Rugs Suitable for Halls, Libraries and Offices.

Ghiorde Rugs.

Size 6.10x9.8	feet,	was	$55
" 7x10.5	"	"	55
" 6.9x9.6	"	"	60
" 6.9x10.2	"	"	60
" 6.9x10	"	"	65
" 7.2x9.8	"	"	55

Now 35.00 each

Fine Khiva Bokhara Rugs.

Size 6.5x8.9	feet,	was	$95
" 6.6x9.9	"	"	95
" 7.6x9.10	"	"	120
" 7.10x9.5	"	"	100
" 8.4x8.6	"	"	115
" 7.5x9.8	"	"	125

Now 68.00 each

Persian Mahal Rugs.

Size 8.4x10.10	feet,	was	$120
" 8.2x10.10	"	"	120
" 9.7x10.8	"	"	125
" 8.5x12.7	"	"	135
" 8.10x11.3	"	"	135
" 8.2x10.2	"	"	150

Now 78.50 each

Fine India Rugs.

Size 9.5x9.4	feet,	was	$120
" 8.4x9.8	"	"	120
" 10.1x12	"	"	150
" 9.1x13.9	"	"	155
" 9x12.5	"	"	160
" 10.4x12.9	"	"	165

Now 85.00 each

We cheerfully invite your inspection of these offerings, as well as a comparison of prices and quality with those offered elsewhere.

Special Notice—Remarkable Chinaware Sale in Basement.
Special Sale Folding Screens—5th Floor.

A. A. Vantine & Co.
Broadway at 18th Street, New York.

Art Exhibitions and Sales. | Art Exhibitions and Sales.

"An Extraordinary Art Event"

AMERICAN ART GALLERIES

Free View MADISON SQUARE SOUTH To-morrow

Day 9 to 6 NEW YORK CITY Monday

TO BE SOLD AT UNRESTRICTED PUBLIC SALE
On Thursday, Friday and Saturday Afternoons Next March 19th, 20th and 21st, at 2:30 o'Clock

A Highly Important Collection of
RARE ANTIQUE
Chinese and Japanese Objects
Of Sterling Artistic Excellence

Comprising exceptional and important Single Color (among which there are fine specimens of "Peachbloom"), Blue and White, and Decorated Antique Chinese Porcelains, Rare and Beautiful Sung, Hsuan-te and Ming Bronzes, Cloisonne Enamels of the Ming, K'ang-hsi and Ch'ien-lung dynasties; very important objects in Carved Jades, Rock Crystal and Amber; a collection of unusually fine Snuff Bottles, Old Korean and Japanese Pottery, Important Ivory Carvings and miscellaneous objects of high artistic merit; also

A Remarkable Collection of
ONE HUNDRED
Antique Chinese Rugs
(the result of Seven years' search throughout China, and obtained through the aid of native Connoisseurs),
and a number of
Extraordinary Large Bronzes
including
A Great Bronze Eagle
of Masterly Modelling and Skilful Workmanship
The whole belonging to the well-known firm of
Yamanaka & Company
NEW YORK : JAPAN : CHINA
The Sale will be Conducted by Mr. Thomas E. Kirby, of
The American Art Association, Managers
6 East 23d Street, Madison Square South.

MILLINERY CASES TO BE RETRIED.

Colonel E. S. Fowler, Collector of the Port, has appealed from the decision of the United States General Appraiser, I. F. Fischer, in the cases of the eleven millinery importers whose trunks were held on their arrival on the Oceanic recently. Another trial of the cases will be held Monday before three members of the General Board of Appraisers.

BENGUIAT RUGS ON EXHIBITION.

A Benguiat collection of textiles, laces, embroideries, tapestries and rugs was placed on exhibition yesterday in the Fifth Avenue Art Galleries, No. 546 Fifth avenue. This collection, which is valued at something over $2,000,000, has been gathered in the last twenty years by Benjamin Benguiat, of New York and Paris, who will personally supervise the sale, which is to take place on the afternoons of March 19, 20, 21, 25, 26, 27 and 28, at 2:30 each day. James P. Silo will be the auctioneer. Among the more important objects on exhibition is a fourteenth century Persian Damascus rug, measuring 9 feet 5 inches by 19 feet, and a "parent" rug woven by order of the King of Poland early in the fifteenth century. There are also thirteen gold embroidered altar vestments from the Escurial, Madrid.

FIRE IN HUDSON TUNNELS.

A slight fire in the Hudson tunnels subway being constructed under Sixth avenue, at the intersection of 23d street, yesterday, filled the tunnel with smoke and burned the timbering and plank covering of the street. A little water quenched the burning woodwork. The principal loss was in an electric switch box, which burned out.

D. & H. INJUNCTION VACATED.

Utica, N. Y., March 14.—United States Judge George W. Ray granted an order at Norwich today vacating the temporary injunction restraining the Delaware & Hudson Railroad Company from paying dividends which are due next Monday. The railroad company was represented by Louis E. Carr, of Albany, and the plaintiff by H. W. Ward, of Ward, Mellen & Woodbridge, of New York. Mr. Carr presented a stipulation signed by a member of the opposing firm agreeing to discontinue the case. Mr. Ward asserted that this was signed through a misunderstanding, and that while two of the plaintiffs had withdrawn from the action a third would not withdraw and still continued it.

SUICIDE OF BOSTON MAN.

Boston, March 14.—W. T. Windram, fifty years old, was found dead in his apartments in the Charlesgate Hotel, in the Back Bay district, today, with a bullet wound in the temple. A revolver near by indicated that he had committed suicide. It is said that he had been despondent over the general business depression. He was connected with a shoe firm in Oliver street. After viewing the body the medical examiner said that Windram undoubtedly had committed suicide.

NEW HAVEN ROAD REFUSES NEW CARS.

[By Telegraph to The Tribune.]

New Haven, March 14.—The New Haven road has been compelled by the financial depression to decline all the requisitions from the trolley roads it owns for cars for summer travel. Requests for cars costing $500,000 had been received and word has been sent back that all have been declined. The cash shortage will make it necessary to run closed cars all summer on many trolley lines and in the large cities trailers will be used.

MAD DOG BITES THREE COWS.

Bloomfield, N. J., March 14 (Special).—A mad dog was shot and killed by John Partridge in the Brookdale section of Bloomfield to-day after it had bitten several valuable dogs and three cows in that neighborhood. The dog snapped at several children in the street.

TIFFANY EMPLOYE FOUND DEAD.

Belleville, N. J., March 14 (Special).—John Kohler, a native of New York City and an employe of Tiffany & Co., was found dead in bed this morning at his home, No. 35 Harrison street, this town. Dr. Muta, deputy county physician, said heart disease caused his death. He was forty years old, and his wife and three children survive him. He was a member of several fraternal societies.

M. K. FLAGG DIES FROM WOUND.

Mortimer Kennedy Flagg, a lawyer, with offices at No. 15 William street, New York City, died at his home at Briar Cliff Manor yesterday from a wound caused by the accidental discharge of a pistol which he carried in his pocket. The weapon struck the side of an automobile from which he was alighting. His wife survives him.