WON'T LEAVE BROTHER

T. J. HAINS REFUSES BAIL.

James A. Dayton Engaged to Assist in Annis Murder Prosecution.

When Captain Peter C. Hains and T. Jenkins Hains are arraigned to-morrow in the police court at Flushing they will waive examination. It is a certainty, of course, that Captain Hains will be held without bail for the murder of William E. Annis, but there is a slight possibility that T. Jenkins Hains may be admitted to bail. The latter told his counsel yesterday, however, that he would refuse release on bail, as he had no intention of leaving his brother.

It has been common talk in Queens since the shooting that the chief strength of the defence would be the weakness of the prosecution. The prosecution, however, was strengthened yesterday, when District Attorney Darrin retained James A. Dayton, who resigned on New Year's from the District Attorney's office, to assist him in the prosecution.

Not only has District Attorney Darrin the usual desire for justice to spur him on in his efforts to convict the brothers, but his whole political future depends in a large measure on his success in that direction. He was elected by the fusion of the Republicans and Hearst men in the shortlived rebellion against "Joe" Cassidy, and this fall he is seeking the Democratic nomination. He is not the strongest candidate at present, but if he can prosecute the case successfully, it would not only give him an advantage in his fight for the nomination, but would give him a good chance of winning the election.

Mr. Dayton returned from Europe on Friday and at once conferred with Mr. Darrin. He was a personal friend of Mr. Annis, and knowing him so well, Mr. Darrin believes that he is the strongest counsel he could engage. Mr. Dayton will begin work at once, going to the Bayside Yacht Club to-day to examine witnesses.

District Attorney Darrin left Long Island City yesterday for his old home in Addison, Steuben County, N. Y., to stay with his brother until Tuesday. During the afternoon Mr. Darrin did not feel well, probably due to the worry of the preparation of the Hains case. During Mr. Darrin's absence the case will be in charge of Mr. Dayton.

Mr. McIntyre and Mr. Shay, for the defence, expressed themselves yesterday as well pleased with the progress of their case. They have not yet determined whether Mrs. Hains will be called as a witness in behalf of her husband. To gain her good will it is reported to be necessary to give her the custody of her three children, and it is said that Captain Hains is still opposed to giving up the custody of the two eldest children, although he is more willing to let her have the youngest child.

The hearing to-morrow will be brief, for Mr. McIntyre is to ask for an adjournment until Thursday, to which Mr. Darrin has assented. Both prisoners were reported to be in fair physical and mental condition yesterday. They will be indicted jointly and probably will be tried together. In that case they would have a much better chance to escape the full penalty of the law than if they were tried separately. Tried singly, the testimony of Mrs Hains, if she volunteers to aid the prosecution, would be strongly against T. Jenkins Hains, while if the brothers are tried together much of the effect of her testimony, lawyers say, would be lost. Both brothers have expressed themselves to their counsel as hoping that they would be tried together.

Army officers are divided in their views of Captain Hains's act. "The Army and Navy Journal" says that, if convicted, Captain Hains's name will be dropped from the rolls, and that if he is acquitted he will be tried by court martial for "conduct unbecoming an officer and a gentleman." "It seems to be a foregone conclusion," it says by way of editorial comment, "that his usefulness as an officer in command of men is gone."

The army has not been so shaken up by a social scandal since 1905, when the Taggart divorce suit stirred the whole country. The first case of similar importance before that was in 1893. Lieutenant James A. Maney, of the 15th Infantry, shot Captain Alfred Hedburg, of the same regiment, the captain dying two hours later. Lieutenant Maney is now a major in the 17th Infantry with the Army of Cuban Pacification. He was acquitted on a plea of self-defence after the jury had deliberated for three hours.

As a result of that case an inspector general reported that the discipline and morals of Fort Sheridan, where the shooting occurred, were such as to call for censure. After the civil trial Lieutenant Maney was court martialled at Fort Snelling, and, while acquitted of the charge of murder, was found guilty of having written violent language to his ranking officer. He was sentenced to be reprimanded by President Cleveland.

Another officer court martialled for murder was Captain Preston Brown, of the 17th Infantry, who eight years ago shot a Filipino who had refused to save an enlisted man from drowning. He was sentenced to be dismissed from the army and to spend five years in prison at hard labor. President Roosevelt commuted his sentence to a reduction of thirty files in rank and imposed a fine of one-half Captain Brown's pay for nine months.

RULES FOR MARKING FREIGHT.

Upstate Public Service Commission Issues Final Order.

The Public Service Commission of the 2d District has announced its final order in the matter of marking less than carload shipments of freight. On July 1 the steam railroads put in effect Rule 3 of the official classification, which required that each package, bundle or piece of less than carload freight must be plainly marked by brush, stencil, pasted label or securely fastened tag, etc. There was a storm of protest from shippers, and in a hearing held on July 16 the rule was modified, excepting from the rule brick, fire and building, pressed, common and paving; drain tile, loose lumber, planed or rough; roofing, slate, ice, flour and feed, when in sacks that bear the brand and address of the shipper. Railroads and shippers were given further opportunity to present their views as to other exceptions. The companies are now ordered to exempt from the operation of the rule the following, as provided:

(a) When articles are not boxed, barrelled, crated or sacked, and are shipped loose in pieces, or when pieces are wired or otherwise fastened together in lots or bundles, and the shipment consists of not more than ten pieces, lots or bundles, at least two pieces, lots or bundles in each shipment shall be marked in accordance with this rule; and when the shipment consists of more than ten pieces, lots or bundles, one for every ten or additional part thereof shall be so marked, but not more than ten such markings shall be required for any shipment from one consignor to one consignee and destination. Each marking under this exception must show the total number of pieces, lots or bundles in the entire consignment.

(b) Flour, feed, cement, lime or plaster, in sacks, bearing upon the package or shipping tag the name and address of the shipper, printed, stamped, stencilled or plainly written, when the shipment consists of not more than ten sacks, at least two sacks in each shipment shall be marked in accordance with this rule; and when the shipment consists of more than ten sacks, one for every ten or additional part thereof shall be so marked, but not more than ten such markings shall be required for any shipment from one consignor to one consignee and destination. Each marking under this exception must show the total number of sacks in the entire consignment.

(c) Grapes, when shipped in lots of 10,000 pounds or more by one consignor to one consignee and destination, will be accepted without marking of packages.

(d) Articles which are not classified or rated in carloads, and are subject to less than carload rates for shipment in any quantity, and which are shipped loose in pieces, or in packages, from one consignor to one consignee and destination, and are loaded by shippers in cars to 50,000 pounds or the cubic capacity of the car, will be accepted without marking.

The order becomes effective on August 25.

STUDENT KILLED ON HIS VACATION.

Tragic Ending to Abraham Averach's Walking Tour—Death Instantaneous.

Abraham Averach, of No. 1580 St. Mark's avenue, Brooklyn, a student in the New York Law School, was killed by a New York Central Railroad train between the Dock street and Wells avenue crossing, in Yonkers, last night.

Yesterday Averach and his friend, A. C. Shruski, of No. 437 Sackman street, Brooklyn, began their vacation. They decided to spend the time in street-car riding and walking to Albany and return, and set out at 5 o'clock in the afternoon on their proposed jaunt, arriving at the foot of Main street, in Yonkers, at 10 o'clock.

After a light supper they crossed the tracks above Dock street, and on recrossing, a few minutes later, the accident occurred. Shruski says that he did not hear or see the train, nor did the engineer ring the bell or blow the whistle. The train rushed by at clipping speed, and before he could realize it he saw the unconscious form of his comrade lying bloody and limp across the construction track, many feet away. The sight completely unnerved him and all he could do was to shriek and scream at the top of his voice.

Shruski is a graduate of the University of Michigan, and is connected with David N. Neuburgher, of New York. He is twenty-one years old.

LONG CREDIT INJURIOUS.

Controller Metz Says Abuse of Custom Has Hurt Business.

"Things in the business and financial world are on a better basis now than for some time," said Controller Metz, who is in an excellent position to judge, for in addition to his official position he is the head of H. A. Metz & Co. and the Consolidated Color and Chemical Company, manufacturers of chemicals and colors, with branches all over the North American continent; also of the Ettrick Mills, of Worcester, Mass., manufacturers of carpets and yarns.

"The reports I get from all our branches are distinctly favorable, and show a steady increase of business," continued Mr. Metz, "and, you know, we cater to pretty nearly every line, including food products.

"We make colors for the cotton, woollen and silk trade, leather, paper and paint lines; in fact, any line that requires chemicals and colors. A year ago the falling off was heavy, but now orders are coming along in much the old way. The panic did some good to business in general, as it weeded out the shaky concerns, and the field is now much stronger. Then the panic resulted in a pulling in of credits, and I hope in future the manufacturers will not run riot and give such promiscuous credit and along such lines as have prevailed the last few years. Prosperity of such greatness made manufacturers prodigal in the conduct of business, many taking unheard-of risks and granting such terms as made them in reality the real financial backers of retailers and even wholesalers and jobbers throughout the country.

"Long credit is the curse of business to-day, and there should be united action on the part of manufacturers in competing lines to reduce it. Where the custom is four months' dating and four months' time, making eight months, and then often to be obliged to accept a three to four months' note, a year is covered. That is not right, for we must meet a regular weekly payroll, buy materials and pay in thirty days, and in order to carry customers we have to become borrowers. Now, thirty days is long enough time on any bill, and if merchants only realized it they would prefer shorter credit and lower prices to long credit and higher prices—prices that must cover the interest for carrying a retailer for six months to a year.

"Short credit would also prove an excellent aid in averting panics, for in times of unrest the manufacturers and merchants would not find themselves with credit overextended at their banks. I believe that in the new currency law steps should be taken to embody the French custom of making bills receivable bankable. That would help some, and not make a hardship in carrying the load our credit habits build up for us.

"It is well known that some retailers—yes, and wholesalers—buy of manufacturers on long time, sell the goods virtually for cash, and thereby make the capital of the manufacturer their capital.

"The evils of the credit system as now conducted favor the large manufacturer and act against the small fellow, and yet it is the latter who is likely to give the longer terms. It is a great mistake, and I hope to see each trade establish its credits on short time bases and all stick to it. Of course, any such movement must start with the larger firms, and a strict adherence to short credit would soon result in all in the trade following suit. It is only equitable and just that the manufacturer should sell the finished product upon the same terms as he is compelled to pay for the raw article; that is, thirty to sixty days.

"Time means extra risk. For instance, a merchant buying on sixty days has just twice as long in which to meet disaster as one buying on thirty days, and owes twice as much, and so on up to the fellow who wants a year to pay his bills in and sells the stuff for cash. Under this system the retailer has opportunity to use cash that really belongs to the manufacturer or jobber, and the latter must carry him by borrowing from the bank."

Mr. Metz says that in his business he has found that the slump has been worse in Canada than in the United States, but due partly to the new tariff schedule which recently went into effect. However, his branch houses in Montreal and Toronto report the outlook favorable. Similar and encouraging reports come from the branch houses of the firm in Boston, Philadelphia, Providence, Chicago, Atlanta, Charlotte, San Francisco and other points.

"Prosperity is all right!" exclaimed Mr. Metz. "But with it let us have a safe, sane and equitable rearrangement of our commercial credit system."

DR. ROGERS RESIGNS.

Albany, Aug. 22.—Announcement was made today at the State Education Department of the resignation of Dr. Howard J. Rogers as first assistant commissioner. Dr. Rogers intends to devote his time to mining interests in the West.

PILLSBURY ADVISORY COMMITTEE.

Minneapolis, Aug. 22.—The advisory committee to represent the creditors of the Pillsbury-Washburn Flour Mills Company, Limited, in reorganizing the company was announced to-day. Its members are E. W. Decker, managing vice-president, Northwestern National Bank of Minneapolis; Gilbert G. Thorne, vice-president, National Park Bank of New York; Charles W. Folds, of Charles Hathaway & Co., brokers, New York; F. A. Chamberlain, president Security Bank of Minneapolis, and C. T. Jaffray, vice-president of the First National Bank, Minneapolis.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises 5:18 | Sun sets 6:48 | Moon rises 1:58 | Moon's age 26

HIGH WATER.

A.M.—Sandy Hook 5:20 | Gov. Island 5:57 | Hell Gate 7:40
P.M.—Sandy Hook 5:21 | Gov. Island 6:00 | Hell Gate 7:53

INCOMING STEAMERS.

TO-DAY.

Rhein	Bremen, August 13	N G Lloyd
P F Wilhelm	Bremen, August 15	N G Lloyd
City of Atlanta	Savannah, August 20	Savannah

MONDAY, AUGUST 24.

*Statendam	Rotterdam, August 15	Holland-Am
*Philadelphia	San Juan, August 19	Red D
Kroonland	Antwerp, August 15	Red Star
Minneapolis	London, August 15	Atlan Trans
Brooklyn City	Swansea, August 10	Bristol
Verona	Naples, August 12	——
Caprera	Palermo, August 7	——
Comus	New Orleans, August 19	So Pac
El Sud	Galveston, August 18	So Pac

TUESDAY, AUGUST 25.

*Kronprinzessin	Bremen, August 18	N G Lloyd
*Hellig Olav	Christiansand, August 15	Scand-Am
*Prinz Joachim	Colon, August 18	Hamb-Am
*Havana	Havana, August 22	Ward
*Guiana	Demerara, August 14	Quebec
President Grant	Plymouth, August 17	Hamb-Am
Carpathia	Naples, August 12	Cunard
Arapahoe	Jacksonville, August 22	Clyde
Nueces	Galveston, August 19	Mallory
Martello	Hull, August 12	Wilson
Talisman	Cardenas, August 18	——
Kansas City	Savannah, August 22	Savannah

*Brings mail.

OUTGOING STEAMERS.

MONDAY, AUGUST 24.

Monroe, Norfolk, Old Dominion	——	3:00 p m

TUESDAY, AUGUST 25.

Kaiser W. der Gr., Bremen, N G Lloyd	6:30 a m	10:00 a m
Marowyne, Hayti, D W I	11:00 a m	1:00 p m
Bermudian, Bermuda, Quebec	9:00 a m	11:00 p m
Ryndam, Rotterdam, Holland-Am	——	9:00 a m
City of Atlanta, Savannah, Savannah	——	3:00 p m
Iroquois, Jacksonville, Clyde	——	3:00 p m
Hamilton, Norfolk, Old Dom	——	3:00 p m

WEDNESDAY, AUGUST 26.

Oceanic, Southampton, White Star	6:30 a m	10:00 a m
Lusitania, Liverpool, Cunard	11:30 a m	3:00 p m
Comeric, Argentine, Am & Rio Plata	12:00 m	3:00 p m
Germania, Naples, Fabre	——	——
Europa, Naples, Italian	——	——
Lampasas, Galveston, Mallory	——	12:00 m
Jefferson, Norfolk, Old Dom	——	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in N. Y.
New Zealand, Australia (except West), Samoan Islands and New Caledonia (via San Francisco)—Inverlie	To-day, 6:30 p m
Japan, Corea, China and Philippine Islands (specially addressed only), via Tacoma—Oanfa	To-day, 6:30 p m
Hawaii, and specially addressed mail for Japan, Corea and China, via San Francisco)—Nippon Maru	Aug. 24, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Minnesota	Aug. 25, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Shinano Maru	Aug. 27, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U. S. transport	Aug. 31, 6:30 p m
Hawaii (via San Francisco)—Alameda	Aug. 31, 6:30 p m
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Asia	Sept. 3, 6:30 p m
Tahiti and Marquesas Islands (via San Francisco)—Marinosa	Sept. 6, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B C)—Manuka	Sept. 6, 6:30 p m
Japan, Corea, China and Philippine Islands (via Vancouver and Victoria, B C.)—Empress of India	Sept. 11, 6:30 p m

SHIPPING NEWS.

Port of New York, Saturday, Aug. 22, 1908.

ARRIVED.

Steamer Philadelphia, Mills, Southampton and Cherbourg August 15, to the American Line, with 305 cabin and 114 steerage passengers, mails and mdse. Arrived at the Bar at 2:30 a m.

Steamer Cuzco (Br), Thomas, Mollendo May 4, Guayaquil 15, Callao June 2, Mejollones 16, Taltal 22, Huasco 24, Coquimbo 25, Valparaiso 27, Coronel 30, Montevideo July 14, St. Lucia August 3 and Baltimore 20, to W R Grace & Co. with mdse. Arrived at the Bar at 5:30 a m.

Steamer Alston (Br), Cheribon June 11, Tegal 17, Pekalongan 22, Samarang 23, Suez July 24, Port Said 25, Malta 30 and Delaware Breakwater August 21, to Funch, Edye & Co. with sugar. Arrived at the Bar at 5 a m.

Steamer Arao (Br), Dove, Huelva August 5, to Bowring & Co. with ore. Arrived at the Bar at 11:30 a m.

Steamer Menroe, Catherine, Newport News and Norfolk, to the Old Dominion SS Co. with passengers and mdse. Left Quarantine at 2:30 p m.

Steamer Columbia (Br), Wadsworth, Glasgow, August 14 and Moville 15, to Henderson brothers, with passengers and mdse. Southeast of Fire Island at 6:25 p m.

Steamer La Touraine (Fr), Tourette, Havre, August 15, to the Compagnie Generale Transatlantique, with passengers, mails and mdse. Passed in Sandy Hook at 7:00 p m.

Steamer La Lou Frame (Fr), Tourrette, Havre, August 15, to the Compagnie Generale Transatlantique, with 188 cabin and 286 steerage passengers and mdse. Arrived at the Bar at 6:30 p m.

Steamer Manzanillo (Cuban), Curtis, Tampico, August 14, to the New York and Cuba Mail Steamship Company, with mdse. Arrived at the Bar at 8:27 a m.

Steamer Iroquois, Chichester, Jacksonville, August 19, and Charleston, 20, to the Clyde Steamship Company, with passengers and merchandise. Left Quarantine at 9:42 a m.

Steamer Cuthbert (Br), Couch, Manaos, August 5, Para, 11, and Barbados, 15, to Booth & Co. with nine cabin passengers, mail and mdse. Arrived at the Bar at 8:30 a m.

SAILED.

Steamers St Louis, for Southampton via Plymouth and Cherbourg; Minnehaha (Br), London; Saxonia (Br), Liverpool via Queenstown; Zeeland (Br), Antwerp via Dover; König Albert (Ger), Naples, Genoa, etc; Caledonia (Br), Glasgow via Moville; Italia (Br), Naples, etc; Graf Waldersee (Ger), Hamburg via Plymouth and Cherbourg; Re d'Italia (Ital), Naples and Genoa; Nicholas Cuneo (Nor), Port Antonio; Coamo, San Juan, Ponce, etc; Sibiria (Ger), Inagua, Port-au-Prince, etc; Zulia, La Guayra, Curaçao, etc; Saratoga, Havana; Crown of Navarre (Br), Grenada and Trinidad; California (Fr), Bordeaux and Dunkirk; Polarstjernen (Dan), Bahia, Rio de Janeiro, etc; Comanche, Charleston and Jacksonville; Advance, Cristobal; Tagus (Br), Kingston, Colon, etc; El Valle, New Orleans; Alamo, Key West and Galveston; Princess Anne, Norfolk and Newport News; El Alba, Galveston; City of Savannah, Savannah; Banes (Pan), Baracoa; Satsuma (Br), Montevideo, Buenos Ayres, etc; Uller (Nor), St Kitts, Guadeloupe, etc; Volturno (Br), Rotterdam and Hamburg; Delaware, Philadelphia.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Havre, Aug 22—La Bretagne (Fr), New York.
Plymouth, Aug 22—New York, New York for Cherbourg and Southampton.
Suez, Aug 22—Kalomo (Br), Calcutta and Colombo for Philadelphia and New York.
Cadiz, Aug 16—Montevideo (Span), New York for Genoa.
Queenstown, Aug 22—Umbria (Br), New York for Liverpool.
Naples, Aug 19—Luisiana (Ital), New York.
Patras, Aug 19—Martha Washington (Aust), New York and Boston via Naples for Trieste.
Suez, Aug 22—St George (Br), Shanghai, etc, for New York.
Rio Grande do Sul, Aug 19—Siegmund (Ger), New York via Barbados, Rio Janeiro, Santos, etc.
Havre, Aug 21—Indianapolis (Br), New York.
Cherbourg, Aug 22—Bluecher (Ger), New York via Plymouth for Hamburg.
Shanghai, Aug 20—Calliope (Br), New York via Algiers.
Yokohama, Aug 21—Bisley (Br), New York via Algiers, Aden, Colombo, Singapore, etc.
Liverpool, Aug 21—Cedric (Br), New York via Queenstown; 22d, Rosetti (Br), New York for Manchester.

SAILED.

London, Aug 21—Iroquois (Br), New York.
Southampton, Aug 22—St Paul, New York via Cherbourg.
Santos, Aug 20—Corrientes (Ger), New York.
Swansea, Aug 21—Bristol City (Br), New York.
Rotterdam, Aug 22—Noordam (Dutch), New York via Boulogne.
Havre, Aug 22—La Gascogne (Fr), New York.
Cherbourg, Aug 21—Amerika (Ger), from Hamburg and Southampton for New York.
Shields, Aug 20—Washington (Ger), from Hamburg for New York.
Antwerp, Aug 22—Vaderland (Belg), New York, via Dover.
London, Aug 22—Minnetonka (Br), New York.

PASSED.

Gibraltar, Aug 22—Ultonia (Br), Fiume, etc, for New York; 21st, Principessa Lætitia (Ital), Marseilles and Leghorn for New York.
Prawle Point, Aug 22—Willow (Ger), New York for Bremen.

Lord & Taylor

Final Clearance Sale

of entire balance of

Summer Dresses & Suits

at less than

Half Former Prices

Silk Princess and Jumper Dresses in a variety of styles.

French Linen Tailored Suits Colors and White.

Princess Lingerie Dresses Elaborately lace trimmed; Colors and White.

Linen Princess Dresses White and Colors; effectively trimmed.

Misses' Dimity Jumper Dresses Lace trimmed.

At $10.00 each formerly priced $20.00 to $30.00

200 *White Repp Skirts* circular or pleated models; formerly $4.00, $5.00 & $6.00, at $2.50

300 Girls' Dresses Striped and Plaid Gingham, Mercerised Linen and White Lawn; formerly $4.00 to $6.50, at $2.00

Chiffon Broadcloth Capes Light Blue, Pink, Tan, Champagne, with Silk Hood and Cord, $6.90 each

"Very Special"
20 White Serge Tailored Suits
35 Rajah, Mirage and Taffeta Silk Suits
formerly priced $45.00, $50.00 & $60.00,
At $19.50 each

Shoe Department

Women's Low Cut Shoes Tan and Black Broken Sizes $1.95

Girls' White Canvas and Buckskin Button, Lace and Gibson Ties 6 to 11 $1.25 11½ to 6 $1.65 Nearly all sizes

Boys' Shoes Tan Russia, high or low cut—Black Russia and Patent Leather, low cut only 1 to 6, $1.95 Nearly all sizes

Broadway & 20th St.; 5th Ave.; 19th St.

Stern Brothers

Colored & Black Dress Goods

New Importations of Exclusive Effects For the Autumn

HIGH CLASS TAILOR SUITINGS IN RICH COMBINATIONS, HANDSOME BORDER DESIGNS IN THE MOST DELICATE COLORINGS, CHEVRON AND BRAIDED MATERIALS IN FRENCH, SCOTCH & ENGLISH EFFECTS. BROADCLOTHS IN ALL THE ADVANCED SHADES.

Oriental Rugs and Carpets

Direct Importations Are Shown, Including Choice Examples of Persian and Turkish Rugs and Carpets At Very Moderate Prices

Final Clearing Sale of

Women's Summer Dresses

COMPRISING COAT SUITS, PRINCESS, TWO PIECE AND GUIMPE DRESSES AT THE FOLLOWING CLOSING OUT PRICES

$4.50, 9.50 and 12.50

Tub Skirts, $3.95, 5.25 and 7.95

Imported Kimonos

OF BORDERED CORDED LAWN IN VARIOUS COLORS

Real Value $3.95 Special at $1.95

Women's Cloak Dep't

Special for To-morrow

Silk Rubber Rain Coats, in a variety of colors, $12.75, 16.50

Much Less Than Regular Values

Misses' and Girls' Apparel

Final Summer Clearance

Misses' and Junior Suits, $2.95 to 13.50
Heretofore $11.95 to 42.50

Misses' Silk and Pongee Dresses, $6.95 & 9.75
Heretofore $16.50 to 23.50

Misses' and Girls' Jumper Dresses, $1.98 to 6.50
Heretofore $4.95 to 13.95

Girls' Washable Dresses, 98c, 1.98, 2.95
Heretofore $2.50 to 6.95

Girls' Reefers and Children's Coats, $1.98 to 4.95
Heretofore $4.95 to 19.75

Women's & Men's Silk Hosiery

Very Attractively Priced

Women's Pure Thread Silk Hose, with Double Soles, in Black, Tans, White and desirable colors. Value $1.75 Pair $1.25

Women's Pure Thread Silk Hose, White and Black Lace Ankles, and Black with Embroidered Insteps. Value $2.00 Pair $1.45

Women's Imported Pure Silk Hose, in Black and Colors, handsomely Embroidered. Value $3.50 Pair $2.75

Men's Pure Thread Silk Half Hose, exceptional quality, with Reinforced Soles; in Black, Tans, Navy, Greens and other colors. Value $1.45 Pair $1.00

Linen Departments

Sale of Fine French and Irish Bed Linens

HAND-EMBROIDERED TOP SHEETS, SINGLE BED SIZE,	Each	$7.85, 9.90, 11.45
DOUBLE " "	"	11.45, 12.25, 13.50
PILLOW CASES,	Pair	2.45, 4.50, 7.85

Irish Satin Double Damask Table Cloths and Napkins

TABLE CLOTHS	2x2 yds,	$2.50, 3.45	2 x2½ yds,	$3.25, 4.38
	2x3 "	3.75, 5.25	2½x2½ "	5.50, 6.95
NAPKINS TO MATCH,			Doz.	$3.38, 4.35, 4.95

French Hand-made Lace Trimmed Decorative Linens

CENTRE PIECES,	$1.65, 2.25, 2.75
TEA CLOTHS,	3.75, 4.25, 6.50
DRESSER & BUFFET SCARFS,	3.25, 3.95, 5.25

Blankets and Comfortables

Special Values—Preliminary Sale

Blankets	Single Size,	$2.55, 3.50, 4.25
	Three-quarter Size,	3.25, 4.85, 6.50
	Double Size,	4.95, 5.75, 7.95

Down Comfortables
Double Size, Figured Sateen Covering, $3.95

Silk Bordered Comfortables
Double Size; Figured Silkoline; White Cotton Filling, $2.85

Lace Curtains and Bed Sets

Exceptional Offerings for Monday

IRISH POINT CURTAINS, $4.90, 5.75
Formerly $6.50 to 8.50 Pair

MARIE ANTOINETTE SETS, for Wood Beds, $13.50, 16.50
Formerly $21.50 and 27.50 Set

RUFFLED RENAISSANCE SETS, for Metal Beds, $5.25
Formerly $8.75 Set

ALSO A LIMITED QUANTITY OF LACE CURTAINS, SASH CURTAINS, STORES AND BED SETS IN SMALL LOTS

At About 50% Below Value

West Twenty-third Street