MR. TAFT JUST TO ALL

ANSWERS ST. PAUL PASTOR WHO QUESTIONED HIM.

Tells of His Relations with Catholic Church in Philippines and Refutes Charges Mentioned.

St. Paul, Nov. 15.—"The St. Paul Despatch" today, in its morning edition, prints correspondence between the Rev. Magnus Larson, pastor of the Swedish Baptist Church of this city, and William H. Taft. The letter from Mr. Larson was sent to Mr. Taft through Republican headquarters in St. Paul under date of September 26, and the answer of Mr. Taft was dated Cincinnati, October 9. Mr. Larson's letter to Mr. Taft follows:

Dear Sir: Pardon a few questions from an humble St. Paul preacher. I wish, however, first of all, to state that I have been an admirer of President Roosevelt and have considered him in many respects an ideal President. Notwithstanding this, it seems to me that he has put you in an embarrassing position when taking upon himself to be your protector and telling the people of this country what you are and what you will be.

The questions I wish to ask concern your work in the Philippine Islands and your attitude toward the Catholic Church.

Was it upon your recommendation that $7,000,000 was paid to the Catholic Church out of the United States Treasury, and that the Pope was consulted regarding this deal?

Did such a deal voice the sentiment of the Filipinos?

Was the uprising in the Philippines mostly against the Spanish government or against the Catholic friars?

In a speech in New York some time ago you made a plea for the Roman Catholic Church in the Philippines, making the statement that the Church was very poor. Is it not true that half the population, or three million people, are not Roman Catholics?

I understand that the present Governor is a Catholic. Are you aware of the attitude he is taking against Protestants, especially the teachers of the public schools, who are forbidden to take any interest in any Protestant work, such as teaching in Sunday school or taking part in religious services?

Have not thousands of dollars been paid to friars for libraries, they have claimed to have been burned?

Is not your conviction and policy that Catholic dignitaries and the Catholic Church should have greater consideration from a public official, and especially from the Chief Executive of our nation, than any other recognized religious body?

The questions are asked in all sincerity, with a view to get just and right in my political attitude.

I have not one word to say against the Catholic Church or any other denomination, but I do contend that the one shall not have any more favors than the other. Although I am at present confined to the hospital, I have decided to use my influence, both with voice and pen, in favor of the man who is ready and willing to uphold, protect and promulgate the true spirit of our Constitution and religious as well as commercial, industrial and social orders. The Swedish Americans are not so great in number, but they are loyal citizens, and I am quite sure they will be heard from in the coming national election.

This letter is not written for the purpose of making you believe that the writer is a person who has some wonderful influence or one that would be a great vote getter for any political party. This is simply a personal letter—I have no objection to making it public—and if you choose to answer, well and good, if not, I take it for granted that you do not care to go on record concerning the question, and in any event I am answered. I am not a politician, but I am intensely interested in the welfare of our country, and shall lend all the influence and power that I have to see men elected to office who shall feel the responsibility of the confidence placed in them by a sovereign people.

With greatest respect, I am, very truly yours,
MAGNUS LARSON,
Pastor of the Swedish Baptist Church, St. Paul.

MR. TAFT'S ANSWER.

Mr. Taft's reply follows:

My Dear Sir: I have your letter of September 26. You ask me whether $7,000,000 was paid to the Catholic Church out of the United States Treasury on my recommendation. I reply that it was not. The friars' agricultural lands in the Philippines—$\frac{4}{5}$,000 acres, or about that amount—were purchased from the corporation formed by the three orders of the friars in the Philippines, and the money was paid from bonds issued by the Philippine government under the authority of Congress, and is a charge upon the Philippine Islands. The purchase was approved by the Filipinos.

The uprising in the Philippines was against the Spanish government and the Spanish friars, whom the government used as policemen in attempting to stamp out the sedition and political discussion among the Filipinos.

In a speech in New York I did not make a plea for the Roman Catholic Church in the Philippines, except to say this: That the influence of all the churches in the Philippines was necessary for the uplifting of the people, and that therefore every one would desire the prosperity of all the churches, and that as the Roman Catholic Church had the largest following every one, Protestants or Catholics, would desire its prosperity; that it was in a deplorable condition, due to the change in the situation, in which the government paid its expenses, to one in which it was bound to look to its parishioners for support, and that they were in the habit of deriving benefit from the Church and not contributing to it. It made a difficult situation for the Roman Church.

It is not true that half of the population of three millions of the people are not Roman Catholics. There was at one time a large defection, due to the so-called Aglipay schism, but it has not been maintained in number, and many are returning to the Roman Catholic Church, while others are going into Protestant churches.

The present Governor is a Roman Catholic, but he is one of the most careful men in maintaining an impartial attitude between Catholics and Protestants that we could possibly have. He does not forbid teachers to take an interest in Protestant Sunday school work or to attend Protestant churches. Only by law there is enjoined upon teachers the non-teaching of religious matters in public schools.

No money has been paid to the friars for libraries that they claim to have been burned, so far as I can recollect. The sum of money paid was for rent and damage to convents or rectories by United States soldiers.

I do not think that Catholic dignitaries in the Catholic churches should have greater consideration from a public official than any other regularly organized religious body. It has happened that by reason of the fact that the Philippine government under Spain was inextricably united with the Catholic Church and that that union had to be severed and property and other interests had to be assigned to the Church or to the State I had much to do with the hierarchy of the Catholic Church and visited Rome in order to bring about a settlement. The settlement has been brought about, and in my judgment it is fair and just to all parties.

I am not a Catholic, and have not been affiliated with the Catholic Church. All I have attempted to do was to do justice to that Church and to the Filipino people. I have treated that Church exactly as I would have treated any other Church had it been in a similar position to that of the Catholic Church.

I may add with respect to the friars' lands that the purchase was a political and agrarian one rather than a commercial one. There were sixty thousand tenants on the friars' lands who, because of the confiscatory measure passed by the so-called Malolos Aguinaldo convention, refused to recognize the title of the friars. This title was as good a title as there was in the Philippines, and it authorized the friars to go into our courts when they were established and institute sixty thousand eviction suits. This would have led to a second revolution, and it was an absolute political necessity that we should buy the lands and then attempt to dispose of them, as we are now doing, to the tenants on long and even terms of purchase. Very sincerely yours,
WILLIAM H. TAFT.
The Rev. Magnus Larson, First Swedish Baptist Church, No. 361 Sims street, St. Paul.

SHIPPERS ATTACK BILL OF LADING.

Chicago, Nov. 14.—The National Traffic League has instructed the bill of lading committee to collate all of the objections to the uniform bill of lading and present them to the executive committee at its January meeting. The executive committee will appeal to the railroads to reconsider the clause of the bill which provides for a 10 per cent advance in the rate when the carrier accepts shipments at the carriers' risk, or when the shipper does not wish to abide by the restrictions of the bill of lading.

It is understood that the league did not receive much encouragement from the Interstate Commerce Commission with respect to an attack upon the bill, but it is thought that if the railroads persist in the 10 per cent clause the matter will be taken into the courts. It is contended by the shippers that to charge more than the extra insurance upon the shipments is illegal, and that this extra insurance cannot be measured at the same figure for all commodities.

Must You Reduce Your Fat?

If you have gotter to the point, my dear madam or good sir, where the excess fat must positively come off—n't worry. No need to peer in the gymnasium door with a despairing glance or sniff dubiously at the soapy savoriness of a bowl of impoverished gruel. You can keep on eating what you please if you will but ask your druggist for ½ ounce Marmola, ½ ounce Fluid Extract Cascara Aromatic, and 3½ ounces Peppermint Water. Get the Marmola sealed. Mix it at home and take a teaspoonful after meals and at bedtime, for a few weeks. Good health and firm, smooth flesh reduced quickly to an amount natural to your build will reward you. Too simple, you say. Fortunately simple, I say. The simplest things are the best.

STEVENSON TO QUEENS

SAYS, WITH TRUTH, THAT BRIDGE CAN BE USED.

But Bridge Commissioner Tries to Gloss Over Stupendous Blunder.

Many property owners in the Borough of Queens interested in the early opening for public use of the Blackwell's Island, or Queensboro, Bridge and some merchants in Manhattan concerned about getting for themselves the trade of the Borough of Queens, are worried over the exposures made in The Tribune of the extent to which the new bridge over the East River fails to come up to contract requirements, due to the gross maladministration of the Bridge Department, because those exposures interfere with "business."

To ease the minds of those who are thus worried it is only fair to state again what has already been frequently stated in The Tribune, that the Blackwell's Island Bridge is strong enough to stand up alone and carry its own weight as well as a certain amount of traffic. It is apparent that with the removal of dead load recommended in the official report of Messrs. Boller & Hodge, the engineering experts who reported upon the safe carrying capacity of the structure, the bridge may be opened for restricted traffic over the four trolley tracks, over the roadway and over the two foot passenger walks in a very short time if the Department of Bridges will get to work and make the changes recommended.

Merchants in Manhattan may safely lay in stock in anticipation of trade from Queens. Land owners in Queens may prepare for the coming of homeseekers. The leaders of processions may furbish up their gold lace and get ready to celebrate the formal opening of the new bridge, which will carry some traffic. Those who do not care whether the city has been fleeced in the erection of this great structure can afford to be happy, for the bridge can be opened.

As for the Blackwell's Island Bridge meeting contract requirements, and as for the millions of the taxpayers' money that have been squandered upon it to provide traffic facilities which the structure cannot safely carry, now or at any time in the future without reconstruction, that is another story.

The following circular letter has been sent out to all the newspapers by the publicity department of the Queensboro Bridge celebration committee:

STRONG WORDS FROM COMMISSIONER.

Nothing has attracted such widespread attention in the past six months as the reports of the experts on the security of the Queensboro Bridge. The reports of the experts have led to deductions of so great a disparity and to so many varying conclusions that William H. Williams, jr., wrote to Bridge Commissioner Stevenson asking him for a statement as to the effect of the reports submitted. The reply of the Bridge Commissioner is direct and forceful. It is as follows:

"Mr. William H. Williams, jr., chairman, Queensboro Bridge Celebration Committee, No. 52 Jackson avenue, Long Island City.

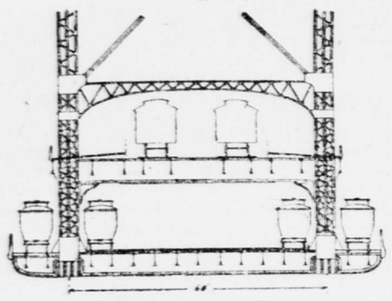
"Dear Sir: I have yours of the 6th inst. asking me if, in view of the reports recently made by experts, the Queensboro Bridge is safe and capable of meeting the demands for which it was erected.

"Professor William H. Burr and Boller & Hodge, who made the reports, agree that the bridge is safe, that the workmanship is first class and in accordance with the requirements of the specifications and that the material used is first class. They state that the four trolley tracks on the lower deck can be put into use, and that after certain changes are made two elevated tracks on the upper deck can be used. The changes suggested are neither difficult nor expensive. Steps are now being taken to carry out the recommendations. The work will cause no material delay in the opening of the bridge.

"The bridge will therefore carry as many passengers and as great a vehicular load as the Williamsburg Bridge will when that bridge is used to its fullest extent. Its capacity will be much greater than that of the Brooklyn Bridge, over which there is now carried 400,000 passengers a day, and 35,000 an hour during rush hours.

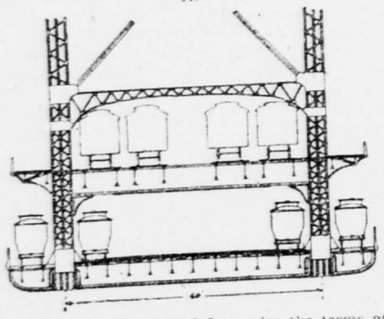
"Respectfully yours,
"JAMES W. STEVENSON,
"Commissioner of Bridges, New York City.
"New York, Nov. 12, 1908."

I.



The bridge as designed and contracted for by ex-Bridge Commissioner Lindenthal, with four trolley tracks, two elevated tracks, roadway and two passenger walks. The maximum available live load allowance under this plan was 12,600 pounds a linear foot of bridge. This is the bridge that would have been built had the original plans not been changed in 1904.

II.



The bridge as contracted for under the terms of the contract as amended by ex-Bridge Commissioner Best, with four trolley tracks, four elevated tracks, roadway and two passenger walks. The maximum available live load called for in the contract is 16,500 pounds a linear foot of bridge. This is the bridge and traffic facilities called for in the contract under which the present structure was erected. Messrs. Boller & Hodge report that this bridge, if completed, could carry only 4,000 pounds of live load a linear foot of bridge, instead of the 16,500 called for by the contract.

The words of Bridge Commissioner Stevenson are "strong," as the publicity department of the Queensboro Bridge celebration committee intimates in its circular. They might even be reassuring, in a measure, if they were true, but the trouble is that Commissioner Stevenson's "strong words" are absolutely contradicted by the reports of the engineering experts.

INCORRECT STATEMENTS.

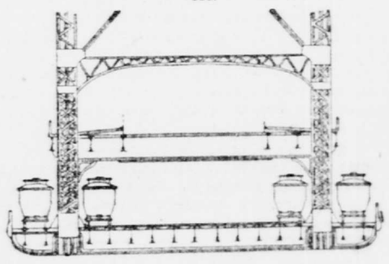
The opening paragraph of the letter quoted above as coming from the Bridge Commissioner contains an absolutely incorrect statement. Neither Boller & Hodge, the engineering experts employed by the Board of Estimate, nor Commissioner Stevenson's own expert, Professor William H. Burr, makes any such statement in their reports, that the bridge is "capable of meeting the demands for which it was erected." They say the exact opposite.

In the second paragraph there is another equally untrue statement. Boller & Hodge did not in their official report say that two elevated tracks on the upper deck could be used. On the contrary, they clearly and distinctly recommended that the use of all four elevated tracks on the upper deck be abandoned, and, more than that, they recommended that the only pair of stringers which could be used, without extensive reconstruction, for elevated tracks upon the upper deck be removed altogether, to decrease the dead load and enable the structure to carry safely restricted traffic upon the four trolley tracks, the roadway and the foot passenger walks.

The last clause in the Boller & Hodge report says "that if any other moving loads be added to the structure, such further modifications of the dead load shall first be made as will keep the total direct stresses caused by the live and dead loads within the safe limits herein set."

If the Commissioner of Bridges desired to be frank he would say that such "further modifications of the dead load" necessary to provide for the use of two elevated tracks upon the upper deck would mean practical reconstruction at a very great cost of both time and money. But Commissioner Stevenson says that the changes suggested to make available the use of two elevated tracks upon the upper deck would be "neither difficult nor expensive."

III.



The bridge as it would be if completed according to the recommendations contained in the report of Messrs. Boller & Hodge, for four trolley tracks, roadway and two passenger walks. In order to carry safely the traffic indicated, the dead load, or weight of the bridge itself, would have to be reduced by 2,000 pounds a linear foot of bridge, which reduction is proposed to be obtained by removing the steel stringers now in place for the two inside elevated railway tracks on the upper deck. The report also insists that, in addition, all trolley traffic must be spaced at least one full car length apart, and the maximum specified live load allowance for the roadway reduced by one-half and the allowance for the sidewalks by one-quarter. Maximum live load available, 6,600 pounds a linear foot of bridge.

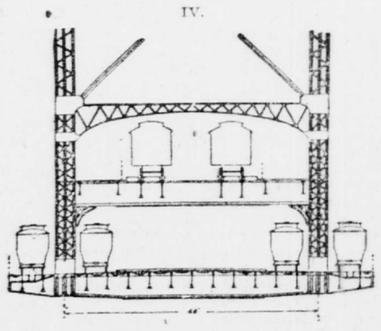
WOULD COST HUNDREDS OF THOUSANDS.

To this statement Professor Burr, the Bridge Commissioner's own expert, in his official report gives a flat denial by outlining a further removal of dead load than that already recommended by Messrs. Boller & Hodge, which the Commissioner of Bridges well knows would take hundreds of thousands of dollars and many months of time to effect. Even then Professor Burr is careful to state that elevated trains could be run over the structure only after his further reduction of dead load with a distance between trains of at least one thousand feet, and that trolley traffic over the four tracks on the lower deck would have to be still further spaced beyond the spacing recommended in the Boller & Hodge report.

Still, with these facts common knowledge, the Commissioner of Bridges holds out hope to the people of Queens that two elevated tracks can be made available for future use on the Blackwell's Island bridge by the making of changes which he says will be neither difficult nor expensive.

In the closing paragraph of his "strong word" letter to the people of Queens the Bridge Commissioner lugs in the traffic carrying capacity of the old Brooklyn Bridge, built twenty-five years ago, and the Williamsburg Bridge, upon which during the present year a great deal of money has been spent, that it might be made strong enough to take a part only of the live load for which it was constructed. Nor does the Bridge Commissioner explain, as, in all fairness to the people of the greater city who will have to pay for his stupendous blunder in connection with the erection of the Blackwell's Island bridge, he ought to explain, that while suspension bridges like the old Brooklyn and the new Williamsburg bridge can be locally strengthened, a cantilever structure like the Blackwell's Island bridge can only be strengthened by rebuilding.

IV.

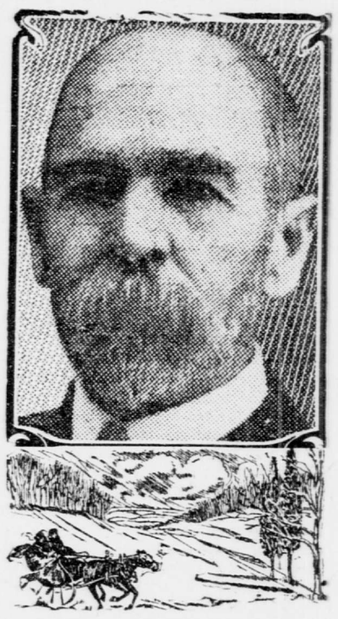


The bridge as it would be if completed according to the suggestions contained in the report of Professor Burr, with four trolley tracks, two elevated tracks, roadway and two passenger walks. In order to carry safely the traffic indicated, Professor Burr proposes to reduce the dead load specified in the contract by 4,440 pounds a linear foot of bridge by removing the concrete sidewalks already laid, lightening the concrete surface of the roadway already partly laid, removing the outside pair of elevated railway stringers on the upper floor now covered with sidewalks, and by rearranging the floor plan of both upper and lower decks. In addition, he proposes to space trolley traffic further apart than proposed by Boller & Hodge, run elevated trains 1,000 feet apart, and make reductions in the specified live load for roadway and sidewalks similar to those proposed by Boller & Hodge. Maximum live load available, 8,442 pounds a linear foot of bridge.

The accompanying illustrations, taken from the official reports of Messrs. Boller & Hodge and Professor William H. Burr, show cross sections of the Blackwell's Island Bridge, as it was originally contracted for by ex-Bridge Commissioner Lindenthal, as it was to be under the contract as amended by ex-Commissioner Best, as it would be if completed according to the recommendations contained in the report of Messrs. Boller & Hodge and as it would be if completed according to the recommendations contained in the report of Professor Burr, including the use of two of the four elevated tracks upon the upper floor.

The illustrations show the position of the traffic upon the trolley and elevated lines and indicate the roadway and foot passenger walks. The footnote under each illustration explains the weight of live load a lineal foot of the bridge allowed under the various plans and gives an ocular demonstration of how far the structure as erected falls short of contract requirements. The footnotes also explain how much dead load has to be removed to carry out the recommendations contained in the reports of the experts.

LIEUTENANT BOWMAN.



IN FORTY-EIGHT HOURS PE-RU-NA CURED HIM

Cold Affected Head and Throat—Attack was Severe.

Chas. W. Bowman, 1st Lieut. and Adjt. 4th M. S. M. Cav. Vols., writes from Lanham, Md., as follows:

"Though somewhat averse to patent medicines, and still more averse to becoming a professional affidavit man, it seems only a plain duty in the present instance to add my experience to the columns already written concerning the curative powers of Peruna.

"I have been particularly benefited by its use for colds in the head and throat. I have been able to fully cure myself of a most severe attack in forty-eight hours by its use according to directions. I use it as a preventive whenever threatened with an attack.

"Members of my family also use it for like ailments. We are recommending it to our friends."—Chas. W. Bowman.

Herald Square **Saks & Company** Broadway At 34th St

New Tailored Suits
for Women and Misses

By no means satisfied to follow the usual methods—with the usual commonplace results, we have assembled a collection as handsome as befits the position of a specialty shop such as ours.

The character and finish of these garments fully accord with the accepted idea of "custom quality." Severely plain tailored effects, of fine imported broadcloth, with finest linings and trimmings—new fitted and semi-fitted shapes.

At $35.00, $39.50 and $42.50.

THE FOLLOWING IMPORTANT SPECIAL OFFERINGS HAVE BEEN PREPARED FOR MONDAY, NOVEMBER 16TH

Tailored Suits of imported broadcloth; fancy long coat, trimmed in a very novel way. All colors. Value $65.00 — 49.00

Broadcloth Suits—Elaborately embroidered. Long coat models. All the popular shades. Value $60.00 — 45.00

Broadcloth Suits—Long coat model. New hipless shape. Braid trimmed coat and skirt. All the new colorings. Value $50.00 — 39.50

Broadcloth or Cheviot Suits
Several new styles in plain tailored or fancy trimmed models, satin lined. New style skirts. Value $35.00 — 25.00

A Remarkable Sale of
Long Fur Coats for Women

Handsome models presenting the very newest ideas of home designers as well as clever adaptations from the foreign master furriers. These Coats were made in our own workrooms of perfectly matched skins and are therefore of thoroughly dependable qualities.

Lengths 48 to 52 in.; sizes 32 to 44. All silk linings.

Black Russian Pony Coats. Value 75.00, at 58.00

Black Karakul Coats, 48 inches long. Value 90.00, at 75.00

Sable Squirrel Coats, 50 inches long. Value 175.00, at 145.00

Muffs and Neckpieces

The prices are much less than equal grades are quoted elsewhere; less, in fact, than we shall be able to offer after the real Winter weather arrives.

	MUFFS.	NECKPIECES.
Karakul,	12.00	8.50
Hudson Seal,	8.50	6.50
Black Asura Lynx,	9.50	6.50
Pointed Asura Lynx,	12.50	9.50

Evening Wraps and Coats
For Women.

An Extensive Collection of New Winter Models In velvet, silk, broadcloths, velours or Ottoman silks; models designed by the foremost foreign makers, together with an extensive collection of the most attractive American creations.

Prices range from 22.50 to 275.00

A Special Offering for Monday

Evening Capes and Coats of fine broadcloth in all the approved evening shades, lined with fine silks and interlined; trimmed with braids and silk strappings. — 25.00

New Evening Dresses
For Women and Misses

Particularly Adapted for Theatre and Party Wear Of lace, net, silk, crepe de chine, crepe meteor or broadcloth. Late models from designers of the foremost rank.

At 39.50, 45.00, 59.00 & 75.00

MONDAY AND TUESDAY, NOV. 16TH & 17TH.

A Most Extraordinary Sale of $35. Satin Dresses, at — 17.50

in all sizes from 32 to 44 bust.

Elaborately Embroidered—
Afternoon or Evening Shades

Almost without precedent is this remarkable offering of new and beautiful garments at exactly half their value. The model—a new Princess effect, is strikingly attractive, and the pure silk satins of which they are made are of high quality.

Chiffon lined lace yoke, mousquetaire sleeves, close fitting skirt, trimmed with satin fold. Entire front panel of dress elaborately embroidered with silk braid. In the following colors: navy, pearl gray, tan, taupe, wistaria, rose, light blue, green, peacock or corn, also black or white.

WE HAVE ARRANGED—TO BEGIN MONDAY AND TO CONTINUE THROUGHOUT THE WEEK,

An Extraordinary Sale of 5.00 Shoes for Women at — 3.40

Street or Dress Models
Button, Blucher or Lace Styles

The event is deserving of more than usual interest, because every pair of these shoes is of newest design And just from the hands of the maker In plain effects or with perforations. Of Russia tan, calfskin, patent leather or gun metal. Short vamps and arched insteps. All sizes.

PRESIDENT TO BOYS.

"Scorn To Be Guilty of Any Foul Practice," He Says.

[From The Tribune Bureau.]

Washington, Nov. 14.—Standing in the mud and sleet, often bareheaded, with Mrs. Roosevelt and his son Quentin in an automobile near by, President Roosevelt to-day witnessed the athletic sports on the field of the Episcopal High School, near Alexandria, Va., and before his departure informally addressed the students and classmates of Quentin, who stood in front of the portico of the school building, which was densely crowded with fair admirers of the students and friends of the institution.

President Roosevelt made a hurried trip to the school in an automobile, nothing daunted by the inclement weather. While a number of women were being presented to Mrs. Roosevelt, the President, accompanied by Dr. Blackford, the president of the school, inspected the buildings before he took his stand near the field where the sports were in progress. He declared later that he had enjoyed the affair highly.

The President warmly greeted the boys presented to him. Some were in ordinary attire, but most of them in running costumes. He scanned each youth and gave a cheery word of encouragement to the fellows whose bare legs and arms were almost blue with the cold.

The President's first and last greeting from the boys was a modification of their college yell, "Wah, Wah, Wah, Wah! E. H. S., V-i-r-g-i-n-i-a-h! Hooray! Hooray! Roosevelt, Roosevelt, Roosevelt!"

Among other words of counsel were the following:

"Play hard, do your level best to win, but scorn to be guilty of bad practices.

"Play hard when you play, but when you work don't play.

"Get all you can out of sport, but do not neglect your studies.

"Don't make the mistake of thinking sports are the serious thing in life. It is fine to be known as a football hero, but a poor thing if, when you are forty years of age, the only claim you can make is that you have been a football hero. When the serious things of life come, go at those things just as hard and with as much enthusiasm as you do these sports."

TO OBSERVE LINCOLN CENTENNIAL.

Albany, Nov. 14.—Dr. Andrew S. Draper, state Commissioner of Education, is making plans for the general observance in the public schools of the state of the 100th anniversary of Lincoln's birth, which will occur on February 12, 1909. A pamphlet is now being prepared for the use of teachers and pupils, which will contain facsimiles of Lincoln documents in the possession of the state, not heretofore published.

1865 1908

Trade Mark Reg. U. S. Pat. Off.

C. C. SHAYNE & CO.

Importers and Manufacturers of

Strictly Reliable Furs

Have ready for the season a superb assortment of Coats, Jackets and Wraps in the finest furs and latest fashions.

The special designs of our own in many instances surpass in elegance and style the latest imported models from Paris and Berlin.

You will find the most desirable of these foreign models in our showrooms, and can make your own comparison.

CHOICE PIECES OF NECKWEAR are always in demand by ladies who appreciate "style" and newness of design, and the most fastidious can make a satisfactory selection from our very large assortment in Crown Russian and Hudson Bay Sable Mink, Chinchilla, Lynx, Fox, etc.

NOTE.—We do not sell blended or darkened Russian or Hudson Bay Sable or Mink.

MINK IS VERY FASHIONABLE. For your inspection we have a splendid line of Mink garments and neckwear, made from the choicest skins obtainable in dark, rich, natural colors.

Our stock of Caracul and Pony Coats and Jackets is perfect. These garments are of the latest design and best quality.

FOR MOTORING, STREET and EVENING WEAR our line of Fur and Fur-lined Coats embraces all the desirable furs, made up in the latest styles from selected skins, every garment being the best of its kind.

126 West 42d Street
NEW YORK

SECOND SNOW COMES TO TOWN.

The second snow flurry of the season came yesterday about 3:30 p. m., and lasted for about two hours, and then alternating rain and snow the remainder of the night. At one time there was nearly an inch of snow in the streets.

Throughout the day the thermometer fluctuated between 33 and 39 degrees above zero. The wind blew at not more than twelve miles an hour, and the low temperature was not unbearable. Fur coats were out aplenty, and the low cut shoe was practically shelved for good. The mean temperature was practically the same on the corresponding day of last year, but the mercury managed to drop 4 degrees lower than the lowest temperature of November 14, 1907.

At the Municipal Lodging House 325 men and 35 women were sheltered for the night. The overflow—175 men—were quartered in the building on the Charities Department Pier, at East 26th street.

Part of the big tent in Eighth avenue, between 56th and 57th streets, used by the New York Taxicab Company to store its cars and as a sleeping place for the men who took the places of its striking chauffeurs, collapsed in the storm. The roofs of several taxicabs were crushed in.

SNOWFALL IN VIRGINIA.

Winchester, Va., Nov. 14.—Northern Virginia is covered with a mantle of snow, which began falling at daybreak and continued most of the day. In the mountains to the west, where forest fires have raged for some time, the fall is particularly welcome.

SNOW BLOCKS FOOTBALL GAME.

Grand Rapids, Mich., Nov. 14.—The first heavy snowstorm of the season has been raging along the Lake Michigan east shore to-day. Fourteen inches of snow has impeded streetcar traffic at Muskegon. Ten inches were reported at Grand Haven and the Benton Harbor-Grand Haven football game was called off.

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