WRONG, SAYS DR. DOTY

AGAINST WILSON THEORY.

Scouts Suggestion That Clothing Spreads Foot and Mouth Disease.

Dr. Alvah H. Doty, Health Officer of the Port, said yesterday that the foot and mouth disease, now prevalent in several states, could not possibly have been transmitted by the clothing of immigrants, as suggested by Secretary Wilson in an appeal on Friday to the House for an emergency appropriation of $500,000 needed by the Department of Agriculture to fight the disease.

Dr. Doty declared that such a theory was unsupported by sanitary science, and if adhered to would militate against success in dealing with future outbreaks of a like kind. He took the ground that the cause of the foot and mouth disease among cattle has not been found, and that whatever may be said about the medium of transmission must be largely theoretical.

The present outbreak is the first, with one exception, in this country in eighteen years. The exception was in 1902, and the manner in which the contagion was brought here then was believed by the physicians of the Department of Agriculture at that time, according to the records of the department in this city, to be "not definitely known, but as evidently coming with some articles of merchandise, as it first appeared near the docks of the Port of Boston, and spread from there toward the interior."

YELLOW FEVER AN EXAMPLE.

"For years practical sanitarians who have given this subject careful study are slowly but surely accumulating conclusive evidence that the fomites theory is wrong and misleading," continued Dr. Doty. "Fomites refer to material or articles such as clothing, etc., which it is believed are capable of holding and transmitting infectious organisms, even for an indefinite time. This theory is referred to in the earliest medical literature, and until recent years has held undisputed sway. Curiously enough, its principal support lies in the fact that it offers a plausible explanation for outbreaks of infectious disease, the origin of which is unknown. Until 1900 the clothing, bedding, etc., of those affected with yellow fever were believed to be the most important factors in the transmission of this disease, and what was claimed to be indisputable evidence of it was freely presented. We now know that this disease is transmitted only by a variety of the mosquito known as the 'stegomyia,' and that the clothing, bedding, discharges, etc., of yellow fever patients are perfectly harmless.

"Practical and scientific evidence showing the fallacy of the fomites theory, and that clothing, bedding, cargoes of vessels, rags, money, etc., do not transmit disease, except possibly in rare instances, is constantly being presented. Besides, the frequency with which mild, ambulant and unrecognized cases of infectious disease occur and cause outbreaks is becoming more fully recognized. Also the fact that well persons may act as carriers of disease without presenting symptoms of it. These conditions offer a scientific explanation for outbreaks the origin of which cannot be determined; besides, they render the fomites theory unnecessary. The latter stimulates carelessness, because if it is believed that an outbreak of infectious disease in a community is due to clothing which has probably carried infection from a distance no further action is usually taken to discover the cause of the outbreak; whereas, if we understood that diseases are transmitted by persons rather than things, then a thorough and exhaustive inspection would be made to discover the origin of the disease in the shape of some other case, which might be extremely mild and under ordinary circumstances would not be detected.

"Besides, it calls for investigation in other places, whence the patient may have arrived. In this way the origin of the disease may be found, cases isolated, and those presumably exposed kept under careful observation. This is the policy of modern sanitation and constitutes the keynote of success in dealing with this condition. Where it is followed there is no outbreak of infectious disease which cannot be successfully dealt with.

SPECIFIC ORGANISM NOT FOUND.

"Practically, I can see no reason why these principles should not be applied to the treatment of outbreaks of infectious diseases in animals. The specific organism, the cause of foot and mouth disease, has not been found; therefore, whatever may be said about the medium of transmission is largely theoretical. The local manifestations of the disease are principally in and about the mouth, and therefore it is reasonable to suppose that this is the principal source of infection from one animal to another. Neither is there any doubt that there are mild cases of this disease which are not recognized and are responsible for outbreaks the origin of which cannot be explained. Other animals than cattle are affected probably in an irregular manner; besides, satisfactory evidence is presented to show that the disease also affects human beings. These different means of transmission and the irregularities which may occur in the appearance of the disease should receive the most exhaustive investigation before unscientific theories as to the medium of infection are accepted.

"I am aware that some exceedingly plausible statements have been made regarding the transmission of this disease other than by contact with infected cattle or other animals. However, I have so many times heard of equally plausible explanations regarding the transmission of disease among human beings by articles, some of which it is alleged have been put away for months or years, and have so frequently found that a careful and painstaking examination showed that these cases were contracted directly from other cases in the ordinary way, that I cannot accept the above statements as a reasonable explanation of outbreaks of disease.

"The foot and mouth disease is not transmitted by the clothing of immigrants, and an adherence to this and other unscientific and unsupported theories is not only not in accord with sanitary science, but will militate against success in dealing with outbreaks of this disease."

TEN-CENT FARE UPHELD.

Flushing Association Loses Fight Against Brooklyn Heights Road.

Taking as its basis for action an opinion rendered by Commissioner Bassett, who held hearings and studied the case, the Public Service Commission yesterday dismissed the complaint of the Flushing Association against the Brooklyn Heights Railroad Company that the 10-cent fare charged from Manhattan to Flushing was exorbitant and illegal. The 10-cent fare was held by the commission to be legal and reasonable. Commissioner Bassett found that at that rate the company was not making money.

This action was taken as forecasting similar action regarding the complaints about 10-cent fares to Coney Island. But the commission in that event would have authority to institute proceedings on its own account. Unofficial intimation was given that the Flushing case should not be accepted as any precedent for the Coney Island cases. The complaint of people at North Beach, seeking to have a 10-cent fare reduced, is still pending. Commissioner Bassett has charge of the case.

The decision in the Flushing case was unanimous. The Flushing Association contended that a second fare collected between Ridgewood and Flushing was in violation of the terms of the company's charter and was a discrimination, because some passengers passing Cedar Grove Cemetery eastbound or Maspeth depot westbound did not pay a second fare. This, the commission found, was due to a "free zone" maintained by the company, so that short distance passengers should not pay two fares.

Lines affected by the commission's action are the Flushing-Ridgewood line, running from Fresh Pond station on the Myrtle avenue line of the Brooklyn Union Elevated Railroad Company to Flushing; the Flushing Avenue line, which runs over Brooklyn Bridge, Sands street and Flushing avenue, to Maspeth depot, and the Grand Street line, which operates over Williamsburg Bridge, out Grand street to North Beach.

In his opinion Commissioner Bassett says:

The evidence shows that the gross earnings of the Grand street line to North Beach for the year 1907 were $210,976 32; total expenses, including taxes, fixed charges and special appropriations for betterments not chargeable to capital, $256,095 77, leaving a deficit for the year of $45,119 45; in the case of the Flushing Avenue line from Park Row, gross earnings of $182,766 09; total expenses, $225,197 60, leaving a deficit for the year of $42,431 51; in the case of the Flushing-Ridgewood line from Fresh Pond junction to Flushing, gross earnings were $114,644 01; total expenses, $168,772 13, leaving a deficit for the year of $54,128 12.

The earnings taken are the cash receipts on the various lines involved in this proceeding. The passenger receipts a car mile average as follows: On the Flushing-Ridgewood route, 19.33 cents; on the Grand street route, 22.76 cents; on the Flushing Avenue route, 22.57 cents. The foregoing figures show that the receipts are clearly short of the average cost of operating the road, including taxes and fixed charges. Even if the portion of the rental representing dividend be entirely eliminated from the average cost a car mile, the remainder would amount to 23.62 cents a car mile, which is still in excess of the average passenger receipts on any of the three lines in question.

TRANSIT COMMITTEE SEES GOVERNOR.

Executive Will Make No Appointments Until He Returns to Albany.

Eugenius H. Outerbridge and J. Edgar Leaycraft, representing a committee of five appointed at the November meeting of the Chamber of Commerce to report on transit conditions and needs in this city, conferred with Governor Hughes at the Hotel Astor yesterday. The other members of the committee are Paul M. Warburg, Clarence H. Kelsey and Howard C. Smith. The committee called on Mayor McClellan last week. Mr. Leaycraft said last night:

"The discussion was a general one, covering the transit situation here. The Chamber of Commerce feels that conditions are bad and that something should be done at an early day. The Governor is very much interested in the subject."

Judge Advocate General Meaney, of New Jersey, and Edmund T. Beattys called on the Governor yesterday. Colonel Treadwell said that the Governor would not announce any appointments until he returned to Albany to-day.

ACTING INSPECTOR RETIRES.

Acting Inspector Max Steinbruck gave to Police Commissioner Bingham yesterday his application for retirement, giving illness as his reason. Steinbruck is married and lives at No. 501 West 143d street. He has been a member of the department since February 9, 1887, and has risen from patrolman to be acting captain. He was a sailor before he joined the Police Department.

NEW SUBWAY PLAN

PASSENGER AND FREIGHT.

Contractor Asks P. S. C.'s Approval of $130,000,000 Project.

In a letter to the Public Service Commission taking exception to the plan proposed by W. J. Wilgus for a general freight terminal and subway, D. D. McBean, a contractor, yesterday made public a counter proposal for a general passenger and freight subway scheme for all the railroads entering New York City. His proposal would have the advantage over that of Mr. Wilgus, he said, "of making the method conform to existing conditions and not force a change in the conditions to suit the method." It also would keep the proposed subways beneath the piping in the streets, and in such places as not to interfere with additional rapid transit subways.

Mr. McBean would build tunnels and subways to enable the Central Railroad of New Jersey, the Baltimore & Ohio, the Lehigh Valley, the Reading, the Erie, the Lackawanna, the New York, New Haven & Hartford and the Bushwick branch of the Long Island to bring their passenger trains into a union station in Manhattan, at the block bounded by Park Row, Oliver, Cherry and Pearl streets, or near by, thence transferring passengers to the subway and elevated roads. In the night and early morning these tracks, part or all, could be used for the transportation of freight.

To enable these roads and the Pennsylvania, the Lake Shore, the New York Central and the Harlem railroads to deliver freight cars in Manhattan and The Bronx, "combined railroad and roadway subways" should be built in West street, from Liberty street to 22d street, thence in Eleventh avenue to 42d street; in South street, from Whitehall street to Gouverneur Slip; in West Broadway, from Vesey street to Fifth avenue; in Fifth avenue, north to 23d street and Broadway; in Broadway, north from 23d street to 34th street and Sixth avenue; in Sixth avenue, from 34th street north to 59th street; in 79th street, from First avenue to Lexington avenue; in 86th street, from Eighth avenue to Broadway; in Seventh avenue, from 110th street to 135th street, and in Willis avenue, The Bronx, from 134th street to 148th street.

These subways should be big enough, the proposal says, for a roadway 22 feet wide for automobile and team trucking and two or in some cases three railroad tracks. One track might thus be used for loading and unloading, thus converting these subways into yards for loading and unloading freight trains.

Connecting railroad subways should be built, according to the plan, to serve as passageways for freight cars, connecting the various freight subways and also those with the passenger tunnels. The freight cars would not run into the passenger stations.

Where there were large factories or mercantile establishments in streets where railroad subways were to be built, tubes of sufficient size for railroad cars should be built from the railroad subways directly into the premises to permit receiving freight in carload lots. Other shippers and receivers of freight, whose shipments were in less than carlots, would do business from the combined road and railroad subways by ways of motors or trucks. Narrow truck subways to the railroad subways would be built in the connecting and parallel streets, and from those, where business warranted, a branch truck subway into business premises. In these truck subways the traffic always would be in one direction in each subway, and in the opposite direction of those on adjacent streets. Elevators to convey trucks into the truck subways also would be used.

This plan, Mr. McBean declared, would furnish a great relief from the existing vehicular glut. He said it would benefit the average business man, and would be of especial advantage in handling freight at the docks and freight on incoming and outgoing steamships.

All the tunnels, subways and surface connections specified in his various schedules could be built, Mr. McBean said, at present prices for that nature of work, for $130,000,000. Twelve railroads would be benefited by the scheme; if each would subscribe or underwrite $10,833,334, money sufficient to construct this work would be raised.

"Should my herein proposed system with such modifications in routes and location as you may deem essential, meet with your early consideration and approval relative to granting a franchise therefor, I shall be pleased to furnish you with information regarding my associates in this undertaking, and also furnish you with such maps and plans as you may deem necessary," the letter ends.

FULL CAR INFORMATION ASKED.

Public Service Commission Orders Brooklyn Lines to File Daily Reports.

The Public Service Commission yesterday ordered the Coney Island & Brooklyn Railroad Company and the Brooklyn Heights Railroad Company to file on or before December 14 the operating schedule for several lines as of December 11. Daily thereafter the companies must file a sworn statement showing for the previous day the number of cars in use on the route, the number of full trips made, the number of car miles run, the number of passengers carried and the seating capacity of the types of cars in use. This order affects the Flushing avenue line, the Putnam avenue and Halsey street line of the Brooklyn Heights, and the DeKalb avenue line of the Coney Island and Brooklyn. The commision needs this information in connection with various complaints.

Residents of Ozone Park, in Queens, have appealed to Commissioner Bassett to aid them in obtaining better transit facilities, lack of which, they say, is interfering sadly with the growth and prosperity of their community. Ozone Park is on the north shore of Jamaica Bay, on the Rockaway Beach division of the Long Island Railroad. In summer the Brooklyn Rapid Transit runs trains over the railroad's tracks to Rockaway Beach. The Ozone Park people want to know why those trains could not be run all the year round, and many other improvements made. They haven't been able to obtain any definite information on those points from the Brooklyn Rapid Transit officials with whom they have talked.

BRONX BUILDER A SUICIDE.

Had Complained of Ill Health, but Had Planned Trip to England.

In a fit of despondency Thomas Phillips, a retired builder, prominent in Bronx real estate operations, killed himself yesterday by firing a bullet into his head in his apartment at No. 415 East 143d street. His body was found by Mrs. Annie Ludlow, his housekeeper, and her sister, Margaret McKenna. They were in the basement when they heard the shot.

So far as is known Phillips's financial affairs were in excellent condition. Recently he complained of pains in his head, but under treatment his health showed marked improvement, and he planned a trip to England. For several days, Mrs. Ludlow said, he had kept to his room, and seemed to be brooding over something. He left a note addressed to Mrs. Noble, No. 14 Madison street, Atlanta, directing her to have his body buried without ceremony.

HAINS TRIAL STARTS TO-MORROW.

Brother of Actual Slayer of Annis First to Face Jury.

Flushing, Long Island, Dec. 12.—On Monday in the Supreme Court room, before Justice Crane, T. Jenkins Hains will be placed on trial for the murder of William E. Annis, who was shot by Captain Peter C. Hains. The courtroom, which is in the old Town Hall, has a seating capacity of less than three hundred outside the rail. Justice Crane has intimated that he proposes, so far as possible, to exclude from the trial everything of a scandalous character, outside of the evidence, and will hold night sessions, if necessary, to finish the case before the first of the year, at which time the term of office of District Attorney Darrin will expire. The latter is of the opinion that the trial will not take more than ten days.

The prosecution does not expect to occupy more than one day in putting in the direct testimony for the state, and will get much of its evidence in on rebuttal. John F. McIntyre, chief counsel for Hains, has not divulged what the line of defence will be. The trial will excite much attention on account of the fact that the prisoner is tried before Captain Hains, who really did the killing. The prosecution will be conducted by Elmer S. White, a criminal lawyer of Kings County, who has been engaged by District Attorney Darrin. Mr. Darrin will open the case for the state. Mr. White will sum up.

ARMY AND NAVY NOTES

Volunteer Army Bill Introduced in the House.

Washington, December 12.

FOLLOWS PRESIDENT'S RECOMMENDATION.—The first step toward carrying out a recommendation of the President was taken to-day, when Representative Hull, chairman of the House Committee on Military Affairs, introduced the bill suggested by the President and prepared under the direction of Mr. Taft to provide for a volunteer army in time of emergency. The bill would revise the present law to provide for the raising of a volunteer army, which has been described by the President as having been placed on the statute books piecemeal and hurriedly. It is said that the bill is elastic, and under its provisions a force of 2,000,000 men could be raised as well as one of 50,000.

PARSONS TURBINES FOR THE FLORIDA.—Machinery of the Parsons type of turbine is to be installed in the battleship Florida, which is to be built at the New York Navy Yard. The navy already has under contract 172,000 horsepower of that type of turbines, and as navy yard employes will have to do all the repair work necessary on vessels equipped with such turbines, Secretary Newberry thinks it advisable that they should become familiar with the manufacture of them.

PHILIPPINE SUPPLY DEPOT.—A reserve supply depot for the different departments of the army to be established on Corregidor Island, at the entrance to Manila Bay, to cost $250,000, and the construction on the Manila military reservation of storehouses for the supply department of the army on an extensive scale, at a cost of $1,250,000, are among the important plans which the War Department has completed for the purpose of facilitating the delivery of supplies to the troops in the Philippines, and providing a reserve of supplies for emergencies. On the Manila reservation the improvements will include the installation of mechanical appliances for the expeditious and economical handling of supplies, including railway and wharf accommodations.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Colonel CHARLES D. PARKHURST, coast artillery, is retired, to take effect March 10, 1909.
Major JOSEPH T. DICKMAN, 13th Cavalry, detailed an acting inspector general; to office inspector general, Washington.
Captain CECIL STEWART, commissary, from San Francisco, March 5, to Manila, vice Captain WILLIAM ELLIOTT, commissary; to San Francisco, thence to St. Louis.
Leave of absence: Major JOHN P. HAINS, paymaster, extended one month.

NAVY.

Ensign R. A. WHITE, detached the Castine, and Ensign S. B. SMITH, both to duty under instruction with second submarine flotilla.
Assistant Surgeon C. G. ALDERMAN, from naval hospital, Las Animas; leave three months.
Assistant Surgeon E. W. BROWN, to course of instruction Naval Medical School, Washington.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

Dec. 10—The Nina and the Plunger, at Norfolk.
Dec. 11—The Cuttlefish, at Norfolk; the Yorktown, at Panama; the Iris, at Hong Kong.

SAILED.

Dec. 9—The Nero, from Puerto Cortez for Guantanamo.
Dec. 10—The Prairie, from Hampton Roads for Colon; the Eagle, from Guantanamo for Gonaives.
Dec. 11—The Sioux, from Boston for Rockland, Me.

THE BIRMINGHAM STARTS FOR TRIAL.

Boston, Dec. 12.—The scout cruiser Birmingham left here to-day for Rockland, Me., where she will undergo a standardization test. Her ocean test will come next month, when she will make a run to the Azores and back.

GRAPEFRUIT HIS HOBBY.

How Kimball C. Atwood; the Pioneer, Made a Florida Wilderness Productive.

Kimball C. Atwood, president of the Preferred Accident Insurance Company, recently returned from a two weeks' trip to Florida, where he went to inspect his extensive grapefruit interests. He is enthusiastic over the prospects for the coming crop of that appetizing fruit, which he terms the "aristocrat of the breakfast table." Most men of wealth have a hobby to which they devote their surplus energy, but few have chosen a more practical side line or have turned it to better advantage than has Mr. Atwood, and what he cannot tell you about growing grapefruit is hardly worth looking up.

It is a long time since grapefruit was first introduced to fruit growers in America. For years after its introduction little attention was paid to its culture. The trees thrived in the same climate and under the same conditions as oranges and lemons, but the market for the grapefruit was not appreciable, and no special effort was made by growers to acquaint the public with its good qualities. As a result, the crop was light and the methods of handling and marketing crude and unsatisfactory.

After making a careful study of the subject Mr. Atwood became convinced that grapefruit could be cultivated on a large scale at a profit and that the consumption would be greatly increased if a finer variety could be produced and the fruit marketed in an attractive manner and in good condition. At that time the total crop was insignificant and the methods of marketing primitive. The fruit was picked in an unripe state, and much of the crop was lost by decay before it reached a market That which was fit to offer was of poor quality.

This was the condition of the grapefruit trade in 1894. One year later Mr. Atwood visited Florida and made a tour of the state to select a site for his operations. He sought the soil best suited for the growing of the trees and facilities most advantageous for shipping. With the information he acquired Mr. Atwood in 1896 negotiated the purchase of 160 acres of rich hummock land in Manatee County, Fla., near the Manatee River, which afforded a water outlet.

OBSTACLES OVERCOME.

At the time of purchase the land was in the wild state, literally a jungle of oak, cabbage palmetto, scrub palmetto and tropical vines. In August of the same year five hundred men were put to work clearing, ditching and fencing, and by January, 1897, 16,000 trees were planted. This task was accomplished in the face of the most adverse criticism. The native fruit growers could not comprehend a project of such magnitude, and to a man predicted dire failure. It was beyond their belief that a crop of grapefruit such as would be the yield of sixteen thousand trees could possibly find a market, especially at a time when a thousand boxes would glut any market in the world. They did not believe it was possible, in the first place, to bring that 160-acre jungle into a state of cultivation within five years, but the energy and capital supplied by Mr. Atwood readily overcame this obstacle, and trees were growing in less than five months.

It was no small task to obtain 16,000 grapefruit trees in Florida at that time, and to accomplish it nearly every nurseryman in the state contributed his quota. In this connection Mr. Atwood gives due recognition to the Department of Agriculture at Washington for many valuable suggestions in regard to varieties, foundation stock and general propagation of the grapefruit tree. Mr. Atwood's purpose was to produce the highest quality of fruit. With this beginning there was a gradual development of the plant from year to year. An additional tract of ninety acres was purchased, reaching down to the Manatee River, where a large pier was built. Dwelling houses for employes, a store for supplies, a large packing house equipped with all the appliances necessary for handling fruit, tool houses, stables and various other buildings were erected as necessity demanded, and the number of trees was increased to 25,000 in 1906.

PROBLEM SOLVED.

But there were other problems to be solved besides the planting of trees and improvement of the fruit. Comparatively few people realized the value of grapefruit as a table delicacy, or, as Mr. Atwood believes, a breakfast necessity. To get a market for this vast output of 25,000 trees a regular and extensive campaign of education was begun. Many thousands of dollars were expended in advertising. The medicinal qualities of grapefruit were enlarged upon, and as its dietary value came to be recognized, the consumption increased enormously. This year a crop of 60,000 boxes, valued at $200,000, will be marketed from Mr. Atwood's grove.

"As the situation stands now," said Mr. Atwood recently, "I have a plant for the propagation, handling and marketing of grapefruit of superior quality that is not equalled anywhere in point of magnitude and completeness of its facilities. My judgment on the production having been fully justified, I shall continue the work of building up and maintaining the market. I do not propose to let the public forget the food value of grapefruit. While I must admit that the profits from this venture have been sufficient to satisfy almost any one, I have been able to derive a greater and more gratifying measure of satisfaction from having established a wonderfully productive enterprise in what was a barren Florida swamp. Talk about 'making the desert blossom as a rose'! You would realize that there is no comparison if you could have seen that plot of ours down on the Manatee River before operations were begun. Just a glimpse of it now is sufficient to repay me for all the discouragements that have been met and overcome, at the cost of much money, time and nerve force; and I have had troubles and worry enough, you may be sure."

Mr. Atwood's enthusiasm over the development of the grapefruit industry is unabated; it is his hobby and his delight. It is an Arabian Night's tale of modern business judgment and persistence. He was the first to conceive the plan of growing grapefruit on a large scale, the first to develop the demand for that fruit to unlooked-for proportions, and to-day he is acknowledged among fruit growers and dealers throughout the world to be the pioneer of the grapefruit industry.

H. H. PRYOR TO BE DEPUTY TREASURER.

Rochester, Dec. 12.—Thomas B. Dunn, State Treasurer-elect, announced this morning that he had appointed as Deputy State Treasurer Henry H. Pryor, of this city, and that Mr. Pryor had accepted.

HIGGINS & SEITER

THE·LARGEST·CHINA·&·GLASS RETAILERS·IN·THE·WORLD

CHRISTMAS GIFTS A SPECIALTY

LESS THAN TWO WEEKS UNTIL CHRISTMAS EVE. The time is getting short and many gifts are yet to be selected. In this great store your shopping problem is made a simple one because we offer the greatest variety of the most suitable gift-articles to be found anywhere.

You are probably beginning to doubt if the amount you set aside for Christmas giving is going to be quite enough to buy something fitting for every one you wish to remember. This is another most timely reason for shopping here, where you can be sure of getting the highest worth and quality at prices fully one-fourth less than elsewhere.

Being the largest retail dealers in our lines in the world, we naturally have the best opportunities for making special purchases from manufacturers and foreign agents. Because of this some of our very finest goods, particularly a great many small individual gift pieces, are really sold at one-half their actual value. See below.

This Week and Next Our Entire Store Will Be One Great Special Christmas Sale.

The interesting examples below illustrate the values offered. But only a visit can give an idea of the variety and attractiveness of the displays.

Lamps Nowhere can purchases be made to better advantage, for practical beauty and value at the prices, than in our Art Lamp Department. One of our special offerings is one of dark red body, black mounting, red globe, moderately priced at $15.00, special at.....$10.00

Teakwood The big importation of rich, genuine, hand-carved Teakwood tables, pedestals, etc., which we secured and are selling at about ½ price, still includes over 100 rare varieties. From $7.00 upward.

Electroliers We are able to offer some extraordinary values in electroliers of the finest types, through having made large special purchases. The values range from $10.00 upward, but the prices start at.....$6.00

Gold Glass Punch Cups

We have a beautiful line of rich gold glass punch cups and saucers, in wide variety of decoration. Specially priced for Christmas at $12 PER DOZEN.

Cut Glass

Fernery $4.50.

When intended for gifts, Cut Glass should be genuine and not process. Our following prices of genuine hand cut pieces cannot be matched elsewhere except in process glass.

Salad Bowls.....$3.75 up
Compartment Bon-Bons, 3.75 "
Ferneries at.....4.50 "
Tankard Jugs, $3.75, $6.00 and up
Sugars and Creams (extra good value).....$5.00
Punch Bowls, two specially priced at $35.00 and 50.00.
A large variety to select from.

Roemers

A large assorted display, many different styles of decoration, shape, etc., specially priced for your choice at $9 PER DOZEN.

Other selections at equally attractive prices.

Bric-a-Brac Half Price The two large sections of our store devoted to bric-a-brac form one of the most artistic exhibits anywhere of vases, baskets, jardinieres, and every variety of ornamental objects. Our regular prices on all these articles have been cut to exactly one-half.

Vienna China Novelties This is undoubtedly the most attractive and varied display of gifts ranging from 25c to $5.00 in New York. It is made up of perfect manufacturers' samples and THE PRICES AVERAGE 50c on the $1.00. Arranged on special tables at 25c, 50c, 75c, $1.00, $1.50, $2.00, $3.00 and $5.00.

Sterling Mounted Cut Glass

Most desirable as well as useful is a Christmas gift of rich cut glass, sterling silver mounted. Our display is particularly varied and attractive at this time—vases, bowls, bon-bons, salts, and peppers, decanters, etc. A fine example and unusual value is above bowl, $12.00

Early Shopping Is Easy Shopping.

Beginning MONDAY, 14th, This Store Will Be Open Evenings Until Christmas.
WEST 21ST and WEST 22D STS.,
Just Off 6th Ave.

Greenhut and Company Dry Goods

Beginning Tuesday, Dec. 15
Open Evenings
Until Christmas

Oriental Rugs for Christmas Gifts.
Some Unusually Attractive Special Values.

Works of art—presents of refinement and lasting beauty.

Monday's Prices Are in Every Case Even with or Below Wholesale.

Rugs will be held for Christmas delivery if so desired.

Royal Kirmanshah—Room Size Rugs at less than wholesale prices.

$500.00 values,	$575.00 values,	$600.00 values,	$700.00 values,
$335.00	*$400.00*	*$425.00*	*$485.00*

$12.00 Carabaugh Rugs, $8.00.
$17.50 Carabaugh Rugs, $12.50.
$22.50 Mossoul Rugs, $15 and $17.50.
$30.00 Mossoul Rugs, $20 and $25.

Kazak Rugs, values to $40, at $25 & $30.
Kazak Rugs, values to $65, at $30 & $50.
Kirmanshah, Sarouk, Sennes, Ghordies, values $50 to $100, at $35 to $67.50.

Bokharas—Exceptionally fine variety of Royal Bokharas, Princess Bokharas, Hatchley Bokharas, Bokhara, Saddle Trappings, &c.—mostly antique pieces of unusual merit; great variety of sizes; values $35 to $75, at.....$25 to $60.00

18 Royal Sarouk Room Size Rugs near Half Prices

$360.00 values,	$400.00 values,	$500.00 values,	$575.00 values,
$235.00	*$265.00*	*$360.00*	*$385.00*

Third Floor.

Greenhut and Company,
6th Ave., 18th to 19th St. *6th Ave., 18th to 19th St.*
Store formerly occupied by B. Altman & Co.

NO INJUNCTION FOR CONTRACTORS.

Justice Seabury Hears Application in Venezuelan Navy Case.

Justice Seabury, in the Supreme Court, yesterday denied the application of the Pusey & Jones Company for an injunction restraining Norbert R. Kates and Gustav Bok from interfering with books and accounts said by the plaintiff to belong to a joint account between them over the construction of a drydock for the government of Venezuela at Puerto Cabello.

General Ramon Delgado y Chalbaud, commander in chief of the Venezuelan navy, acting for the government, made a general contract with Kates, including the construction of the drydock, for which $90,000 was to be paid. Both firms were to do the work and divide the profits. Pusey & Jones lost money on the dock contract, but Kates alleged that this did not give them any right to claim a portion of the moneys received under the general contract with Venezuela.

Allegations of official graft are made in an affidavit signed by Mr. Bok, who was only nominally a defendant, as the partnership of Kates & Bok has been dissolved. Mr. Bok swore that his former partner told him that $100,000 was to be paid for the drydock, and that he had asked $35,000 for the stores and shops. The Venezuelan official who was conducting the negotiations was quoted as saying that his government would not pay more than $30,000 for the buildings, and that he personally would expect to receive 5 per cent on the entire transaction. Mr. Kates is alleged to have informed the Venezuelan official that he could not pay a commission on the prices quoted.

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