CORNELIUS VANDERBILT UP

First Ride in Aeroplane, with Orville Wright as Pilot.

BELMONT NEARLY DESERTED

Bird-Men Packing Up Machines—Prize Money Disputes Await Decision.

All quiet at Belmont Park! The beautiful inclosure which for ten days had been the scene of the international aviation meet had an entirely altered aspect yesterday. William A. Gorman, the superintendent, had his force of men working and putting the place in repair and clearing away the litter left by the big crowds. The signal corps men from the army had folded away their brown tents and were loading them on the trains which will take them to the Baltimore meet. The venders and booth tenders were almost sad eyed, for the scale of prices had fallen down to zero.

There was still some flying, however, for the Wrights were entertaining some of the directors of their company by sending them whizzing around the pylones in one of their baby racers.

Cornelius Vanderbilt had his first air ride during the day. He is a director in the Wright company and came out to the field in his motor car to watch the machines at close range. After he had swathed himself in a sweater and fastened a pair of goggles over his eyes, he clambered into the same altitude machine that Ralph Johnstone took so far into the heavens on Monday. Mr. Vanderbilt peered rather curiously at the motor while it thundered away getting up speed before starting. Orville Wright, perhaps fearing to trust his guest to the mischievous Hoxsey or Johnstone, drove the baby Wright up to the 100-foot and then the 200-foot level, circling the short course six or seven times.

Finds It Pretty Cold.

"It's absolutely the finest sensation I ever had," said Mr. Vanderbilt, when he felt firm ground under his feet. "I saw everything, had no dizziness or fear and enjoyed each minute. The curves did not worry me. It was fine all the way through, though it was very cold."

"When are you going to get a machine?" he was asked.

"Just as soon as Mr. Wright can deliver it," he answered. "I've had an order in for a year now. I'm going to drive it myself."

Hoxsey took up Robert J. Collier for ten minutes and C. E. Minor for a like time, and later on Henry Sanderson, president of the Automobile Club of America. The last man to go up with Hoxsey was James H. Hare, a photographer.

"Well, I've been about a bit," Mr. Hare commented, "but upon my word it's the greatest thing ever. I didn't mind the curves to the right, because Hoxsey was on the bottom, but the curves to left, when I looked down, were—well they were very queer, I assure you."

Mr. Hare's young daughter, who stood near by, was quite nervous until her father came down, took her in his arms and gave her a kiss.

Most of the aviators were having their machines packed up before going to Baltimore. "Jimmy" Radley had trouble in getting his on board the cars. He will appear along with Hubert Latham, Count De Lesseps, Drexel, Willard, Ely and Curtiss and perhaps others.

John B. Moisant will remain for a week before making another engagement. He was worried yesterday over the loss of Paris-Londres, the mascot cat, which walked out of the Hotel Astor on Monday night and is now probably living a gay life under the white lights. Mr. Moisant wants some one to send him another cat. He says he needs it.

Brookins Much Better.

Audemars and Roland Garros, with their Demoiselles, will wait orders from Moisant and do what he does. The Wrights are not going to show at Baltimore. They will be here for three or four days, and their corps of flyers will remain with the machines, all except Walter Brookins. The dashing, but unlucky, lad was sitting in his room at the Hotel Manhattan yesterday, surrounded by roses, fruit, flowers, two bottles of champagne and a pretty nurse. He said that he felt in good shape, but was still a "bit leary on the pins," as he expressed it. He will go to-day to his home and mother in Dayton, and wait for the Wright bosses.

Then they will get together and work on a racing biplane.

Simon, Aubrun, Barrier and Frisbie will go to San Francisco. Alfred Leblanc has no machines. He sent one of them into a telegraph pole and sold the other to Moisant. Harry Harkness was changing the engine of his Antoinette, and work was still being done on the 135-horsepower Christie machine. "Tod" Shriver sent his broken up machine to Mineola, where Captain Baldwin will remain for a time with his "Red Devil." Clifford B. Harmon will go to Philadelphia for a flight.

Hamilton's Flyer Attached.

Charles K. Hamilton had his little troubles yesterday, but they did not seem to annoy him. A plaster on his 100-horse power Hamiltonian showed that it had been attached by one of the railway companies. Hamilton says that when he went to California last summer he was overcharged $127 freight. The railroads now find that he was undercharged $109 on the return trip. Hamilton told the transportation company he would pay it when it paid him, but the attachment went all the same. Finally Hamilton paid the $109 and now says if he cannot get the $18 settled he will sue on the ground of personal inconvenience.

Grahame-White's hangar was shut and bolted fast. It is explained that he was able to use the 100-horsepower Bleriot which the Marceau company attached Saturday, the next day because the superintendent of the detective agency promised to be responsible for it. The Englishman has filed a bond for $350 in court and the attachment has been vacated.

Frisbie took out his machine late in the afternoon. It was said that he intended to fly over to Mineola, but after making two circuits he came down and at dusk was still in the park.

Ralph Johnstone stood around the Wright tents yesterday and watched the directors of the company go up in the machines. Johnstone's wife was not at the grounds Saturday to see him make his altitude record, but when he went home and told her he had broken the world's record she was not in the least surprised. "Why," she said, "I never expected you to do anything else. I would have been greatly astonished if you had not broken the record."

Prize Puzzles To Be Solved.

There has been considerable discussion as to how much money Ralph Johnstone won by his climb of over 9,700 feet. During the meet $5,000 was offered for the mark of 10,000 feet. On Monday $2,000 was offered for breaking the Wynmalen record, and later in the day this was increased to $5,000. Even after that there was a difference in view as to the prize. Orville Wright said yesterday that the amount was $5,000.

Another prize that was a puzzler yesterday to those concerned was $1,000 to be distributed among the mechanics. Whether this should go by proportion to the men whose camps had won the most or should be equally divided had not been decided last night. The aviation committee was considering this and several other points. The official statement will be made to-night.

The Social Service Committee of the Diocese of Long Island, whose chairman is Bishop Frederick Burgess, will send a letter to Governor White protesting against Sunday flying. The communication takes the ground that flying on that day is a violation of the penal law and asks that the District Attorney of the county concerned be required to enforce the statute. The action would affect the Sunday flights at Garden City.

WANTS 20 AEROPLANES

General Allen Says They Are Needed by the Army.

Washington, Nov. 1.—At least twenty aeroplanes are needed for the government service, says General James Allen, chief signal officer of the army, in his annual report made public to-night.

"These aeroplanes should be on regular practice at different points in the country throughout the year," continues General Allen. "They should be present in camps of instruction for regular troops and organized militia. Twenty aeroplanes would provide only two for each camp of instruction. To operate this number would require at least twenty specially trained officers as pilots. In addition to this each machine must carry at least one observer, which experience has shown will require much training and actual practice before the usefulness of the heavier-than-air machine is attained."

NEWBURG'S POPULATION 27,805

Re-enumeration Adds 2,332 Names to the List.

[From The Tribune Bureau.]

Washington, Nov. 1.—Director Durand of the Census Bureau announced to-day that the recount of the population of Newburg, N. Y., showed a gain of 2,862 over 1900, or 11.5 per cent. The figures made public some time ago gave Newburg a population of 25,473, while those announced to-day placed the total at 27,805. The revised figures are the result of a re-enumeration in certain districts, amounting to about half of the city. It was found that several enumerators failed to canvass their districts thoroughly, and this failure is attributed to the lack of a special agent to supervise the work. Most of the names omitted were found in the district of a single enumerator who failed to canvass a large portion of his territory.

This is the only instance in which a re-enumeration has been made of a large portion of a city because of evidence of omissions in the original count. Other re-enumerations were of not more than one two districts in a city, or were for the purpose of discovering whether the original returns had been padded.

PASSENGERS PAY MORE DUTY

Loeb Reports October Receipts $391,604, Highest on Record.

Collector Loeb announced yesterday that the duties collected on baggage brought in by passengers during October were the largest ever collected here in any single month. The aggregate duties were $391,604 61, three times more than in 1907, when passengers paid $97,903 04, and more than three times the amount collected in October 1908, when the government got $95,684 33.

The advance over October of last year was 79 per cent, for in October, 1908, the amount collected was $224,433 73. The above sums do not include the duties paid at the appraiser's stores, nor the estimated duties on baggage sent in bond.

The increase is attributed to the extra care now taken in the examination of baggage, and it is expected that these figures will be largely increased by additional vigilance in the future.

DUTY FOR CAPTAIN PEARY

Designated Engineer Expert on Construction Claims.

Washington, Nov. 1.—Captain Robert E. Peary returns to active duty in the Navy Department on November 9 as engineer expert for the Department of Justice in cases before the Court of Claims involving construction work for the Bureau of Yards and Docks. This work was the explorer's choice among several places offered to him by Acting Secretary Winthrop. Peary would have preferred, it is said, to have been assigned to duty at the Naval Library to write of his travels in the north. A bill is now pending in Congress to make Peary a rear admiral as a mark of recognition for his polar exploits.

HEAVY SNOWFALL IN THE WEST

Iowa Train Stalled Six Hours in Huge Drifts.

[By Telegraph to The Tribune.]

Mason City, Iowa, Nov. 1.—A heavy fall of snow has already delayed all railroad trains and the storm is still raging. A passenger train on the Chicago, Milwaukee & St. Paul Railroad was stalled for six hours in the snow drifts east of here to-day. Ploughs have been ordered into service all along the line.

Reports from Northern Wisconsin say that the snowfall is also heavy there and that all traffic is delayed. The temperature is just at the freezing point and the snow is wet and heavy.

MR. CARNEGIE AT WHITE HOUSE

Spends the Evening in Talk with President Taft.

Washington, Nov. 1.—Andrew Carnegie is a guest at the White House to-night, and Mr. Taft and he spent the evening together, the President denying himself to other visitors.

It was said that his visit had no significance other than social. The President and Mr. Carnegie are mutually interested in a number of philanthropic and humanitarian movements.

POLITICAL NOTICES. | POLITICAL NOTICES.

Independent Business Men's League

MASS MEETING TO ENDORSE

THE DEMOCRATIC STATE TICKET

At Carnegie Hall, 57th Street and 7th Avenue, On This Wednesday Evening, at 8 o'clock.

THE MEETING WILL BE ADDRESSED BY

Mr. JOHN A. DIX
The Hon. WILLIAM J. GAYNOR
Dr. M. WOOLSEY STRYKER
The Hon. MARTIN H. GLYNN, and others.

CHARGES AGAINST DREXEL

Continued from first page.

fectively from taking part in any aviation meet held under the sanction of the Aero Club of America or its allied organizations.

Earlier in the day Cortlandt Field Bishop, president of the club, made this statement:

Any protest or criticisms by Mr. Drexel of matters in connection with the recent aviation meeting will receive the prompt consideration of the governors. His action in publishing the letter appearing in this morning's newspapers will certainly receive the early consideration of the club.

I do not wish to seem to judge Mr. Drexel without a hearing, except to say that, in my opinion, under the decisions of the international federation the aviation committee had no discretion but to declare the meet officially closed at the end of Sunday's contests, the date fixed in the official programme, and pursuant to which entries were obtained for the meet.

Offer to Grahame-White.

I am informed, however, that on Monday morning Mr. White was advised that if he questioned the decision of the aviation committee and desired to again try for the Statue of Liberty prize on Monday, the judges, watchers, timers and so forth, even including the balloon on the Statue of Liberty, would be provided and a full record furnished him for an appeal to the international federation. That offer seemed eminently fair.

J. ARMSTRONG DREXEL.
THE STORM CENTRE IN THE LATEST AERO CLUB CONTROVERSY.

Mr. Drexel apparently is not among those who oppose Allan A. Ryan's election as Mr. Bishop's successor. Probably he won't vote as a member of the club when time for the election is at hand, but he wrote a friendly letter to Mr. Ryan yesterday. Remarks by Mr. Ryan later in the day did not contain friendly references to Mr. Drexel, whose letter follows:

My Dear Mr. Ryan—Before leaving to-night for Baltimore I want to thank you for all the trouble you took for the comfort of myself and the other aviators at the recent international aviation meet at Belmont Park, and to say that we all appreciate it very much.

I do not want you to think, in view of my protest of October 31, 1910, against certain rulings made by the Aero Club of America, that I am ungrateful of all you did in our behalf at Belmont Park from the time we arrived in New York, but we all feel that if you had been in control of the department of rulings, as you were of the other departments of the meet, there would have been no occasion for protests of any kind. Faithfully yours,

J. A. DREXEL.

The opposition to Mr. Ryan, which developed as soon as the official nominations were announced early last week, took definite form yesterday.

Clifford B. Harmon said in the afternoon he contemplated the organization of a rival body, which would take from the Aero Club of America the control of aviation in this country. This, he said, would save the sport from commercialization, which, he said, he thought was to be feared should Mr. Ryan become president of the club.

When Mr. Ryan heard what Mr. Harmon had had to say he was ready with an answer. "It is pretty generally understood," he said, "that Mr. Harmon's interest in aviation is commercial and personal advertising—a desire to keep himself constantly in the limelight.

Says Harmon Made Trouble.

"It is also well understood by those connected with the international aviation tournament that Mr. Harmon has been largely the instigating instrument in stirring up dissatisfaction among some of the aviators.

"His action in accepting an invitation to the dinner in honor of the aviators at the Hotel Plaza last night and then deliberately affronting his hosts and all members of the Aero Club by attending another dinner organized for the purpose of creating revolt and dissension was directly in violation of all the instincts of a gentleman and contrary to all ethics in sport.

"I am perfectly willing to leave with the public and the attending representatives of the army and navy the decision as to whether the international aviation tournament was a commercial enterprise or an earnest effort for the advancement of the science and sport of aviation. There is one thing quite certain: It is evident that Mr. Harmon did very little to make the tournament a success."

The rival ticket was posted yesterday in the clubrooms. It will have to be withdrawn soon, however, in part at least, as two of the four men who head it refuse to have their names used.

The sponsors of the opposition ticket are Alfred Wagstaff, jr., Thomas S. Baldwin, Christopher J. Lake, Arthur Johns, H. C. Drayton, Winslow Busby, A. P. Flagler, Jefferson Seligman, E. E. Schwarzkopf, Samuel Robert, W. D. Gash, W. E. Hutton, Samuel F. Perkins, K. M. Turner, J. H. Wall, George H. Guy, Peter C. Hewitt, F. L. D. Happin, Waldron Williams and A. E. Gallatin.

The candidates on the rival tickets are:

OFFICIAL.

President—Allan A. Ryan.
First Vice-President—J. C. McCoy.
Second Vice-President—Dave H. Morris.
Third Vice-President—James A. Blair, jr.

OPPOSITION.

President—Cortlandt Field Bishop.
First Vice-President—Clifford B. Harmon.
Second Vice-President—J. Parke Channing.
Third Vice-President—Peter Cooper Hewitt.

Cortlandt F. Bishop, named as president on the rival ticket; J. Parke Channing, named for second vice-president, and Dave Hennen Morris, Alan R. Hawley, Charles Jerome Edwards and J. C. McCoy, named as governors, sent this letter yesterday to Mr. Wagstaff and the other sponsors of the opposition ticket:

We see that without our consent or authority you have proposed our names on a ticket to be run in opposition to the official nominations for officers and governors of the Aero Club. We request the withdrawal of our names from the ticket proposed by you.

BATTLESHIPS GO TO SEA

Atlantic Fleet Starts on Visit to France and England.

Washington, Nov. 1.—Spick and span in their new dress, the sixteen battleships of the Atlantic fleet set out to-day and to-morrow from Boston, New York, Philadelphia and Hampton Roads for a two months' cruise to French and English ports. At a spot in the Atlantic about 250 miles off the coast, in the latitude of Philadelphia, the four divisions will rendezvous on November 3. This spot is expressed in nautical terms as 69 degrees west longitude, 40 degrees 20 minutes north latitude.

In order to reach the rendezvous at the appointed time the third division, consisting of the Minnesota, the Idaho, the Mississippi and the Vermont, left Philadelphia to-day. The other ships of the fleet are scheduled to sail to-morrow, the Connecticut and the North Dakota, of the first division, from New York; the Louisiana, the Kansas, the New Hampshire and the South Carolina, of the second division; the Delaware, of the first division, and the Georgia, of the third division, from Hampton Roads, and the Nebraska, the Rhode Island and the Virginia, of the fourth division, and the Michigan, of the first division, from Boston.

Headed by Rear Admiral Schroeder's flagship, the Connecticut, the combined fleet will continue across the Atlantic at a ten-knot speed to the English Channel. The fourth division will be the first to leave the fleet, being due to arrive at Brest, France, on November 15. On the following day the first division will anchor in Portland Harbor, England; the second at Cherbourg, France, and the third at Gravesend, England.

The four divisions will remain at the ports named until December 8. Then the first division goes from Portland to Cherbourg, the second from Cherbourg to Portland, the third from Gravesend to Brest, and the fourth from Brest to Gravesend. Reassembling off the coast of France on December 30, the fleet will head westward for the winter manœuvres, arriving at Guantanamo, Cuba, on January 16.

The supply ship Culgoa is the only auxiliary of the fleet that will visit the English Channel. She will sail from New York about December 1 with provisions for the fleet.

The seventh division of the Atlantic torpedo fleet proceeded to-day from Hampton Roads for Key West. From there the torpedo boats will go to Havana, Port of Spain, San Juan and ports in the British French and Danish West Indies.

ARMY AND NAVY ORDERS.

[From The Tribune Bureau.]

Washington, November 1.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Lieutenant Colonel J. WALKER BENET, Ordnance Department, from San Francisco December 5, for Honolulu, to inspect sea coast armament, thence to proper station.

First Lieutenant GEORGE F. CAMPBELL, medical reserve corps, and Captain CHARLES R. LAWSON, quartermaster, to Hot Springs Army and Navy General Hospital.

Leave of absence: Second Lieutenant FRANKLIN L. WHITLEY, 1st Infantry, three months from November 12.

NAVY.

Rear Admiral T. S. PHELPS, detached as commandant 12th Naval District; to home.

Commander C. M. M'CORMICK, to duty as inspector in charge 11th Lighthouse District, Detroit.

Lieutenant Commanders Y. S. WILLIAMS and E. T. CONSTIEN, Lieutenants H. E. SHOEMAKER, J. H. NEWTON, JR., W. E. EBERLE and I. F. DORTCH, Lieutenant (junior grade) J. W. WILCOX, JR., Surgeon A. M. FAUNTLEROY, Passed Assistant Surgeon H. L. SMITH, Chief Boatswain M. HIGGINS, Chief Machinists C. JOHANSON, T. D. HEALY, G. AUBERLIN, J. F. GREEN and M. M. SCHREIBER, commissioned.

Midshipman P. F. HAMBSCH, detached to the New Hampshire; to Naval Medical School Hospital, Washington.

Chief Boatswain D. MORIARTY and Chief Machinist W. J. TREVORROW, placed on retired list.

Chief Machinist F. P. MUGAN to navy yard, Boston.

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

ARRIVED.

Oct. 30.—The South Dakota, at San Francisco; the Yankton, the Smith, the Flusser, the Lamson, and the Reid, at North River; the Leonidas, at Boston; the Caesar, at Sewall Point; the Washington, at Barbados.

Oct. 31—The Narwhal and the Cuttlefish, at Annapolis; the West Virginia and the Maryland, at San Francisco; the Patuxent, at Niquero, Cuba.

SAILED.

Oct. 30—The South Dakota, from Tiburon, Cal., for San Francisco; the Yankton, from navy yard, New York, for North River, New York.

Oct. 31—The Washington, from Barbados for St. Thomas; the Grayling, the Salmon, the Tarpon, the Snapper, the Bonita, the Stingray, the Tarantula, the Viper, the Castine and the Severn, from Baltimore for Solomon's Island; the Narwhal and the Cuttlefish, from Baltimore for Annapolis; the Narwhal, from Annapolis for Solomon's Island; the Tennessee, from Portsmouth, N. H., for Hampton Roads; the West Virginia and the Maryland, from Mare Island light for San Francisco; the Patuxent, from Niquero for Guantanamo; the Preston, from Norfolk for North River, New York City.

The Drayton commissioned at navy yard, Portsmouth.

RAILROADS KILLED 3,804

Big Increase in Casualties in United States Last Year.

Washington, Nov. 1.—"Killed, 3,894; injured, 82,274," is the casualty record of the railroads in the United States for the year ended June 30 last, according to the Interstate Commerce Commission. It is an increase of 1,013 in the number killed and 18,454 in the number injured over the previous year's figures.

There were 5,861 collisions, killing 433 persons and injuring 7,765, and damaging railroad property to the extent of $4,629,279. In the year's 5,910 derailments 340 persons were killed and 4,814 injured. For the last three months of the year the total killed or injured was 20,650.

STOPPED LITTLE BARONESS

Ellis Island Threat Spoils Her Grandmama's Surprise Plan.

Mrs. Frances Nicholson and her little granddaughter, Katherine von Zglinitzki, who is a baroness, though only two and a half years old, came home together yesterday on the Grosser Kurfürst, of the North German Lloyd Line, with the intention of surprising the little girl's father and mother, the Baron and Baroness von Zglinitzki. The baron is a member of the firm of Charles R. Flint & Co., of this city.

The surprise, however, fell through because the immigration officials threatened to take the little girl to Ellis Island unless the mother met her at the pier. The grandmother, they said, had nothing to prove her relationship, and the law forbade the entry of minors unless met or accompanied by parents or legal guardians.

Mrs. Nicholson refused at first to give up her plan of surprising the mother. She and the little girl, she said, had gone abroad on August 20 to make a protracted visit to the other grandmother, in Dresden, but had returned much sooner than was planned because the baron's mother was in poor health. She intended, she said, to take her granddaughter home without sending word to the mother.

When the immigration officials told her they would arrest the child at her home in that case and transfer her to Ellis Island, the grandmother yielded and called her daughter on the telephone. The child was released when the mother appeared.

ASBURY PARK IMPROVEMENTS.

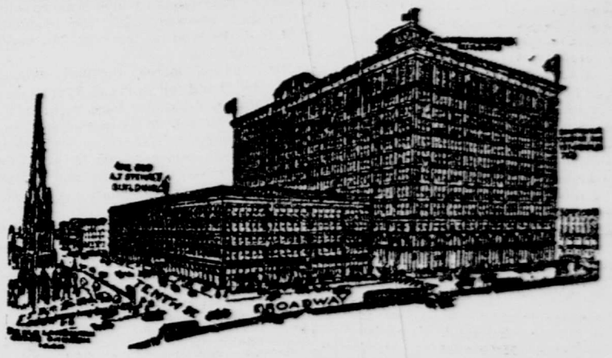
[By Telegraph to The Tribune.]

Asbury Park, N. J., Nov. 1.—Asbury Park voted to-day to spend $150,000 for beach front improvement, including a new hot and cold sea water bathing establishment, a swimming pool, additional pavilions and extensive repairs to the boardwalk.

Store Opens at 8:30 and Closes at 6 P. M.
Subway Station in the Store. Eight Car Lines Each Way

Wanamaker's

The propeller of the airship in which Moisant (winner of the Statue of Liberty flight last Sunday) flew from Paris to London recently is on exhibition in one of the Broadway windows of the John Wanamaker Store.



Seeing, They Say, Is Believing

It will be well worth anyone's while to see the splendid stocks in these two stores today!

There is such a fulness of good things that if we attempted description our enthusiasm would speed the print too fast.

We very much prefer you to come and look, to ask questions, to compare colors, prices and styles with elsewhere if you will. Come as our guests and without incurring the slightest obligation to purchase.

We can only hope for success by giving better goods and better service than others—*let's see if we are going to keep on moving forward.*

Three-Piece Suits for Women, $60 and $75

Made especially for us by a well-known New York tailor.

At $60, fine cheviot in green, navy and king's blue, bodice ornamented with tiny buttons.

At $75, broadcloth in tan, and king's blue, with touches of hand-embroidery on bodice. Also broadcloth in mahogany, and navy.

Bodice trimmed with soutache braid.

Smart Boucle Cloth Suits, $30

Severely tailored, but the fabric is very modish.

Second floor, Old Building.

$15 Frocks for Young Women

A commissioner tells us they are the best she has seen anywhere.

She knows how hard it is to buy a good $15 frock, how likely one is to *get a cotton mixture*, how poor are the fit and workmanship of most dresses at this price.

An *all-wool* dress of shepherd's plaid with skirt held in at the sides by wide bands, kimono sleeves outlined by black taffeta bands, and yoke and cuffs of lace.

Another $15 frock for more elaborate occasions is of serge in delicate shades. Trimmed smartly with buttons and made in the popular kimono style.

Do you notice how many young girls are wearing plush coats? Nothing so becoming, nor so durable. The Girls' Store at Wanamaker's has provided an unusually good coat at $15. Lined with gold-colored satin and in straight girlish lines.

Second floor, Old Building.

Her Hat Should Be of Velvet

"La Derniere Heure a Paris," says that at the Grand Prix d'Autonne at Longchamps, probably seven out of every ten women were dressed in soft, rich, black velvet.

The newest toques are of black velvet shaped so as to fit closely round the head and to dip at the sides, almost covering the ears.

Ratine covered hats are worn by many women who have adopted this new rough surfaced material for their costumes.

Black velvet and fur and fur trimmed hats are shown in great variety today by the Wanamaker Millinery Salons.

Fur trimmed hats start at $10. There are lovely ones between that and $35.

Second floor, Old Building.

A Limited Number of Lillian Brassieres to Sell at $1.50

This is a standard article that sells for $3.

Through our arrangement with the maker we have a limited quantity to sell at $1.50—and no more at this price when these are gone.

Three different styles of bust supporters. Some silk embroidered with lace finish. Others embroidery and lace trimmed. Beautiful mode. Perfect fitting. A Brassiere completely hides all lines of the corset at tops of bust and back.

Third floor, Old Building.

Fur-Collar Overcoats for Men

Just the thing for the well-dressed man who looks after his "distinguished appearance." Gray, cheviot, of great depth, though light of weight, satin shoulder, lined in worsted or unlined, with a wide collar of a superior quality of opossum fur. *Wide, bell-shape skirt, permitting of free stride. $65.*

Oxford cheviot, satin shoulder, the same vide, full sweep of skirt and the same "warmth without weight." Wide Persian lamb collar. $75.

Did you hear the news of the English topcoats—another consignment has arrived—selection wider than ever. The coats themselves are just as wide as they were! $30 and $35.

American-made overcoats, real winter ores, in all the correct fabrics and styles. $16.50 up to $60.

You know about the suits for men and young men, how worthily all-wool they are, how truly tailored, how courageously correct. All the fabrics elect. Young men's suits, $16.50 to $35. For men, up to $48.

Main floor, New Building.

French Plumes at $2.50, $4

Price is governed by the length and by the quality of the broad heavy flues.

14-inch, $2.50; 16-inch, $4.

Second floor, Old Building.

Aprons Have Individuality

In this month's apron Sale you will be surprised to see the shapes and combinations and dainty devices of lace, embroidery, ruffles and ribbon.

All of these are at prices which come only once a year.

At 25c, ginghams, lawns, dotted swisses and small fancy aprons, some of which are trimmed with colored embroidery.

At 45c, with bibs, straps or bretelles, as well as with waist-band. Also gingham "cover-alls."

At 70c, gift aprons to lay away for Christmas.

At 90c, large princess aprons, as well as chafing-dish, afternoon tea aprons, and all other kinds.

Third floor and Basement, Old Building.

We Plunged When Linen Prices Were Low!

As a result, we have in this house and on order the largest stock of and commitment for fine linens ever in the history of this business. And all of these linens were bought at the very lowest market prices.

Yesterday a letter brought us this news from the other side:

"Linens Will Be Higher in Price Than Before"

This means that when these great stocks are exhausted (unless there is a change in the market) we shall have to pay about 10 to 15 per cent, more than present linens stand us. For instance, this fine $1 damask that is such a splendid linen at the price will have to be sold at $1.15 when this lot is gone.

While this present stock of linens lasts we believe we can sell you linen cheaper and better than any store in New York.

We invite your own comparisons on this point.

First floor, Old Building.

1728 Different Kinds of Chairs!

Chairs are just one little branch of our furniture business.

Yet among the chairs we rate there are just 1728 styles.

Ought to be enough there for any one to choose from. Some splendid patterns—all true wood and workmanship.

Some at quite moderate prices.

Seventh Gallery, New Building.

John Wanamaker

Formerly A. T. Stewart & Co.,
Broadway, Fourth Avenue, 8 to 10 Street.

Wild's Orientals

You will appreciate making selections of Oriental rugs in our quiet, spacious and well-lighted showroom

—where rugs can be examined leisurely and comfortably

—where you will find a most extensive collection of all weaves and sizes

—where every salesman is a rug specialist, thoroughly versed in all Oriental and Domestic Weaves.

These decided advantages are offered at no additional cost to the purchaser

—a fact that can be easily proved by a visit to our well appointed display room.

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