

Investigation, either by it or by a special committee. It is now too late to adopt that course.

Senator Lodge will probably seek to have the Tariff Board bill made the unfinished business when the Borch amendment and the Lorimer case are disposed of, but even he has given up all hope of obtaining a vote on the bill at this session, while Democratic opposition will probably prove equally effective in the special session. If the \$400,000 needed to permit the present board to carry on its work can be secured, that of itself will be regarded as ground for gratification.

If, as is now believed inevitable, Congress adjourns without approving the Canadian agreement, a most determined effort will be made by leading Republicans who believe only disaster can result from a special session to defeat the President from his avowed purpose to call one. A procession of Senators and Representatives to the White House, all on the same mission, will be seen, and whether they admit it or not, there are doubtless a good many who believe they will be able to dissuade Mr. Taft from a course which they are convinced would be attended with dire political results both to him and to his party.

APRIL 4 THE DATE?

President Said to Have Set Time for Extra Session.

Washington, Feb. 25.—So probable is it that an extra session of Congress will be necessary in order to get action on the Canadian reciprocity agreement that President Taft has fixed April 4 as the date on which such a session may be called.

The April date was selected after consultation with Champ Clark, who will be speaker of the next House, and Representative Underwood, of Alabama, who will be chairman of the Ways and Means Committee, which will have charge of and report the reciprocity bill in the House.

The President had intended to call the extra session at an earlier date, but Representatives Clark and Underwood told him they would like to have a month's time after the present Congress adjourns in which to map out the Democratic plans for the next session.

Many rumors were circulated to-day of means to obtain a vote on reciprocity, but apparently they were all without foundation. The most persistent was one that Senator Aldrich, famed for winning legislative battles which his colleagues thought lost, was speeding to Washington at the urgent solicitation of President Taft to take charge of the situation in the Senate.

The Aldrich rumor apparently was a distortion of a telegram which the Senator sent from Jekyll Island, Ga., where he had been for several weeks in search of health, saying that if he were here he would vote for the Canadian agreement. The telegram was to one of the Senate leaders, asking that a pair be arranged for him in favor of the McCull bill if it comes to a vote this session.

Many correspondents sent reports to their papers, some saying that Senator Aldrich would be in Washington on Monday, and others that he left Brunswick, Ga., early to-day and would arrive here Sunday. Jekyll Island, where Mr. Aldrich has been sojourning, is isolated so far as communication is concerned, and therefore in the absence of contradictions of the story it gained currency. It is not believed by any of Senator Aldrich's immediate friends in the Senate, nor at the White House.

As a matter of fact, no one believes that the coming of Senator Aldrich would change the situation in respect to the McCull bill. The arrival of Mr. Aldrich and any attempt by him to force consideration of the bill would be to the insurgents like shaking a red rag in the face of a bull. It would serve, according to the consensus of opinion in the Senate, only to intensify their fight against the measure. Not only that, but his friendship for the bill would alienate some of his best friends, like Senators Hale, McComber, Smoot and others, who aided him in framing the Payne-Aldrich tariff law, but who oppose the Canadian agreement.

BABY HANGS HIMSELF

Was Playing with Rope His Mother Had Given to Him.

While playing horse with a piece of clothing attached to a chair, on which he was sitting, Charles Schellin, four years old, of No. 328 Miller avenue, Brooklyn, fell to the floor and was strangled by the rope, which had become twisted about his neck. His mother, who was in the kitchen, heard the child's body fall to the floor, and when she ran into the room found him suspended from the rope. She seized a pair of shears and cut the rope, but the boy was already dead.

FUNERAL OF P. C. VICTORY

Solemn Requiem Mass for Veteran Merchant of Brooklyn.

The funeral of Patrick C. Victory, who died last Tuesday at his home, No. 48 Rogers avenue, Brooklyn, from a complication of diseases, was held yesterday at St. Teresa's Church, Classon avenue and Sterling Place, Brooklyn. A solemn requiem mass was celebrated by the Rev. Joseph McNamee, pastor, assisted by other priests of St. Teresa's parish. The burial was in Holy Cross cemetery, Flatbush.

SCHOOL DISTRICT HELD UP

Citizens of Port Washington, L. I., Obtain Temporary Injunction.

Justice Kelly, of the Supreme Court Brooklyn, granted a temporary injunction yesterday to the citizens of Port Washington, Long Island, restraining Dr. James S. Cooley, school commissioner of Nassau County, from creating a new school district for the three small villages of Sands Point, Barker's Point and Mott's Point. At these villages, which border the Sound, more than forty rich New York men have their country homes. Among the number are W. Gould Brekav and Howard Gould.

OLD COUPLE TO BE MARRIED

Inmates of Home for the Aged Take Out License.

Sheldon C. Raymond, seventy-six years old, and Rose F. Spencer, sixty-seven years old, both inmates of the Home for the Aged, Classon avenue and Park Place, Brooklyn, are to be married. The couple emerged from their retreat yesterday long enough to take out a marriage license. They gave their addresses in a mysterious manner, to begin with. The woman gave her address as No. 23 Park Place and the man gave his as No. 75 Classon avenue. The home stands at the corner and carries both numbers.

VANDERLIP ON CURRENCY

Banker Approves Plan of Senator Aldrich.

ADDRESSES CLUB IN CHICAGO

Chicago, Feb. 25.—Indorsement of Senator Aldrich's currency plan was given here tonight by Frank A. Vanderlip, president of the National City Bank of New York. He spoke before the Commercial Club, and said in part:

"The proper plan for financial legislation should meet four demands: It should give mobility to our reserves, elasticity to our note issues, certainty of extending credit to solvent banks, and it should be designed to create a discount market."

"In addition, after it has passed the difficulties it will meet in Congress, it must be so planned, if it is to be put into operation successfully, that it will not disarrange existing business practices."

"In my opinion, the plan Senator Aldrich devised contains fundamental principles which must be embodied in any plan which is successfully to meet the requirements. These principles seem to be those by which the problem will be solved as to all the requirements I have suggested."

"Vested interests, as represented by existing banking conditions, must not be needlessly infringed upon."

"The task which the National Monetary Commission has faced is obviously, then, a complex one. The plan which the chairman of that commission has tentatively put forth for general discussion does not represent the final view of the commission, nor is it claimed by its author that its provisions are in anything like definitive form. In my opinion the plan which Senator Aldrich has devised contains the fundamental principles which must be embodied in any plan which is successfully to meet the requirements, if I have apprehended those requirements correctly."

"It will give us mobility of reserves by uniting in one great fund the greatest mass of reserve money in the world. It proposes to unite these reserves by a method that is perfectly conservative and safe for the individual bank, and to do so in a way that will make the panic scrambles for individual reserves, such as the one which formed the basis of the panic of 1907, absolutely needless and therefore impossible. It provides a note issue which should ultimately place in the hands of the public the reserve money now in circulation, without invading reserves, as is now the case whenever there is a seasonal demand for additional circulating medium."

"With these two requisites met, with mobility of reserve and flexibility of note issue secured, every solvent bank would at all times, no matter what local pressure might be put upon it, find itself in a position to meet that pressure because of the adequate redemptio facilities of which it could avail itself."

"Unless I am entirely mistaken as to the way in which such a plan as the Aldrich plan will operate, the four fundamental requirements that are, from the economic point of view, essential to a correct reshaping of our banking laws have been adequately and conservatively met. It seems to me that the plan has been as well conceived on the political as upon the economic side."

REPORT UPHOLDS STOVER

Committee Says Central Park Is Going to Ruin.

According to the findings of a committee of the Parks and Playgrounds Association, Central Park is steadily going to ruin. After an investigation lasting seven months this committee has prepared a report recommending to the Board of Estimate that \$2,715,000 be appropriated to place the park in proper condition. That is the estimate of the cost, according to Commissioner Stover, and the committee agrees with the Commissioner in the plan of extending the work for a period of five years.

The members of the committee include Gutzon Borzum, Francis Lynde Stetson, George W. Perkins, Jacob H. Schiff, W. J. Gilson, Francis E. Ward and Eugene A. Fillion. The committee also includes the administrative Commissioner Stover, as the committee points out in its report that the matter was brought to the attention of a number of former administrations.

Recently the Park Commissioner has said that macadam roads in the park would last only a few years, and that a year or two of heavy touring cars, and that other material must be used in the future. He also pointed out that the Morris Park, Morris Park and many smaller parks throughout the city were going to destruction because of the lack of means to stay the ravages of time.

Mr. Stover has asked the Board of Estimate for money to save the granite sandstone Terrace Bridge in Central Park. He has also made a request for \$20,000 to make immediately necessary repairs on Riverside Drive, near Grant's Tomb.

REPORT UPHOLDS STOVER

Committee Says Central Park Is Going to Ruin.

Chicago, Feb. 25.—Lorin C. Collins, until two months ago associate Justice of the Supreme Court at Panama, to-night said the President of the United States had usurped the functions of the legislative branch of government at Panama and now ruled there under a despotism as absolute as that of Russia. Mr. Collins spoke before five hundred Chicago lawyers at a dinner, and reviewed the history of American rule in the Canal Zone during his six years as justice.

"The President's word, not the law," he said, "governs all and everything. The result is that there has been built up under the American flag a bureaucracy which controls everything in the zone and against which even the courts are powerless."

"After the Canal Commission was established, in 1904, President Roosevelt established the commission and the laws established by the Congress, and then began the issuance of executive orders, which were, in fact, new laws, superseding the lawful authority governing the zone. Secretary of War Taft also took part in the issuance of these orders."

"The office of governor of the zone was wiped out by President Roosevelt. Five municipalities, with mayors, aldermen and taxing bodies, were wiped out by executive order and in their place was established the bureau of civil administration. The courts were not excepted from executive interference."

"All semblance of government such as the people of the United States know was absolutely abolished. Those conditions remain until today. By subsequent executive orders from Washington much of the property vested in the canal zone has been stripped from its members and taken over by the chief engineer. So for five years control has passed out of Congress and into the hands of the President and Secretary of War, making the Canal Zone a virtual satrapy of the President, in which his despotic rule is absolutely and wholly complete."

"It is the tendency of judges to regard themselves as judicial agents of the executive power, which can replace them if displeased, and to further the wishes of the executive is the natural course of the jurists there. The result is that the civil rights of Panamanians, as well as the thirty thousand Americans in the zone, do not amount to anything."

"All judicial business in the zone is suspended absolutely to-day. Under the law it requires at least two of the three Supreme Court Justices to comprise a court. Judge Wesley M. Owen, of Leroy, Ill., resigned some time ago. His resignation is effective to-day, February 25, and his successor has not been appointed. No one has been appointed to take the place vacated by the ending of my term. There remains only Judge Hesekiah A. Gaden, of North Carolina."

MAGAZINE POSTAGE RATES

Senator Owen Presents Report Against Proposed Increase.

Washington, Feb. 25.—Senator Owen today presented a minority report from the Senate Committee on Postoffice and Post Roads opposing the proposition to raise the second class mail rates on the advertising sections of magazines. He holds that the amendment is unconstitutional, on the ground that it is a scheme to raise revenue and can originate only in the House of Representatives.

Senator Owen also says he regards the proposed legislation as unwise, if not reprehensible, for the reason that the interests affected were not heard.

DOCTOR'S AUTO HITS BOYS.

Perth Amboy, N. J., Feb. 25.—Dr. W. E. Ramsey, of this place, ran down and injured two boys, John Rukan and William Martin, while burying in his automobile to the Perth Amboy City Hospital last night. The boys were playing in New Brunswick street, near the intersection of the street, when Dr. Ramsey, driving the boys to the hospital, drove their injuries and took them to the home.

DOCTOR'S AUTO HITS BOYS.

Perth Amboy, N. J., Feb. 25.—Dr. W. E. Ramsey, of this place, ran down and injured two boys, John Rukan and William Martin, while burying in his automobile to the Perth Amboy City Hospital last night. The boys were playing in New Brunswick street, near the intersection of the street, when Dr. Ramsey, driving the boys to the hospital, drove their injuries and took them to the home.

WILL FORTIFY CANAL

Continued from first page.

likely preclude our passage through it unless we should be in a position to defend the ends of the canal and keep the enemy at a distance until our fleet could form after it had passed through the waterway.

"Should we take all the pains to get a treaty excluding the prohibition to fortification? Shall we proudly repudiate an adherence of other nations and proclaim our purpose of keeping the canal in our strength and then break our solemn pledge to the world that nobody shall be permitted to blockade this great ocean highway?"

"Others may defend the fortification of the canal upon what ground they please. Some may assert that we would be justified even in violating a treaty in time of emergency in defending ourselves as best we could. I am not here to defend any proposition so shocking to public and private morals. I am here to insist that we have the right to fortify the canal; that it is more than a right; that, in fact, we have contracted to preserve its neutrality and to protect it against blockade. This makes it the solemn duty of this people to fortify the entrance to the canal as securely as any of the ports of the world."

He said that if fortifications were not begun and carried on while the present effective construction force was on the isthmus the work would cost several million dollars more.

Mr. Towney's figures, Mr. Smith declared, were entirely too high. Even if they were correct, he said, he would be in favor of fortification. If the United States did not intend to fortify the canal and protect it for its own use in time of war, Mr. Smith dramatically declared that it would be better to blow up the canal and quit work to-night.

"It is an old saying," he added, "to put your trust in God, but keep your powder dry. I am willing to trust the fidelity of the nations of the world, but I believe in putting guns down there on the canal to see that they keep the faith."

On the final vote the defection of about twenty Republicans from the policy was offset by a similar number on the Democratic side who voted in favor of fortification.

BRUTALITY IS ALLEGED

Another Employee Testifies Pillow Case Was Wound Around Victim's Neck.

Poughkeepsie, N. Y., Feb. 25.—Daniel Riley, an attendant at the Matteawan Asylum for the Criminal Insane, was arrested here to-night, charged with manslaughter in the first degree, in connection with the death of John J. Nugent, a patient at the institution.

Nugent died on February 3, and charges that he had been subjected to violence resulted in his body being exhumed on Long Island only a few days ago. The majority of the physicians who made the autopsy were inclined to think that he was a victim of heart disease, but rumors of violence persisted and to-day County Judge Hasbrouck examined witnesses here and afterward ordered Riley's arrest. Riley's lawyer went on his bond for \$2,000, and examination was set for Thursday, March 2.

According to the testimony given at to-day's hearing by George Galbraith, also an attendant at the hospital, Nugent was brutally treated two days before his death. He swore that Nugent had been brought under submission by winding a pillowcase about his neck, after which he was thrown on a bed and "kneed."

On February 1, according to Galbraith's statement under oath, Nugent came down out of his room to the room of the attendants on the floor below. He broke into the room and Galbraith, accompanied by Riley and Edward Masten, caught him by the arms to take him back to his room upstairs. While Galbraith and Masten held Nugent's arms so he could not fight, says the statement, Riley took an empty pillow slip and wound it about Nugent's throat, forcing him into his room.

On this day, says Galbraith, Nugent was not "kneed" by the attendants. The term "kneed," he explained, consisted of an attendant placing his knees on the stomach of the patient and moving them to and fro in a violent manner. But the next day, which was Thursday, Galbraith swears, the three attendants again had an encounter with Nugent, who had become unruly. On this occasion, he says, Riley again wound the pillowslip about Nugent's neck, drew it taut, then threw Nugent on the bed and jumped on him, putting his knees into Nugent's stomach and giving him a treatment of "kneeing." The next morning, when attendants went to Nugent's room, he was dead.

To-day's developments were brought about indirectly through Dr. Howells Bontecou, a Poughkeepsie physician, who took part in the autopsy on Nugent's body and was not convinced that death was due to heart failure. The physician notified the authorities that Galbraith had made an affidavit and the Sheriff went to Matteawan to-day with orders to detain the three attendants mentioned—Galbraith, Riley and Masten—until the case could be cleared up.

The Sheriff found that Galbraith had packed all his clothes and was preparing to leave the institution. All three were brought to Poughkeepsie and Galbraith was questioned for nearly three hours. Masten was allowed to go. Galbraith was placed under \$300 bonds to insure his presence in court when wanted as a witness and Riley was arrested.

When Riley was arraigned before him to-night Judge Hasbrouck said:

"Riley, you are charged with manslaughter in the first degree in having caused the death of John J. Nugent at the Matteawan State Hospital. It is about his neck, strangled him, and then threw him on the bed and jumped on him with your knees. You are at liberty to make a statement if you so desire."

George Wood, Riley's attorney, said to the court that he felt confident "that when you have heard all the evidence in this case it will not be necessary to go to the grand jury."

ARREST IN NUGENT CASE

Attendant at Matteawan Accused of Manslaughter.

Continued from first page.

GARRISONS OF SIX THOUSAND TROOPS.

Six thousand troops will man the fortifications of the Panama Canal if the plans now being perfected by the War Department are adopted. The garrisons of the forts will be four regiments of infantry, one squadron of cavalry, three batteries of field artillery and twelve companies of coast artillery.

A permanent garrison will be established at Culbra, the highest point on the route of the canal. From this point the facilities will be perfected for the rapid transportation of troops by rail to any place which may be threatened by an enemy. The coast artillery garrison will be at Miraflores, the highest point on the route of the canal.

The distribution of the troops in this manner is considered to be the best method of preventing a sudden dash by a landing party or raiding force from an enemy's fleet having as its object the destruction of any of the locks of the canal.

LOREN C. COLLINS AGAIN

Further Criticism of Mr. Taft and Panama Canal.

Continued from first page.

COMMUTERS' CASE HEARD

Arguments For and Against Increase of Rates.

Washington, Feb. 25.—An exhaustive hearing in New York City on commutation rates from New York City to points in New Jersey, Delaware, Pennsylvania and New York the Interstate Commerce Commission to-day heard arguments on the advances proposed by the railroads. Chairman Clements announced that the New England branch of the case would not be argued at present.

Arguments were submitted to-day by Frank Lyon, for the commission; Edward Wilson, Attorney General, and Charles D. Drayton, representing the State of New Jersey; Henry Parker, the New Jersey State Commuters' Association; William L. Ransom, of the Baltimore & Ohio, of the Erie Railroad and allied lines; George Stuart Patterson, of the Pennsylvania Railroad; W. S. Jenney, of the Delaware, Lackawanna & Western, and Jackson E. Reynolds, of the Central Railroad of New Jersey.

The general line of argument by the commission had no authority over the rates, because they were materially lower than the regular passenger rates. Attorneys for the commuters maintained that the proposed advances were unreasonable, because they exceeded the rates which had been in effect for many years and on which the railroads presumably had made a profit.

RATE INCREASES SUSPENDED.

Commerce Commission Checks Advances on 'Lake Coal.'

Washington, Feb. 25.—Important orders were issued by the Interstate Commerce Commission to-day suspending advances in rates which had been filed with the commission.

The principal one was that suspending the increases on "lake coal" rates from West Virginia and Kentucky points to ports on the Great Lakes from March 15 to September 15, 1911. The roads affected by the order are the Baltimore & Ohio, of Chesapeake & Ohio, the Norfolk & Western, the Hoeking Valley, the Kanawha & Michigan and some allied lines.

Advances on grain, grain products and seeds between Chicago and Peoria, Ill., and various Northwestern states, made by the Northern Pacific and the Chicago, Rock Island & Pacific also were suspended from March 1 to July 1.

MORE PAY FOR LEHIGH FIREMEN.

(By Telegram to Tribune.) Bethlehem, Penn., Feb. 25.—More than one thousand firemen on the Lehigh Valley Railroad between New York and Buffalo will receive an increase averaging a percent as the result of an agreement introduced here to-day. The engineers and conductors received increases last month.

RETIREMENT IN PART

Railroads Throughout Country Tell of Their Plans.

WALL STREET ABOUT NORMAL

Few Traces of the Excitement of Friday in the Stock Market

Reports from various parts of the country yesterday indicated that not a few of the railroads were likely to adopt a policy of partial retirement as a consequence of the decision of the Interstate Commerce Commission forbidding an increase in freight rates. The Pennsylvania Railroad Company, it was announced in a dispatch from Philadelphia, has directed the suspension of all overtime work in the big Altoona shops and has deferred the filling of its order for fifty large Pacific type passenger locomotives.

The Boston & Albany, according to a Boston dispatch, has stopped all construction work now under way. Extension work on the Chicago, Milwaukee & St. Paul and the Chicago, Milwaukee & Puget Sound roads has been ordered suspended. It is announced, except the construction of the Everett branch of the Puget Sound road, which is nearly completed.

The Rock Island, the Burlington and the Santa Fe systems reported that they were at present practicing all the economy possible. The Santa Fe's construction work in Texas, which has been going ahead for two years and which has already been financed, will continue.

The meeting of railway executives and general counsel to be held to-morrow at the Railroad Club in this city is likely to be largely attended, many of the conferees coming from the West. At this meeting the question of making a test of the constitutionality of the section of the Interstate Commerce Act empowering the Interstate Commerce Commission to suspend rates will be discussed. It is probable that the conclusion will be reached to take no action toward setting aside the commission's decision.

The stock market yesterday assumed nearly its normal condition, there being few traces of the excitement of the day before, although the volume of transactions was much larger than usual on a Saturday. Opening prices were a little under Friday's close, but the losses were soon recovered. Toward the end of the session weakness developed, but final prices showed, as a rule, little change from those of the preceding day. Fractional net declines were registered in Union Pacific, Reading, Steel common, St. Paul, Atchison and Northern Pacific. New York Central and Missouri Pacific lost a point each, and Great Northern, which had fallen sharply in the initial trading on Friday, advanced by a point. American Agricultural Chemical closed at 21 1/2, a net advance of 1/4 points. American Agricultural Chemical also touched a new high mark, 56, closing with a net gain of 1/4 points at 56; and Virginia-Carolina Chemical, which like American Agricultural was helped by the prospect of early settlement of the German peasant controversy, rose 1/4 points.

DEVELOPMENT NOT TO STOP

Impossible for Railroads to Stand Still, Says R. S. Lovett.

Los Angeles, Feb. 25.—"The decision is bound to have a depressing effect," said R. S. Lovett, president of the Southern Pacific and Union Pacific railroads, who arrived with a party of officers last night on a special train from the East, while discussing the Interstate Commerce Commission's rate decision.

"The railroads are hampered in getting money, but perhaps there may be a way to regain the confidence of capital," he added, optimistically.

"The country needs our railroads and these facilities which we are going to provide. We cannot make progress by a retrograde movement. If we wait until all our difficulties are out of the way we will find our lines falling behind, instead of their leading the development of the country entrusted by them. We have kept pace with the development so far, and we intend to continue doing so as long as we can, regardless of temporary disturbances of any kind."

"It is impossible for the railroads to stand still and it is necessary to have money to carry out the programme of improvements we have determined upon."

"We have spent fabulous sums in the last year developing our properties, and we have kept it up despite handicaps put on railroads by adverse legislation and the restricting of our right to earn fair returns on our legitimate expenditures."

RAILROADS NOT TO APPEAL

Companies Expected to Accept Rate Decision.

Washington, Feb. 25.—The railroads will not appeal from the decision of the Interstate Commerce Commission that freight rates cannot be increased. While no definite conclusion will be reached until Monday, when a meeting of the executive heads and legal advisers of the big lines will be held, it is said that the railroad lawyers are in doubt as to the possibility of appeal, and are of the opinion that the railroads will not want to appeal after the question is thoroughly discussed. The Pennsylvania Railroad has definitely announced that it will not join in any appeal. The New Haven road is expected to follow in a few days.

Chairman Clements of the commission said to-day:

"Technically speaking, there is no appeal from the report, but actually there may be. The lines may ignore our report and ask the Commerce Court to enjoin us from interfering with the proposed increases. To follow this course they must show that some point of law has been overlooked, or that we have erred in judging some of the evidence."

"The roads thoroughly understand from the report the grounds on which they may hope to get increases in future, if a said, and when the time arrives they probably are justified in asking for more revenue from freight rates they will be at liberty to make further increases and ask the commission to justify them."

Railroad men seen here to-day explained that it would not be wise for the companies to fight the case further, as such action would tend to disturb business, injure their credit and in all probability result in arousing public opinion against them and their cause.

NO UNION PACIFIC CESSIONATION

Double Tracking and Other Improvements Will Continue.

(By Telegram to Tribune.) Omaha, Feb. 25.—There will be no cessation of the improvements on the Union Pacific because of the adverse decision of the Interstate Commerce Commission. The \$5,000,000 which was announced three weeks ago and on which the property will be expended is planned.

This announcement was made at Union Pacific headquarters here to-day. Since the decision of the commission, the Union Pacific has signed a detailed contract for a fifty-mile extension in Western Nebraska and Wyoming, although the contract was in general let some days before the decision. Double tracking and other improvements will continue, as had been planned.

EVERYTHING THAT'S SHOWN IN THE MOST

exclusive Specialty Shops—but at uniformly moderate prices.

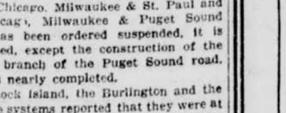
Renard

23d STREET, WEST Near Fifth Avenue, N. Y.

Spring Fashions

SMART OUTERWEAR

MILLINERY, SUITS, GOWNS, DRESSES, WAISTS, NECKWEAR. LEISURELY INSPECTION INVITED.



THE RENARD MACHINE-MADE DRESSES

FOR MORNING, AFTERNOON, OR EVENING INDOOR ATTIRE OR SOUTHERN RESORT WEAR.

SPRING'S NEWEST MODELS

in Marquissettes, Chambrays, Percales, Gingham, Cotton Foulards, Dotted Swiss, Cotton Voiles, Lawns, Swiss Applique, Lingerie, Linen; showing the daintiest of trimmings.

At Extraordinary Low Prices:

3.95 5.00 6.50 7.50 8.75 10.00

THE RENARD MACHINE-MADE DRESSES are produced by the thousands, and by machine, even to sewing on of buttons—an enormous saving over hand-made productions. Materials are finest grades known, bought direct from mills by the bolt, effecting decisive saving on every piece and on every dress.

The exclusive output of four of America's leading factories has been contracted for—reducing ALL manufacturing costs to a minimum.

THE GUARANTEE—If you can duplicate a Renard Machine-Made Dress at its price within 30 days of date of purchase, we will exchange same, or refund amount paid.

Renard 23d Street, West Near 5th Avenue, New York

Arnold, Constable & Co.

DRY GOODS—CARPETS—UPHOLSTERY.

Lyons Dress Silks

PLAIN FABRICS AND NOVELTIES IN THE FASHIONABLE WEAVES AND STYLES FOR SPRING AND SUMMER WEAR. PRINTED SILK AND SATIN FOULARDS, CHANGEABLE SUMMER SILKS IN PIN STRIPES, ROUGH PONGEES, HABUTAI AND SHANGHAI SILKS, MARQUISSETTES, VOILES, PLAIN AND FANCY CREPPES AND GAUZES, SATIN DE CHINE, SATIN MAJESTE, SATIN ONDAYS.

White Silks and Satins for Wedding Gowns Novelties for Bridesmaids' Dresses

SPECIAL SALE

Colored and Black Dress Fabrics

FINE QUALITY IMPORTED STRIPED MOHAIRS, Colors—Cadet, Navy, Brown, Gray and Olive. Regularly \$1.25 to \$1.75: .95

BLACK BROADCLOTH, fine imported quality, high finish, sponged and shrunk: 54 inches wide. Value \$3.00; yard. 1.95

BLACK ENGLISH MOHAIRS, exceptional values—44 inches wide—Regularly \$1.25; yard. 1.85

50 inches wide—Regularly \$1.50; yard. 1.40

Special Showing

Women's Suits, Gowns & Wraps

For Street and Evening Wear.

FANCY TAILORED SUITS, in black and navy serges, short coat, new model skirt. 30.00

SERGE SUITS, colors, black and navy, plain tailor made coat, new straight line skirt. 28.50

Laces

HAND MADE FILET BANDS—adapted for trimming Linen Dresses and separate Blouses, widths from one to nine inches; yard. 1.25 to 8.75

Real Irish Crochet, Real Cluny, Real Imitation Valenciennes Laces; also Real Irish Crochet and Cluny Motifs in great variety and attractive prices.

Broadway & 19th Street.

Everything that's shown in the most exclusive Specialty Shops—but at uniformly moderate prices.

23d STREET, WEST Near Fifth Avenue, N. Y.

Renard

A Presentation of **Spring Fashions** in **SMART OUTERWEAR**

MILLINERY, SUITS, GOWNS, DRESSES, WAISTS, NECKWEAR. LEISURELY INSPECTION INVITED.

AN EMPHATIC SUCCESS

THE RENARD MACHINE-MADE DRESSES

FOR MORNING, AFTERNOON, OR EVENING INDOOR ATTIRE OR SOUTHERN RESORT WEAR.

SPRING'S NEWEST MODELS

in Marquissettes, Chambrays, Percales, Gingham, Cotton Foulards, Dotted Swiss, Cotton Voiles, Lawns, Swiss Applique, Lingerie, Linen; showing the daintiest of trimmings.

At Extraordinary Low Prices:

3.95 5.00 6.50 7.50 8.75 10.00

THE RENARD MACHINE-MADE DRESSES are produced by the thousands, and by machine, even to sewing on of buttons—an enormous saving over hand-made productions. Materials are finest grades known, bought direct from mills by the bolt, effecting decisive saving on every piece and on every dress.

The exclusive output of four of America's leading factories has been contracted for—reducing ALL manufacturing costs to a minimum.

THE GUARANTEE—If you can duplicate a Renard Machine-Made Dress at its price within 30 days of date of purchase, we will exchange same, or refund amount paid.