TWO NEW PEKES WIN AT PLAZA

Nowata Ting-Fa and Prince Kung Capture Silver Cups.

MRS. C. HERBERT AN IMPRESSIVE JUDGE

One Hundred and Sixty-seven Dogs on View, Worth in Aggregate About $67,000.

Two red-coated dogs to make their debut before "the fancy" carried off the highest honors yesterday at the sixth annual show of the Pekingese Club of America, held in the white and gold ballroom of the Hotel Astor. They were Mrs. Martin M. Van Beuren's Prince Chun of Alderbourne and the entry of Mrs. Francis R. Spalding, of Boston, Nowata Ting-Fa.

After many minor successes they were placed respectively first and reserve in winners, and, later on, Mrs. Van Beuren's Peke was awarded the massive silver loving cup, a $500 trophy, the gift of the late J. Pierpont Morgan, for the best dog or bitch in the show.

Nowata Ting-Fa rounded out its victories by capturing what many think a still more valued trophy—the silver cup given for annual competition by James Gordon Bennett for the best dog or bitch entered in the American-bred classes, provided that the winner was also sired in America. Nowata Ting-Fa is a red sable bred by Mrs. A. L. Holland and sired by her Ch. Nowata Chum of Egham.

In the final duel between them Mrs. Van Beuren's Prince Kung of Alderbourne, although somewhat faulty in hocks, scored in profuseness and texture of coat. This is a red dog, with none of the objectionable black shadings on the body coat and without the black mask which is permissible and nearly always found in the solid reds.

Although it was imported last July, this was the first American appearance of Prince Chun of Alderbourne, for, although entered for the Newport show, it was not benched on account of sickness. Mrs. Spalding's Nowata Ting-Fa, strictly speaking, did not make a first appearance, as it won a blue at the recent charity show at the Hotel Biltmore, but for the Boston dog to do so well in the hot competition of the specialty's club's show was a great surprise.

The judge, Mrs. C. Herbert, of London, England, who has made a flying trip to New York for the show and to promote interest in some war funds very dear to her, made a very favorable impression. Gowned in a tailor-made suit of blue, with the Union Jack for a collar and a black plumed hat, Mrs. Herbert went about her tasks in a very thorough manner, and no exhibitor could complain that an entry was overlooked in any class. Charles G. Hopton, the superintendent, and his aids were also active in making the show go with vim and success.

Mrs. Frank T. Clarke, who had her brace Fairfax Ta-Mo and Fairfax Moy-Fa Loy penned in the most artistic of the many little booths on the benches, but who only secured seconds in their classes, voiced the popular judgment on Mrs. Herbert's placings. "I would rather be second under her," said Mrs. Clarke, "than to win under some judge I had less respect for as an expert."

By which it may be inferred that specialty club shows in Manhattan hotels are not always temples of discords. Regarding minor details, the win in the class for puppy bitches not over twelve months by Ta Te of Downshire, entered by Mrs. W. H. Scott, jr., of Maplehurst, N. J., was greeted with three rousing cheers by the real owner, her son and heir, Master Harry Scott, aetat fourteen.

Mrs. Scott gave the puppy to her hopeful as a Christmas present, and she has since refused $400 for Ta Te. Needless to say, Master Harry would not sell now for any old price.

Mrs. A. L. Holland's chestnut sable Cairnwhin Tinto of Hydegree added winners bitches to her other triumphs and pressed Mrs. Van Beuren's Prince Chun of Alderbourne very close in the contest for the Morgan trophy. Cairnwhin Tinto and all of Mrs. Holland's winners were led in by her daughter and put through their paces in clever style.

Among other winners were Mrs. Thomas Hastings, Miss Mary Kenney, of Greenwich, Conn.; Mrs. M. E. Harby, Mrs. Herbert L. Camp, owner of the noted saddle mare Sonia; Mrs. A. McClure Halley, Mrs. Charles H. Lester, Mrs. Palmer Campbell and the Croyden and Arden Kennels.

There were 167 Pekes on view, worth in the aggregate, to take the $400 refused for Master Harry Scott's Ta Te as the minimum price, some $67,000. The "gate," which is a factor even whole-souled specialty clubs always keep a watchful eye upon, was better than at last year's show, which was going some.

Among the onlookers, besides those who have been mentioned as exhibitors, were Dr. Mary Cotton, Mrs. Arthur M. Hunter, Mrs. John Hunter, jr., J. Robinson Beard, Mr. and Mrs. Theodore Offermann, Mrs. Rose Knight Myers, Dr. and Mrs. E. H. Berendschn, Mrs. William C. Thompson, Mrs. J. Willoughby Mitchell, Mrs. Stanley Phelps, Mrs. Carl Ellerman, jr., Mrs. George Ehret, jr., Mrs. George Gordon Battle, Mrs. H. D. Hoffman and Miss Anita Barretto.

George W. Gall, Frank T. Clark, Mrs. Richard Mooney, Mrs. C. K. Lincoln, Mrs. Charles Bishop, Mrs. George H. Pell, Mrs. J. W. Marcur, of Philadelphia; Miss Elizabeth Marshall, Mrs. J. T. Wilson, of Boston, and Mrs. J. C. Colb, of Hartford, Conn.

The list of prize winners follows:

[illegible]

FIVE YOUNG CHINESE EXILES.

© American Press Association.

Teddy Pang, native of China and student in Manual Training High School, with Miss E. Marie Sinclair's four Champion Wen Sins, at Pekingese show at Plaza.

The Humanitarian Cult

Next Meeting and Concert
Tuesday Evening, Feb. 1st, 8.10 P. M
LESLIE HALL,
Broadway and 83d Street.

SPEAKERS

Chairman
Mrs. HARYOT HOLT DEY,
President of Women's Press Club

Our Guest of Honor,
THOMAS W. CHURCHILL,
President, Board of Education
On "A New Education"

The Founder and Leader
On President Wilson's Message
And Its Relation to True Patriotism.

We regret not to have had even standing room for all those that came to our meetings, but we are very happy that every one wants to be a HUMANITARIAN.

It is not the poor or ignorant we aim to uplift, but ourselves, and that will create an environment which will permit all to rise to our then uplifted level.

THOMPSON AIDS RINGLER

Appears "as Friend" of Inspector Being Investigated by Wallstein.

Senator George W. Thompson, chairman of the Thompson legislative committee, yesterday called on Leonard M. Wallstein, Commissioner of Accounts, and at his request the Commissioner adjourned his investigation of George Ringler, an inspector in the Bureau of Licenses, to let the Senator appear at Ringler's hearing. The Senator said he desired to appear, not as counsel for Ringler, but as a friend.

Ringler was recently appointed an inspector, without pay. He contends that he is the victim of a frame-up by certain employes of the License Bureau because he tried to give the motion picture men on the East Side a square deal. Commissioner Wallstein refused to discuss the nature of the investigation until it was completed.

FIND POHLMAN'S GOLD BRICK

Eighty-Pound Brass Nugget Left in St. Louis by Confessed Steerer.

St. Louis, Jan. 31.—George Pohlman, awaiting sentence in New York as a member of the gang of confidence men who fleeced many wealthy Westerners out of thousands of dollars by a fake faro game, left a "gold brick," weighing eighty pounds, in his home here. Detectives searching the house found the brick in Pohlman's trunk. It had the appearance of pure gold, but was solid brass.

Pohlman has confessed that, in spite of having a good family tree and an excellent education, he became the "steerer" for Frank T. Thompson, successor to the Gondorf brothers, wire-tappers. He lured Henry Gallant, a wealthy St. Louis pawnbroker, into Thompson's fake faro games here and in Atlantic City. His confession made to District Attorney Swann is filled with first hand knowledge of the way scores of wealthy men have been flimflammed at faro, but contained no mention of resorting to such crude methods as selling "gold bricks." Pohlman will be sentenced February 7.

SEES WAY TO SAVE CITY $20,000,000

Senator Brown Will Draft Bills He Believes Will Lighten Tax Burden.

AUTO AND HIGHWAY FUNDS MAY BE SHARED

Committee Finds Bulk of Mandatory Laws Were Enacted by Democrats.

[From a Staff Correspondent of The Tribune.]

Albany, Jan. 31.—A reduction of about $20,000,000 a year in the burdens of New York City taxpayers is proposed in the tentative draft of the report of the Brown legislative committee which was brought here to-night by Senator Elon R. Brown, its chairman. The committee has been investigating the city's financial condition.

Senator Brown will have the complete report ready for transmission to the Legislature on Monday night. Bills carrying out the recommendations will also be prepared and introduced by Senator Brown. Among the points which the committee believes were brought out at the hearings were:

That New York City has gone on taxing real estate until some relief is absolutely necessary.

That the city has been paying the entire cost of the Public Service Commission of the 1st District, in addition to paying 70 per cent of the cost of the upstate commission.

May Share Highway Funds.

That New York with its five counties has not shared in the distribution of highway funds, although it contributes 70 per cent of the amount used.

That four-fifths of all the mandatory legislation complained of by the New York City administration was enacted in 1911, when the Legislature was Democratic.

The Brown committee will recommend that one-half of the automobile tax be given to all of the counties of the state for the maintenance of roads. This will permit New York City through its five counties to share in this tax. At present it is all devoted to the maintenance of roads outside of the city.

At present the mortgage tax and the excise tax are shared by the state with the counties, but the temporary addition of 25 per cent on the excise fees under the law now goes entirely to the state. The committee will recommend that this be shared with the counties like the rest of the excise tax.

State May Get Hunter College.

The committee is also likely to recommend the payment of the regulatory cost of the 1st District Public Service Commission by the state, as is done in the case of the 2d District.

The committee favors the state taking over Hunter College and running it as a state normal college, relieving the city of the cost.

Members of the committee are also of the opinion that a large measure of relief can be obtained through the city exercising its right of license in the matter of signs, street encroachments and many other privileges. From this source it is estimated that the city's revenues can be increased several million dollars.

It is hoped to reduce the city's floating indebtedness and to discontinue the practice of borrowing in anticipation of the tax levy, which has added an interest burden of nearly $4,000,000.

To make up any losses which the state will sustain through the division of certain taxes the committee will recommend the reenactment of the law taxing non-resident inheritances, as was done prior to 1911. The sum of $5,000,000 will be yielded from this source.

REED ATTACKS T. R. ON DEFENCE STAND

Missouri Senator Is Happy Because Colonel Is Not President.

Washington, Jan. 31.—Senator Reed, of Missouri, in a speech in the Senate to-day attacked Theodore Roosevelt for his attitude toward the Wilson administration and praised the President's conduct of foreign affairs during the European war.

"It is a happy thing for this country," said Senator Reed, "that neither extremists have been in charge of the government; a happy thing that there has been insistence on American rights, and equally fortunate that there has not been some hot-headed importunate demagogue in the White House who might have been persuaded to plunge this country into war in order to further his own political fortunes.

"Many men are extremely brave who have no opportunity to put their bravery to the test. The peaceful banks of Oyster Bay offer the safest place in the world from which to issue a challenge to war."

A sharp exchange between Senators Reed and Fall occurred when the latter interrupted to ask whether "the Senator thinks Oyster Bay a safer place now than was Kansas City in 1898?"

"In answer to the gallant knight from the Southwest," replied Senator Reed, "I will say that my application was in and my own reason for not participating in the Spanish war was that no further troops were ordered from Missouri. I have not paraded that fact, and I would not mention it now but for the contemptuous and wholly unnecessary insult from the Senator from New Mexico."

"If the Senator from Missouri desires to take that application from my inquiry he is welcome to it," retorted Senator Fall.

Jersey Miners Threaten Strike.

Rockaway, N. J., Jan. 31.—Strikes are threatened by the six hundred miners in the Empire Steel and Iron Company and the Thomas Iron Company mines in Mount Hope, Oxford and Richard Mine. The men demand an eight-hour day and an increase of 15 per cent in all wages, to become effective to-morrow. The men assert that the advance in the price of ore warrants the increase and shorter hours.

ALDRIDGE RING TO CUT ROAD COST

Argetsinger's Reorganizing Bill Meant to Placate This City.

MARKS A BREAK WITH GOV. WHITMAN

Measure Will Save Taxpayers $1,500,000 a Year, but Commissioner Duffey Opposes It.

[By Telegraph to The Tribune.]

Albany, Jan. 31.—Senator Argetsinger's bill reorganizing the State Highway Department to save the taxpayers of New York over $1,500,000 each year, was introduced in the Senate to-night.

The bill is understood to represent one of the first steps by the newly formed Aldridge combination to appease the taxpayers of New York City. Senator Argetsinger is Aldridge's representative in the Senate. Governor Whitman is said not to be familiar with the bill and not to assume responsibility for it. Edwin Duffey, Highway Commissioner, who is one of the closest political friends of Governor Whitman here, has issued a statement in which he said that his impressions as to the bill are very unfavorable. It is not believed that Mr. Duffey would say this without the consent of the Governor.

"Regarding the new highway bill," Commissioner Duffey said, "I wish to say that I saw it for the first time on Friday night last. I had an opportunity over Sunday to study it. Thus far, as I understand it, my impressions as to the bill are very unfavorable."

Commissioner Duffey has been Governor Whitman's expert adviser on highway affairs, and his opposition to the Argetsinger measure was used to-night to substantiate stories already printed that the Aldridge quintet of bosses have taken over control of legislation for the benefit of the Republican organization, irrespective of the ambitions of Governor Whitman. The highway reorganization bill would not have been introduced by Senator Argetsinger if Aldridge was opposed to it. The fact that Aldridge is for the Argetsinger bill and Governor Whitman is presumed to be against it, because of Duffey's attitude, is causing considerable gossip around the capital.

Another evidence of the smoothness with which the new Aldridge Republican state machine is working was made evident to-night by the statement of a prominent Republican Senator that a conference of Republicans in the Senate would be held this week to formulate a general policy on legislation and to frame a legislative programme.

As told in The Tribune this morning, it already has been decided to pass an amendment to the constitution providing that military tribunals shall not supersede state courts in time of invasion or rebellion, and that other amendments providing for serial bond issues and for a highway through the Adirondacks will go through.

Senator Walters, chairman of the Judiciary Committee, will handle these amendments in the Senate. He comes from Syracuse, where Francis V. Hendricks, one of Aldridge's quintet, rules. The military amendment is regarded as an effort to placate labor, and it is hailed as another indication of the efforts of the new combination to strengthen the Republican organization in this state for the fall elections.

A bill introduced to-night by Senator William M. Bennett would abolish the Board of Water Supply of New York and transfer its powers to the Board of Estimate. The Real Estate Board of New York is back of the bill, which was introduced to stop at this time the commencement of the Schoharie Creek project.

Senator Brown, the majority leader, introduced a resolution to-night protesting against the enactment of an inheritance tax by Congress as a source of additional revenue.

Senator Slater introduced bills to forestall the removal of the Mohansic State Hospital and the School for Boys at Yorktown Heights. New York City has demanded this removal on the ground that sewage from these institutions would enter into the lakes which form part of its water supply. A hearing on bills to remove these institutions will be held on February 17.

BIG WAR INDEMNITY EXPECTED BY VIENNA

Payment Will Right Exchange, Says Finance Minister.

Amsterdam, Jan. 31.—The Hungarian Finance Minister, M. Teleszky, replying to-day to an inquiry of a member of the lower house as to the reasons for the adverse rate of exchange, said that the decline was in consequence of the isolation of the Central Powers. But, he added, it would disappear immediately after the war, especially in view of the large indemnity which could properly be expected owing to the military strength of the Central Powers.

The minister declared that the government was preparing to limit rigorously the importation of all articles of luxury and taking other measures to ameliorate the exchange.

BELGIAN SHOT AS SPY

Paul Louis Mertens Convicted by German Court Martial.

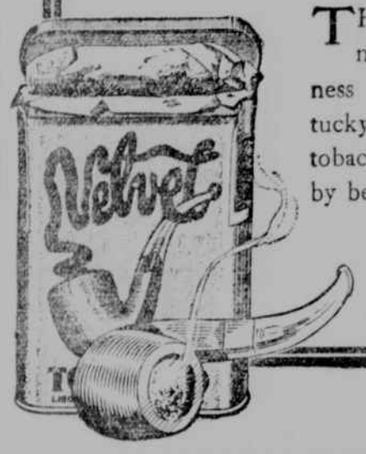
Amsterdam, Jan. 31.—Paul Louis Mertens, of Lier, near Antwerp, was court martialed and shot as a spy at Hasselt, Belgium, on January 25, according to a dispatch to the "Telegraf" from Maastricht.

John S. Hyde Ill.

Bath, Me., Jan. 31.—Specialists were summoned from New York to-day to attend John S. Hyde, president of the Bath Iron Works, who is seriously ill at his home here.

TOBACCO, like fren'ship, is better for bein' mellowed by age.

Velvet Joe



THE flavor, the mildness, the coolness *natural* to Kentucky's choicest Burley tobacco, is improved by being aged for two years into VELVET!

Liggett & Myers Tobacco Co.

$85,000 A YEAR HEDLEY'S INCOME

Continued from page 1

inquired how the witness, with his multitude of duties, perfected them.

"I am working twenty-four hours a day," he said. "That is, I am always within telephone call of the office. But sometimes I steal some time for pleasure. Inventing is my pleasure. With Mr. Doyle, who is also with the same company, I sometimes sit down and we talk about a device that seems to be needed. He supplies one idea and I supply another."

The witness admitted that all the experimental work was done by the Interborough employes in the shops of the company. If a device proved useful the Interborough got it for nothing, allowed the inventors to patent it and put it on the market.

The only important inventions by employes, he declared, was one by a signal engineer, James C. Waldron, whose time speed control system allowed trains to run in safety on short headway. The witness said it was an extremely important device. Waldron's salary, he said, was about $4,000. The Interborough gave him $1,500 for his invention. H. D. Stott, head of the power house, whose annual salary was "twelve, eighteen or twenty thousand," invented an important electrical device, but never got a great deal for it. Mr. Hedley could name no other employes besides himself who had profited by what he alleged to be a standing offer of the company to buy from employes all inventions which might be of usefulness.

"With the Interborough bearing all the expense of your experiments, haven't you got a pretty soft snap?" asked Mr. Colby.

"I'll admit that if an inventor knows his business he will not spend much of his own money on his patents," the witness replied.

Denies Patenting Ideas of Others.

He denied that he had taken the ideas of the thousands of trained scientific employes of the subway or elevated lines and obtained the patents in his own name.

Mr. Hedley plainly resented the probe into his business connections and his stock transactions. A letter written by him to the committee on January 13, in which he declared that the request for information regarding his stock holdings was not legal, material or pertinent, was read into the records.

"A general inquiry along that line would result in a fruitless investigation into the personal affairs of individuals and an invasion of their rights and liberty, as guaranteed by the Constitution," the letter read. The Interborough attorney, Hedley said, wrote the letter.

The witness told the committee that he had sold his stock in the Railway Improvement Company, which he organized to handle his inventions, because "people with untrained minds" might misinterpret his dealings. He did not wish to be associated with a company which sold devices to the Interborough, which employed him, he said. He denied that he got rid of his stock when he learned of the appointment of the Thompson committee.

"Did your conscience trouble you?" asked Mr. Colby.

"No," said the witness; "my record was perfectly clean and I did not wish to be misunderstood."

Up to a few weeks ago, he testified, he held about thirty-five shares of common and preferred stock of the Agasote Millboard Company, whose product the Interborough used in the roofs of some of their cars. He disposed of it to Eugene H. Outerbridge, president of the Agasote company, for the same price at which he bought, he said.

Hedley explained that as vice-president and general manager of the Interborough he received $32,000 a year; from the New York Railways he received $12,000, divided in halves between the surface and elevated lines, and as vice-president of the Subway Construction Company he got an additional $6,000. Theodore P. Shonts, he said, was president of the latter company, and that he supposed it was affiliated with the Interborough, inasmuch as many of its officers and directors were identical. He was interested in the supervision of actual construction, he declared. The company holds about $10,500,000 worth of contracts on the new subway system. The legislative committee also learned that he was a director of the Queens County lines and the 145th Street and Twenty-third Street crosstown lines.

"Are you not a director of the Interborough Rapid Transit Company?" asked Mr. Colby.

"I am not," the witness returned, "and I do not intend to become one. I have had opportunities to become a director, but I have refused. I am an operating man." He explained that his chief duties lay in the active supervision of the operation of all the lines with which he was connected. He had nothing to do, he said, with the legal, auditing, purchasing or financial departments, although he was often consulted on questions pertaining to all.

Upon learning that the Railway Improvement Company sold Hedley's devices, Mr. Colby asked if the vice-president and general manager passed upon devices which were to be purchased by the Interborough and elevated lines. He replied that he did not, although he was often consulted and that his opinion had great weight. He declared that a Mr. McDuffy, of the firm of Wendell & McDuffy, who closed a deal three years ago with the Interborough for the purchase of several hundred steel cars from the St. Louis Car Company, was a stockholder in the Railway Improvement company. Both concerns had offices at 61 Broadway, but that, he said, was a coincidence.

The hearing was adjourned until 11 o'clock this morning, when Mr. Hedley will again take the witness stand. Mr. Colby said at the close of the session yesterday that he was not satisfied with Mr. Hedley's explanation of the lack of inventions coming from the lower salaried, technically trained employes of the Interborough, and that he would have called other witnesses in an endeavor to show that employes were not receiving remuneration to which they might be entitled.

Grand Jury Awaiting Thompson Papers

The grand jury investigating the bills of the Thompson committee at the Hotel Biltmore adjourned yesterday until Thursday, because documentary evidence sought from Senator Thompson had not been received. Later Senator Thompson hurried into the Criminal Courts Building and was closeted for a long time with District Attorney Swann.

"I came to explain to Judge Swann that the committee resolutions of organization which he wanted had been inadvertently taken to Albany, together with a lot of other papers," said the Senator. "Our sessions are going on at present, and I am shy a stenographer or so, and but for that I would have dispatched one of them to Albany to-day when we learned that the papers were up there. I shall send a man for them to-night."

District Attorney Swann declined to discuss Senator Thompson's visit. When he was told of rumors that his request for the committee resolutions had been construed in some quarters as a move to study the committee's power to call Assistant District Attorney Black before the committee to explain his connection with a car lighting concern that had done business with the Brooklyn Rapid Transit Company, Judge Swann said:

"Mr. Black will gladly appear before the Thompson committee at any time and answer all questions which the legislators desire to put to him."

May We Send You Our Order for $2.00?

Haven't you often come home after a day's shopping simply bubbling over with a story to tell about the way you were treated by this advertiser or that one?

Sometimes a clerk goes out of his way to be particularly nice. Sometimes it seems as if a special effort is made to be disagreeable. We are interested in hearing the experience that you have with advertisers—particularly retail stores.

Tell us. Put them in a letter, and if we can print it we shall take pleasure in sending you $2.00, payable in an order on any Tribune advertiser. Your name will be withheld, if you prefer, but we must know it to be able to send our orders to those whose letters are printed. Here are a few of the Tribune advertisers from whom you can choose any article to the value of our order, or who will honor the order on a purchase of greater value:

Abercrombie & Fitch
Abington Press
Abraham & Straus
Acker, Merrall & Condit
W. C. Ackerman
Aeolian Co.
Akr-Grip Rubber Co.
F. B. Aldrich
Andrew Alexander
Elizabeth Allen
A-L-M Motor Sales Co.
B. Altman & Co.
Aluminum Cooking Utensil Co.
American Agron Co.
American Hosiery Co.
American Graphophone Co.
American Lead Pencil Co.
American Tobacco Co.
American Tract Society
Anderson Electric Car Co.
Anheuser-Busch Brewing Co.
Annette
Appleton Bros. Auto. Co.
D. Arpadis Co.
Theo. Arlson
Arnheim
Auto Car Sales Co.
Ayrad Mfg. Co.
Baker & Fitz Co.
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Frank Massolo
W. A. Boyd
Brentano
Brill Bros.
Broadway Art, Upholstering, Gilding & Decorating Co.
Brokaw Bros.
Brooks Bros.
Brunswick-Balke-Collender Co.
Buckley Newhall Co.
Budd & Co.
Buick Motor Car Co.
E. & J. Burke
Butterick Publishing Co.
B. & B.
Cadillac Motor Co.
Calif. Fruit Growers' Exchange
A. J. Cammeyer
J. I. Case T. M. Co.
Cassidy & Son Mfg. Co.
Cassell-Massey Co.
P. Centemeri & Co.
Century Co.
Certified Farms Co.
Chalmers Motor Co.
Chandler Motor Car Co.
Charles & Co.
Chest. Peabody & Co.
Cliquot Spring Water Co.
Coca-Cola Co.
Frank L. Cole
Colgate & Co.
J. Colitti
P. F. Collier & Son
Columbia Graphophone Co.
Colt-Stratton Co.
Norman Cook's Son
H. R. Coughlin
Jas. T. Coughlin
Coward Shoe
Cowperthwaite
Cravats & Walter
Mark Cross
W. H. Crocker
Crouch & Fitzgerald
Curtis Publishing Co.
Dale Lighting Fixture Co.
John Dashell Sons & Sons
Miss Cora M. Davis
F. A. De Luze
Dempsey & Carroll
Detroit Electric Co.
Diesse & Clust
Chas. H. Dixon & Co.
Dodd, Mead & Co.
Dollar Shop
Geo. H. Doran & Co
Dort Motor Car Co.
Doubleday, Page & Co.
W. L. Douglas Shoe Co.
Dreiser & Co.
Dunlap & Co.
Dunstan
Dupont Fireless Stoves
E. P. Dutton & Co.
Earl & Wilson
E. Ehle
Eisen Dictating Machine
Emmy, Young & Co.
Encyclopaedia Britannica Corp.
W. H. Enhaus & Co.
Epstein & Bendy
Geo. H. Evans & Sons
Every Week
Fairbrant
Fiat Motor Co.
Fickling Enameling Corp.
H. H. Fidler & Co.
Firestone Tire & Rubber Co.
Fleet Motor Car Co.
Flint & Horner Co., Inc.
Flossity
Ford Motor Co.
Fowles Bros. & Co.
Frank Bros.
Franklin Motor Car Co.
Frente Prunier Distributing Co
Fuller & Hesler
Funk & Wagnalls Co.
Garland Motor Car Co
E. M. Gattle & Co.
Gaulois Tire Co.
Geiger & Braverman Furniture Co.
Phil. S. Gill
J. M. Gindler & Co.
Gillette Sales Co.
Gilman, Collamore & Co.
Gimbel Brothers.
Girard & Co.
J. Glassberg
Glastonbury Knitting Co.
Globe Talking Machine Co.
Globe Wernicke Co.
H. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Gorham Co.
Graf Bros.
Grande Maison de Blanc
Gray & Davis
Great Dressmaking Specialty Co.
Great Neck Spring Co.
Haller Davis Piano Co.
Hamilton Garment Co.
Hampton Shops
Hanes & Sons
Harbach, Peck & Co.
Harper Bros.
Harmanli
R. L. Hatch
W. A. Hathaway Co.
Hearn, Jas. A., Sons
Jas. Heinrichs
H. J. Heinz Co.
Peter Henderson & Co.
Jos. L. Herschmann
Louis Hesser
Hickson, Inc.
L. M. Hirsch Co.
Hirshfeld Fur Mfg. Co.
L. P. Hollander & Co.
Henry H. Ross
Horlick's Malted Milk Co.
Houghton Mifflin Co.
Hudson Motor Car Co.
Hunt's Leading Music House
Hupp Motor Car Co.
Ideal Music Co.
International Jewelry Co.
International Motor Co.
International Silver Co.
International Souvenir Spoon Company
Interstate Motor Co.
Miss Irene
Jack's Curiosity Shop
A. Jaeger & Co.
H. Jaeckel & Son
A. F. Jaumes
Janizen Shoe Co.
Jean
Pr. Johnson
Jones & Hindell
F. Jordon
Joseph
Kanawha Mt. Water Co.
Dr. F. B. Kenhott
Mitchell Kennerley
Kent-Costikyan
C. Klegherz & Bros.
King Motor Car Co.
H. B. Kirk & Co.
Klaxo, Kar
A. A. Klaubber
Julius Klugman
Knabe Piano Co.
Knox Hat Co.
Alfred H. Kohn
Kops Bros.
Kur-Ker Puncture Cure
Krakauer Bros.
Kranich & Bach
F. Kunze
Kurzman
Eva Lachenbruch
Lachay Bros.
John Lane & Co.
Lane Bryant
La Resista Corset Co.
L'Atelier
F. Lauritano
Sol. Lazarus
Leboit & Co.
Lee Tire Sales Company.
Lehn & Fink
Lemon & Co.
Leonard's
Lenox Talking Machine Co.
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Lewis & Conger
Lexington Motors Corp.
Libbie, McNeil & Libbe
Lieber Horses
Liggett & Myers Tobacco Co.
J. B. Lippincott Co.
Little, Brown, & Co.
Locomobile Co. of America
Frederick Loeser & Co.
Lord & Taylor
Loudonville Little Water
Longmans, Green & Co.
Lose Wiler Co.
Lord & Taylor
F. Lorillard Co.
Lothing, Lee & Shepard
Henry Lotz
Louis & Co.
Lion Brewing Co.
M. A. B. Associates
Alice Foote MacDougall
Macmillan & Co.
Mackie Horticultural Co.
A. C. McClurg & Co.
McClure's Magazine
Jas. Mcfarlanen
McGillivray & Co.
Jos. P. McHugh & Son
Halliard, Henry
Malem, Bernard
Manzella Book Store
Jacob Mandel
Margaretta May
Maxwell Motor Co.
Adolph H. Meyers
Robert Meraton
H. Mathews
A. H. Meyers
Meyerowitz
Michael
Michelin Tire Co.
H. Mielke
Edward Miller & Co.
I. Miller
Minerva Motors
Milburn Automobile
Moffat, Yard & Co.
Motor Car Equipment Co.
Museum Specialty Co.
Miss Nafral
A. L. Nason & Son
E. Nardi
National Cash Register Co.
National Motor Vehicle Co.
National Sugar Products
Neeve, A. Gunther
New York Edison
New York Sporting Goods Co.
West Street Market
Northwestern Fruit Exchange
A. Nugent & Co.
Oakland Motor Car Co.
Oakley & Co.
Oldsmobile Co.
Ottenheimer, Collins & Co.
Overland Rubber Co.
Owen & Reiers
Packard Motor Car Co.
Paddington Sales & Mfg. Co.
Page Company
Page & Shaw
Parfumerie Riviera
Park & Tilford
Paquin
Parlorgan Co.
Pathe Pathephone Shop
Pease Piano Co.
Peck & Peck
Peerless Motor Car Co.
The Peptonat Co.
Pierce Arrow Automobile Co.
Poertner Motor Car Co.
B. Priestley & Co.
F. M. Prindle
G. F. Pulcam's Sons
Rand, McNally & Co.
Rauch & Lang Carriage Co.
Redfern
Reed & Barton
Regal Shoe Co.
Remington Typewriter Co.
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Reo Motor Car Co
Repetti
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R. J. Reynolds Tobacco Co.
Richardson & Robbins
Riker-Hegeman Co.
Robinson's Patent Barley
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J. Rosenberg Co.
M. J. Roth
Royal Baking Powder Co.
Royal Copenhagen China Co.
Royal Typewriter Co.
Royal Worcester Corset Co.
Miss Helena Rubinstein
Jacob Ruppert Brewing Co.
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Frederick A. Stokes & Co.
Michael Strauss
Studebaker Corporation
Sturgis & Walter Co.
Stutz Motor Car Co.
Alex. Taylor & Co.
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Tiffany & Co.
Tiffany Studios
Tuckle Cabinet Co.
Tobey Furniture Co.
Chas. L. Tryon, Co.
Underwood Typewriter Co.
United Cigar Stores
United Lamp & Burner Co.
United Profit Sharing Co.
United Shirt & Collar Co.
U. S. Tire Co.
Vanity Fair
Van Horn & Sawtell
Van Orden Corset Co.
A. A. Vantine & Co.
Vargas
Victor Talking Machine Co.
Vogue
E. Vom Hofe
Walpole Bros., Inc.
John Wanamaker
Dr. Jeanne A. D. Walter
Ward Bread Co.
Ward Motor Vehicle Co.
B. Guy Warner
Mary Anderson Warner
L. E. Waterman Co.
Weber & Heilbroner
Weed Chain Tire Co.
B. Wendler
The White Auto Co.
White Rock
Whiting Motor Co.
Wild & Co., Joseph
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Wilson Distilling Co.
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