

O'RYAN'S BIG BIRD A MEXICAN FEAST

Last Turkey in Rio Grande Valley Fed to Carranza Officers.

RECEPTION MARRED BY SLIGHT MIX-UP

Chief of Staff Too Late to Greet the Resplendent Visitors.

By ROBERT H. RORDE.

Headquarters Sixth Field Division, U. S. A., McAllen, Tex., July 29.—The last turkey in the Rio Grande Valley is no more.

Major Juan de la Flores and two hungry lieutenants from Reynosa, across the river, have been here and have gone away with full stomachs and widened eyes.

They came to eat and to see, but inadvertently left behind a bit of information of peculiar significance; there were two other lieutenants who might have come to the feast, but they were left behind.

"The bad," murmured Brigadier General George R. Dyer, who was showing the luckier lieutenants through the camp of the 71st Infantry when the remark was dropped by one of them, "How is that?"

"Oh," said the lieutenant, with a shrug, "El Major thought it best. They are the Japanese." And those officers who directed the deadly fire of the Mexican machine guns at Carrizal, it is common talk along the border, also were of the Japanese.

Word that Major Flores, department commander, had O. K'd his acceptance of Major General John F. O'Ryan's invitation to come and eat turkey with him and see the gringo troops on picket line in their camp did not reach division headquarters until late this afternoon.

Chief of Staff Sent.

Colonel H. H. Bandholtz, General O'Ryan's chief of staff, and Captain Fred Humphreys, the general's aide, were started at once for Hidalgo. But Major Flores and Lieutenants Refugio and Rafael Munguia, veterans of seven pitched battles and 700 skirmishes in the brush, were even then on their way across the river. They came in a tubby rowboat, with a sweating peon at the oars.

Aside from a group of newspapermen, Charles W. Beeson, the Hidalgo immigration inspector, was the only person present even vaguely suggesting an official reception when the scout reached the northern bank. These Mexicans, as they lined up on the bank and tried to pick out el General O'Ryan, the kind host, in the knot of greeters, were in striking contrast to the officers who have been used to seeing about the encampment. The only point of similarity in their attire was that each wore black shoes with red puttees.

Major Flores's only insignia of rank was a fiery little mustache, waxed at the ends into twin spears. His uniform was of gray and might have passed as a civilian riding habit. Lieutenant Munguia, towering above his chief by half a head, wore white cotton trousers, a brown civilian coat and a civilian collar and tie, the collar abnormally high and miraculously starched.

See the More Gorgous.

Of the lieutenants, Saes was by far the most gorgous. He wore a khaki

tunic above his white trousers, with two rows of glistening nickel-plated buttons up the front and more nickel-plated buttons popping out on skirts and sleeves. On his head sat a jaunty Stetson.

For a moment Major Flores stood on the bank bowing politely. Then he strode forward deliberately. He had picked out his host in the group and was about to embrace him. It was a correspondent on whom the major was advancing. Beeson's explanation was too late to avert a salutation on the left cheek of the newspaper man.

Ten minutes later a mud covered motor dashed up with General O'Ryan's representatives in it. Major Flores and his lieutenants rode to the gringo camp in state. Their arrival found General O'Ryan and his staff mounted in readiness for the review, and the crack 7th lined up in company streets. There were horses, too, for the Mexican officers. No sooner were they mounted than the 7th marched by.

When it was all over the Mexican officers said words that meant "Splendid! Wonderful! Unbelievable! The Old Rumor Hole."

This end of Texas has always been a great place for rumors. Before the troops came the natives were turning them out expertly and swapping between themselves. The contagion has spread to the Guardsmen, with the result that the camp is always seething with what purports to be news, but fades on investigation.

The favorite rumor of the last few days dates August 15 as the time for the departure of the 7th Infantry and the beginning of the homeward movement of the New York division. Despite General O'Ryan's announcement that Christmas dinners would be eaten here, it persists. To-day came something which was seized upon as a corroborative detail when it was learned that the Gulf coast's lines had been ordered to keep all Pullman and chair cars now on their tracks south of San Antonio until after September 1.

"Ah, ha!" gloved the rumor monger. "That means we go back next month, after all. Hurrah!"

But another rumor club is equally sure the cars are to be used for a little trip to the south.

At the same time it was announced at headquarters that men who established their right to a discharge under the dependent family order will not be "stuck" for their own expenses. On the way back to New York they are to receive an allowance of 3 1/2 cents for each of the 2 1/2 miles between here and the home station.

Lieutenant Colonel Frederick M. Wells, of the 23d Infantry, offered his resignation to Major General O'Ryan this morning. It was sent on to Washington and Albany for approval by wire. Colonel Wells, whose home is in Brooklyn, is an Assemblyman. He is anxious to get home to lead a fight for reelection.

Colonel William Bates, of the 71st Infantry, has bought 400 acres of brush land near his camp, which will be cleared and used as a drill ground.

FORTY-FIVE HORSES DIE IN STABLE FIRE

Owner and Watchman Overcome in Harlem Blaze.

Forty-five horses were burned to death in a fire that destroyed a stable belonging to the Trainer Contracting Company, at Eighth Avenue and 152d Street, early last evening. Neighbors who saw the destruction of the building say that the blaze was caused by a lighted freeracker, thrown through a second story window by a boy.

Thomas Trainor, one of the owners of the concern, was overcome by smoke while attempting to save the horses. William Barrett, the night watchman, was burned about the face and hands while on a similar errand. Both men were revived and sent to their homes.

Tenants in neighboring apartment houses left their rooms and were preparing to carry valuables after them when firemen succeeded in extinguishing the flames. The loss is estimated at \$20,000.

WILSON PUSHES MEXICO PLANS

Considers Men for Joint Commission While Awaiting Carranza's Reply.

SEEKING DEFENCE TO HUGHES ATTACK

First Chief Expected to Accept Proposal for Broad Inquiry Into Republic's Troubles.

[From The Tribune Bureau]

Washington, July 29.—The Administration, hoping for a quick acceptance of the note sent to General Carranza last night, is already planning its next move. President Wilson is understood to be studying the names of persons available as American members of the committee, while on his cruise down the Chesapeake on the Mayflower. It is hoped that upon his return on Monday morning he will be able to announce their appointment and issue a call for a meeting of the commission, thus erecting one more barrier against the Hughes attack which Administration leaders know is due on Monday evening.

Carranza is expected to agree to the proposal to broaden the scope of the commission's work, it was understood here to-day, although for nearly two weeks negotiations between Acting Secretary Polk and Ambassador Designate Arredondo have been practically at a standstill because of the First Chief's refusal to accede. The Mexican viewpoint was that the commission had no right to go into what was properly Mexico's own internal affairs. Withdrawal Pershing, Carranza's Desire.

Carranza's final acceptance, it was said to-day by persons in close touch with the de facto government, is due merely to a desire to find some way out of the present intolerable situation on the border. His first step is to obtain General Pershing's retirement, and it is believed his consent to the broadening of the powers of the commission will be based on the hope that the American government will withdraw the troops in Mexico. The First Chief will still insist, it is believed here, that this shall be the first question taken up by the joint commission. Another point on which there has been a hitch between the two governments is the time to be occupied in the commission's work. The Administration is known to favor, chiefly for political campaign reasons, a long and exhaustive inquiry that will continue until after the November election. In that way it is hoped to lessen the force of the charge of failure which the Republicans are bringing against the President's Mexican policy.

Carranza has been insistent on prompt action. He has maintained that for the security of his own government it is imperative that the question of the Pershing expedition be settled immediately.

Danger of Armies Clashing.

As long as the troops remain in Mexico there is not only the question of humiliation and indignity inflicted on his government, but there is the constant danger of friction between the armed forces of the two governments. While the present situation continues, the First Chief also contends, there is no hope of relieving the economic prostration of Mexico. The United States, while professing friendliness for its southern neighbor, still warns its citizens that it is unsafe

for them to return to their business there. And without the reopening of mines and industries in Mexico, Carranza understands, the economic basis for his own government will continue to weaken.

Speculation as to the American members of the joint commission continues among Capitol politicians to-day. While Chief Justice White and Solicitor General Frederick W. Lehmann are considered as being first choice, other names are being mentioned. Chief among them are Justice Louis Brandeis of the Supreme Court, and Justice Victor J. Dowling of New York. The former the President is said to believe is particularly suited for the commission's task, owing to his experience in the solution of labor and capital problems, which are the underlying difficulties in Mexico. It is believed that Justice Brandeis would have the confidence of the Mexican Government. General G. W. Goethals has also been mentioned.

TO LIST MOTOR BOATS FOR TRAINING CRUISE

Inspectors Will Classify Craft as to War Uses.

Naval Constructor B. S. Land and Lieutenant W. Nimitts, U. S. N., have been appointed examiners for the motor boat division of the naval training cruise, in the 3d Naval District, which extends from New London, Conn., to Barnegat, N. J. Their duty is to inspect the volunteer craft and classify them according to the uses to which they could be put in time of war. To facilitate the work the officers are stationed at the New York Navy Yard, which begins September 5, and it is expected thousands of motor boats will be entered from the third district. Even auxiliary yawls are eligible. Their owners will be trained in patrolling, scouting, landing and sweeping mines, counter mining and attacks upon ships protected by searchlights and patrol boats.

The motor boat division of the training cruise is under the direction of Franklin D. Roosevelt, Assistant Secretary of the Navy.

GLAD SOUTH LOST WAR, SAYS BEN TILLMAN

Carolinian Wants Arlington a National Amphitheatre.

Washington, July 29.—"I never believed possible that I could do it, but slowly and by degrees I have come to think that it was best for all concerned that the South was defeated," said Senator Tillman, of South Carolina, to-day, urging passage of a bill dealing with Arlington National Cemetery.

"Slavery," he continued, "was a curse which had to be destroyed here and the South and the world could advance. It was a curse for which the South was no more responsible than the North. Both sections were responsible—and both paid four long bloody years of penance for their joint sin. It had to go, and it went in the worst possible way and its going gave birth to an apparently unsolvable problem, still I, who was born in and of the old South, am glad it is gone, never to return."

"I am glad, also, that the idea of nationality has supplanted that of confederation, despite the danger involved, and so I can find it in my heart to want to make the amphitheatre at Arlington truly national in its scope."

DESERVES IRON CROSS.

Miss May Healy, a teacher, who walked two thousand miles in two years going to and from her school at North Plato, Ill., has been presented with a gold medal by patrons of the school for faithfulness. The school is three and one-half miles distant from Miss Healy's home.

FEW TURN OUT TO HELP GUARD

Only 2,000 at Benefit to Aid Dependents of the Soldiers.

HOPED FOR \$50,000 GOES GLIMMERING

Sheephead Bay Field Day Gets the Cold Shoulder from the Public.

The National Guardsmen serving Uncle Sam on the Mexican border would be sorely disappointed if he gauged the interest of folks and friends at home in his family's welfare by the attendance at the field day held by the Active Service Auxiliary at the Sheephead Bay Speedway. The Auxiliary hoped to raise \$50,000 to relieve distress left behind by breadwinners who departed for the border a month ago. It will be a surprise if the financial accounting of the elaborate fête shows any considerable balance on the credit side of the ledger.

A good programme of field athletics, thrilling motor races, daylight fireworks and music by two volunteer bands was staged to a crowd of scarcely 2,000, which looked like a mere sprinkling of people in the huge stands of the stadium. Only one feature was missing from the programme—that of aviation. But the crowd itself, though what there was of it did not lack interest, was not a tribute to New York patriotism or charity.

Expected Visitors Absent.

The eyes of the curious in the grandstand looked in vain for Cornelius Vanderbilt, chairman of the Active Service Auxiliary, and Mrs. John F. O'Ryan, wife of the major general of the New York militia. Captain Schroeder, of the armored motor company of the 71st Regiment, had stationed a squad of men with a machine at the Speedway entrance to escort Mrs. O'Ryan to a box, but their wait was futile. Captain Schroeder could not find her.

The hustling arrangements of the last two weeks, the Wall Street raids led by pretty chorus girls selling tickets for the event, apparently failed to elicit a general response from New Yorkers. They enjoyed their Saturday holiday elsewhere. If the auxiliary intends to continue its work of assisting the dependents of New York's militiamen until the latter can be discharged and returned to their needy relatives, a different kind of appeal for funds must be made, it was said yesterday.

Not that those who did show enough patriotism to go to the Speedway yesterday did not get their fill of enjoyment. They did. In spite of the fact that the fête was planned and arranged in two weeks, no one could have been disappointed with the programme as it was carried out.

Aviation Feature Omitted.

Some nine aviators who had promised to fly private, National Guard and army machines failed to appear, but otherwise everything was staged as per schedule. The athletic contests were spirited. The automobile and motorcycle races were thrilling, and the music, liberally supplied by the New York Municipal Band at one end

of the grandstand and by the Letter Carriers' Band at the other, was all that could be desired.

One of the features of the afternoon was the display of daylight fireworks by Pain's Manhattan Beach Fireworks Company. Not only the small boys in the crowd, but plenty of grown-ups scampered across the fields after gayly colored paper men, animals and flags shot into the air and exploded over the arena. Two Boy Scout brigades gave an exhibition drill and skirmish maneuver and about three hundred of the girls who were in the red, white, blue and gold costumed company of 1,600 that formed a huge human American flag at "American Liberty Day" repeated their stunt in the interim between races.

It was plain to see that everybody enjoyed most of all—the motor races. Harry S. Harkness, president of the Speedway, spent most of the afternoon managing the plan and famous blizzard. He and then acted it around the two-mile track three times. Then four high-speed cars competed in a ten-mile race. George Adams, driving his twelve-cylinder English Sunbeam car, was the fastest in the world, seemed to play with his three competitors most of the way and then easily won by nearly half a mile, completing the ten miles in 7 minutes 15.2 seconds.

SAILS FOR ARGENTINA TO PROMOTE TRADE

W. H. Hill Says Opportunity Is Knocking at U. S. Doors.

William Hill Hunt, who with the late James G. Blaine, when the latter was Secretary of State, worked out and demonstrated the plan of shipment of our banking system in Latin America, sailed yesterday for the Vestrif, of the Lamport & Holt line, for Argentina to promote trade with the South American countries. Mr. Hill said before departure:

"The situation which confronts the United States as a world power, politically and financially, is one that has never presented itself before, and no reasonable man can expect it to present itself again. It is for us to fulfill our obligations in an intelligent and practical way.

"One of the most serious obstacles to overcome is the lack of mail and telegraph facilities and the distance in time from American ports to those of Latin America. It now requires eight weeks to write to Buenos Ayres and receive an answer. Think of the fluctuations in prices and the changes in trade conditions during those eight weeks. That could be overcome by establishing in their midst warehouses and salesrooms with an ample stock of goods on hand from which orders could be filled promptly. The prices in Argentina would then change automatically with those in New York."

'WAHOO SAM' CRAWFORD WON'T RUN FOR SHERIFF

Tiger Outfielder Resists Plea of Detroit Democrats.

(By Telegraph to The Tribune.) Detroit, July 29.—Sam Crawford, the big Tiger outfielder and one of the most popular ball players who ever wore a Detroit uniform, has decided to resist the temptation of running for Sheriff on the Democratic ticket. Party leaders believe that the reknown of "Wahoo Sam" would result in his rolling up a winning vote, have pleaded hard with him to allow them to make him a candidate.

Sam made up his mind Saturday before the double-header with Boston, however, that he will stick to baseball a while longer.

Two Held in Auto Theft.

Kenneth M. McCann, of 33 Beekman Place, and Ellis C. Dreiner, who gave his business address as 1387 Broadway, were locked up in the West Forty-seventh Street police station yesterday, charged with stealing an automobile owned by Dr. William Michael, of 106 Seventh Street. The car was taken while Dr. Michael was dining in a Broadway restaurant.

COAST AUTO DASH SETS NEW RECORD

Stock Car Covers 3,390 Miles in 134 Hours and 40 Minutes.

RIVALRY FAST TRAINS IN CONTINENTAL RUN

Samuel B. Stevens Declares Speed Test Demonstrates the Value of Military Roads.

Breaking all records for transcontinental automobile runs by nearly two days, Samuel B. Stevens, of Rome, N. Y., rolled into Union Square, San Francisco, at 4:10 o'clock yesterday afternoon in the car in which he left Columbus Circle, Manhattan, at 1:30 o'clock last Monday morning.

The distance of 3,390 miles was covered in 134 hours and 40 minutes, including nine hours lost through accidents. The best previous record for the trip was 178 hours.

Mr. Stevens, who is chairman of the motor reserve committee of the American Defense Society, made the run to demonstrate the value of the automobile in time of mobilization and to arouse an interest in the building of military roads by army engineers, a plan long advocated by General Leonard Wood. General Wood's interest in the trip is shown by the fact that Mr. Stevens carried a letter from him to the general, in command at the Presidio, in San Francisco.

Military Control of Roads Urged.

With good military roads and a large motor reserve, and with relief drivers stationed at various points along the routes, United States troops could be mobilized at any point in the country, independently of the railroads, Mr. Stevens contends. The fact that Paris was saved from German invasion by the troops rushed to the front in automobiles commandeered in the city streets proves his argument for military control of highways. In an effort to stir the country to the need of this practical form of preparedness, Mr. Stevens arranged and financed the journey.

The record-breaking run was made in a "stock" six-cylinder Marmont "34," to which no equipment was added except an extra pipe through which gasoline could be speedily poured in the storage tanks.

Three crews of men were needed to make the dash, as the car was kept running continuously. Mr. Stevens ran the machine in each alternating shift, jumping from point to point by train. The speed made by the car is shown by the fact that at Omaha, where he had gone by rail from Syracuse, he had but thirteen minutes' wait for the machine.

The route followed by the car was from New York to Albany and then through Buffalo, Cleveland, South Chicago, Omaha, Cheyenne, Salt Lake, Reno and Sacramento to San Francisco. A large delegation from the San Francisco branch of the American Defense Society met the car on its arrival in Union Square.

Mr. Stevens has crossed the continent in an automobile several times, and he chose this route as the most practical and direct. His plans were worked out to the minute throughout the route, and included an average speed an hour between points along the way. The average speed for the entire journey was 25.1 miles an hour.

In making his arrangements Mr. Stevens had the cooperation of the Weather Bureau, which gave him forecasts on the conditions in the various regions through which he would pass. In addition to five men, who aided

DAY BY DAY RECORD IN AUTO DASH TO COAST

Left Columbus Circle July 24.	Hour and date.	Miles.
1:30 a. m.		
Arrived at	date.	
Poughkeepsie.....	3:50 a. m. 74	
Albany.....	6:04 a. m. 149	
Utica.....	8:55 a. m. 244	
Syracuse.....	10:20 a. m. 294	
Buffalo.....	2:50 p. m. 450	
Erie, Penn.....	4:17 p. m. 540	
Cleveland.....	7:30 p. m. 641	
	July 25.	
Merrville (Chicago) 7:00 a. m.	950	
Clinton, Iowa.....	12:30 p. m. 1,093	
	July 26.	
Omaha.....	1:10 a. m. 1,452	
Las Platte, Neb.....	11:03 a. m. 1,763	
Cheyenne, Wyo.....	4:50 p. m. 1,989	
Rawlins, Wyo.....	1:00 a. m. 2,165	
Evanson, Wyo.....	11:30 a. m. 2,396	
*Salt Lake City.....	1:55 p. m. 2,486	
	July 28.	
Ely, Nev.....	8:10 p. m. 2,759	
Austin, Nev.....	3:05 p. m. 3,100	
	July 29.	
*Reno, Nev.....	5:30 a. m. 3,097	
San Francisco.....	4:10 p. m. 3,390	

*Delay of seven hours for repairs. †Three hours lost in desert.

Mr. Stevens in making the trip, local pilots met the car at cities along the route where detours had to be made. It was the failure of one of these pilots to know the road which lost three hours from the original time schedule.

At a point west of Salt Lake City the pilot, whose services had been obtained by telegram, was unable to start the machine, and sent a friend in his place. The man declared he knew the road, and the car sped on. It was night and the route lay through the desert. At midnight a certain place was reached by 1 o'clock, with no sign of the place at hand, the driver began to worry. After much questioning the pilot "allowed he's turned wrong" and two more hours were spent in recovering lost ground.

A second accident at six more precious hours from the carefully worked out schedule. As the machine was racing over a narrow Utah road through Farley's Canyon another motor suddenly appeared from around a sharp curve. Quickly turning the steering wheel, the driver of the record-smashing car gave the other machine as wide a berth as possible, but the road was too narrow, and when the car halted it locked one of its wheels. Neither the driver or the mechanic was injured, and the enforced delay while a new wheel was put on inspired greater speed during the remainder of the trip.

A remarkable feature of the trip is that it was the first time that an attempt has been made to smash the "cross-country" record from East to West. All other dashes have been made from the Pacific to the Atlantic because the route as a whole has less grades.

Before leaving New York the car was sealed by officials of the Automobile Club of America, so that there would be no question as to the identity of the car which reached San Francisco.

The man who drove the car during the time Mr. Stevens was travelling by train were Fred Barbour and Walter Belling. Robert Creighton piloted the machine from Ely, Nev., to Reno.

The best time made by trains between New York and San Francisco is four days and a half. This represents 108 hours, or twenty-seven hours less than the time it took Mr. Stevens' car to make the trip. Deducting the nine hours lost through accidents, the machine completed the journey in just eighteen hours longer time than the trip could be made by taking the Twentieth Century Limited from New York to Chicago and the Overland Limited from Chicago to San Francisco.

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9 piece Sheraton Mahogany Suite. Formerly \$272.50.....	\$165.00	10 piece Colonial Mahogany Suite. Formerly \$500.00.....	\$345.00
9 piece Grey Oak Suite. Formerly \$250.00.....	\$185.00	9 piece Adam Mahogany Suite. Formerly \$475.00.....	\$345.00
10 piece Chippendale Mahogany Suite. Formerly \$250.00.....	\$225.00	10 piece William and Mary Mahogany Suite. Formerly \$500.00.....	\$365.00
10 piece Jacobean Oak Suite. Formerly \$394.00.....	\$245.00	10 piece Queen Anne Mahogany Suite. Formerly \$475.00.....	\$375.00
10 piece Ivory Enamel Breakfast Room Suite. Formerly \$310.00.....	\$245.00	10 piece Jacobean Oak Suite. Formerly \$603.00.....	\$375.00
10 piece William and Mary Oak Suite. Formerly \$314.00.....	\$245.00	10 piece American Walnut Suite. Formerly \$512.00.....	\$445.00
10 piece Sheraton Mahogany Suite. Formerly \$311.50.....	\$247.50	10 piece Adam Mahogany Suite. Formerly \$570.00.....	\$445.00
10 piece Adam Mahogany Suite. Formerly \$335.00.....	\$265.00	10 piece Queen Anne Decorated Suite. Formerly \$550.00.....	\$475.00
10 piece William and Mary Brown Oak Suite. Formerly \$350.00.....	\$285.00	10 piece Georgian Mahogany Suite. Formerly \$635.00.....	\$500.00
9 piece Chippendale Mahogany Suite. Formerly \$434.50.....	\$295.00	10 piece Chippendale Mahogany Suite. Formerly \$705.00.....	\$625.00
Cane Mahogany Arm Chair or Rocker. Special \$12.50		Solid Mahogany Tea Wagon Special.....	\$15.00

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