

about downtown offices

It is on the basis of location, convenience, light and price that the following office space is offered.

43 Exchange Pl. Wall St. Exchange Building

A VACANCY is rare in 43 Exchange Place—a splendid building, well maintained, between Broad and William Sts. with Wall St. connection.

For a broker, lawyer or investment house who will act quickly, there exists right now the opportunity to secure space. Suite 701-2-3 is available—1600 square feet fronting on Exchange Place, with Lee Higginson & Co. and Carlisle Mellick & Co. as business neighbors. It is a daylight suite, and is partitioned and well arranged, ready to be occupied.

Other spaces are two small units on the eighteenth floor, with good light and outlook.

Ground Floor Location for Store or Office 16 Exchange Pl.

RIGHT in the heart of the marine insurance district at the easterly end of the financial district, this 1,600 square feet of highly desirable space on the ground floor of the building of the Canadian Bank of Commerce is now available as a unit, or it will be divided. It is just one block from the New Cotton Exchange, on the corner where Beaver, Hanover and Exchange Place converge. There are a few select small office units from 300 to 500 square feet also available. This is an ideal location for cotton or marine insurance brokers, or other business requiring a downtown location.

68 William St. Corner of Cedar St.

THIS splendid building owned and occupied in part by the Royal Bank of Canada, stands at the southern end of the insurance district. Tenants in this building include some of the best known insurance, financial and legal houses downtown. Their established standing indicates the character of the building, and its attractiveness as headquarters for firms or individuals seeking distinctive quarters. There are 3000 square feet in the 4th floor which will be divided into small communicating units.

On the 5th floor, there are 4500 square feet, with 20 windows, ideal for an insurance or casualty company, or an investment house whose clients are largely grouped in the financial or insurance sections.

We invite inquiries from interested parties seeking high grade office space—downtown or uptown.

Wm. A. Witt & Sons Est. 1811 46 Cedar St. Tel. John 5700

OVINGTON'S The Old Established Custom, and the only way we can think of to improve on the good old custom of afternoon tea is to serve the social brew in a tea set of Ovington's china.

Arrests Wait Last Link in Hall Murder

she had met the woman wearing the gray coat at a rummage sale some time before the crime, but the witness is sure that the woman does not know her. "I went home and tried to forget everything. Until they arrested Clifford Hayes and charged him with the murder I did not intend to say anything about it," the affidavit concluded.

The persons being sought as corroborative witnesses are the occupants of the automobile, the lamps of which were thrown as a spotlight on the couple who were on their way to confront the sexton's wife and the rector. When this happened Mrs. Gibson, astride her mule, was in the same field in which Dr. Hall and Mrs. Mills soon were to be killed.

Scene Fast In Her Memory Mrs. Gibson, alert again because she was scouting for worn shoes, prodded her mule into a run. Photographed on her retina was an indelible memory of the appearance of the man and woman who had been exposed to view by the automobile headlights.

The flashlight showed when this man and woman left the lane and turned into the dirt road used to serve as a driveway to the old farmhouse. Mrs. Gibson halted her mule with a gentle pressure on the reins. She saw the electric torch sending a cone of yellow light into the shrubbery on either side and then she saw within its glare a cowering couple, another man and woman. Dr. Hall and Mrs. Mills were at that moment.

Officials Accept Story The authorities express themselves as satisfied with Mrs. Gibson's story; she has made an undeniable impression on unofficial investigators, and Timothy Pfeiffer, Mrs. Hall's lawyer, is frankly interested in her story.

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Concerning some telegrams sent by Dr. Hall a few weeks before his death to Henry Stevens at Lavalette breaking an engagement, and another to an unidentified woman in New York, Mr. Pfeiffer said:

Dr. Chaffee, Head of Railroad Surgeons, Falls Dead on Train Dr. George Chaffee, seventy years old, of 170 Court Street, Binghamton, N. Y., president of the American Association of Railway Surgeons, died last night on the Buffalo Flyer of the Lackawanna Railroad passing through Denville, N. J.

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of September 14. He did not dispute a statement that there was no one in a position to support Mrs. Hall's statement positively. For instance, the servant girl, who on the back porch through a part of the evening, he said, Barbara Tough, the seamstress, had permission to go out. Willie Stevens was in his room. The only other person in the house was an eight-year-old niece, who, according to Miss Tough, goes early to bed.

May Have Had Visitor "There may," said Mr. Pfeiffer, stressing the qualifying word, "have been a visitor during the evening."

Barbara Tough is a woman past early youth, slender and speaking with a Scotch burr that is pleasant to hear. It was learned yesterday that she has told the authorities that she, too, by some strange freak of fate or circumstance, was in the vicinity of the Phillips farm on September 14.

Barbara has said that she went to see a friend who lives in Easton Avenue, near the Parker home. The home is opposite the Phillips farm. After that, the seamstress said in accounting for her time, she went motoring with a friend and arrived at the Hall home about 10:15. All the lights were lighted, and she decided that all the members of the family were in and had to go to bed. She insisted she heard nothing until she was awakened at 2 o'clock in the morning. She did not know at the time, she says, who it was she heard, but thought it was Dr. Hall moving about on the second floor.

That stretch of Easton Avenue by the Parker Home where Barbara went that afternoon was the regular rendezvous of Dr. Hall and Mrs. Mills. As far as the authorities have been able to learn the seamstress saw nothing that day of the husband of her mistress, or of Mrs. Mills, her fellow boarder.

Two other members of the church, a man and a woman, both members of the choir, are also known to have been in Easton Avenue that evening. They are being questioned by Mr. Mott, probably to-morrow.

Investigators Cheerful Mr. Mott, accompanied by Detective MacIntyre, his chief investigator, reached the courthouse in New Brunswick about 10:30 this morning. They were smiling broadly as they left their taxicab and hustled up the stairs into the building. County Detective Ferdinand David was the only one there to greet them, and Mr. Mott declined to start his work until Prosecutor Stricker arrived. Stricker came about the quarters of an hour later, and presently Detective Totten, of Somerset County, joined them.

Could Make Arrest Now "Have you a reasonable basis for prosecution of some one at this moment?" "Well, I am suspicious of some people. I could make an arrest now, but I prefer to wait until the case is clinched. There is a big difference between an arrest and a conviction."

"Are you going to call any witnesses to-day or to-night?" "When they call any witnesses until I have gone over the case very thoroughly and am prepared to question properly any witnesses who are called," he said.

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Bluenose Victor; Will Race With The Mayflower

my judgment there must be practical rules for the governing of the races, but in fairness to all they should be interpreted and carried out by men who know every phase of the fishing and shipping industries.

John Raymond, part owner of the Ford, appeared to-night with \$10,000 in his clenched right hand. Raymond wants another race with the Bluenose. "I'll not race the Henry Ford again this year," Captain Walters said. "I'll race the Mayflower if their owners want to race, but I'll not race the Henry Ford." The matter rests there temporarily.

Protest Filed for Ford At midnight to-night the international committee announced the receipt of a protest from William J. MacIntyre, chairman of the American Race Committee, on behalf of the Ford. It reads:

"I hereby protest to-day's race between schooner Bluenose and schooner Henry Ford on the ground that the schooner Bluenose carried no official observer. I do protest on the ground that the Bluenose used a different stay-sail from the one used in the previous races, and that the different stay-sail was of larger area than the stay-sail previously used. The stay-sail was not a part of the regular equipment of the vessel and that the substitution was made without the permission of the international committee."

To-day's race ends for all time the question of the superiority of the Bluenose over the Ford. Captain Morrissey himself admitted that, when he said "You can't," the Bluenose crew crossed the start and the finish line ahead, and there was no period of the race when she did not have the challenging schooner well in her wake.

"You can't," said Captain Morrissey, skipper think little of their ships, after it was all over to-night "Clayte" Morrissey remarked thoughtfully as he chewed the end of his long and intensely black pipe.

"D'y' know, if it was a race under four lowers, in a four lower breeze, I believe we'd be pretty near beating the Bluenose," Morrissey accepted the beating in good spirit, and admitted that the Bluenose had demonstrated her value. But he still knows the Ford is a mighty good vessel. And he's right.

On the other hand Walters showed no disposition to gloat over his triumph. "It was a good race, and we had the foot on it," he said.

"When there is any wind out there Clayte can't beat us in a year; but Clayte's a mighty good fellow, and if he had to beat us in any breeze, he'd beat us," Walters said. "I'll race Clayte Morrissey any time he wants me to. That's the way I feel about it."

To-day's result buries the raging controversy which has run Gloucester ever since the sailing committee muffed the false start of the first race last Saturday. Offspring of the "old" race, the two arguments, one on every street corner in Gloucester for many months to come, but the issue is dead. Not only is it dead, but a neat epitaph has been provided for its tombstone.

Captain George Peebles is the author of the epitaph. He spoke it today as the vessels neared the finish line. On the fourth leg the Ford carried away her foretopmast, and she finished the race with only her maintopmast flying of all her kites. The accident was tough racing luck, but the circumstances, which she had met, aside from the delay of a minute or two while three men went aloft and cleared the wreckage, it made no difference in the result. In fact, the Ford sailed better without her tops than she did with them.

Nevertheless, the accident was made the text for one last frantic appeal on behalf of those one or two individuals, who with one and another, on what passes for public opinion, have persistently intrigued to have the cup given to the Ford. William J. MacIntyre, chairman of the racing committee for the American eliminations, was the author of this wireless message, which was handed to Captain Peebles, chairman of the international sailing committee, on the bridge of the Canadian cruiser Patriot a few minutes before the finish:

"I appeal to you for a square deal for the schooner Henry Ford, twice

Hylan at Last Asks Votes for Al Smith

After several weeks of pussy-footing, during which he made several speeches attacking Governor Miller but avoiding mentioning the name of Alfred E. Smith, Mayor Hylan last night at a Democratic rally in Arcadia Hall, Brooklyn, asked specifically for votes for the Democratic candidate for Governor.

"I support and I urge all my friends here and elsewhere to support the platform enunciated at Syracuse by the Democratic party in September," said the Mayor. "It is the best platform ever framed by any party, and candidates nominated by the Democratic party will adhere strictly to it."

"I refer in particular to Alfred E. Smith and his associates on the ticket."

Both vessels went to the line today with damaged keels. Diver worked under the Ford and the Bluenose in the early morning and saved and chipped away from their respective keels shoes lengths of planking which had been splintered through contact with the rocky bottom of Gloucester Harbor. The Bluenose keel is chipped up for a length of twelve feet, the diver reported to Captain Walters. On the Ford several less lengthy splinters were found and hacked away before the race.

This necessitated another delay at the start, but to-day's wind conditions gave the vessels only ten miles of windward work. Instead of the fifteen which were made possible by yesterday's breeze. Conditions to-day were almost identical with those of Wednesday's race.

The wind was light at first, and gained in strength steadily, until on the last leg the big boats were bowing along under a ten-five-mile breeze, which forced both of them to take in their ambitious upper canvas.

Start Shows Pretty Sailing The start was a pretty thing; not as sprightly a squeeze as the spectacular sprints of Monday and yesterday, but a mighty worklike piece of sailing. When the half hour gun boomed from the Patriot's midsection the Bluenose was far behind the line and the Ford almost to it.

The Gloucesterman came about at the half hour and followed after the Canadian, maneuvering to work up into the weather position in readiness for a quick dash back for the start. The Ford held the following position, and seemed likely to make good on the move, but Walters threw over his helm and headed his vessel for the buoy marking the inside of the line. He ran on the port tack close hauled until green shoal water showed almost under his bows. The Ford followed suit, but the Lunenburg's persistence forced her to come about first, and when the Bluenose came about she had the following position.

Morrissey headed again away from the line as the Bluenose after him, but Angus took his own judgment on the follow, and when he was ready he jibed without reference to the Ford's position, and headed back for the line. The Ford was left behind, and although she came about quickly and approached the start with much greater way than the Bluenose showed, the Canadian gathered her way before the Ford could threaten her position in the wind making the inside line fifteen seconds to the good. The wind was brisk and blowing twelve knots.

First Leg Hard Fought On the first leg, a broad reach of five miles to Thatchers, there was mighty little to choose between them. As always happened, the Canadian, with the leading position in the wind, caught the best puffs, and she drew up a little as the vessels neared the first mark. The Ford showed a smart piece of sail handling at the turn, holding her stay-sail until right on top of the mark,

then running it down in jig time. The Bluenose took less chances and hauled down several seconds before the gibe. On this neat little bit of work the challenger gained a few seconds.

The second leg was slow, and the relative positions changed but little. At times as the wind softened the challenger picked up a few feet of the Bluenose lead, but it was a stern chase down the wind for two hours. Five miles from the mark, as the vessels ran toward the wind, the Bluenose again freshened and the Bluenose regained her advantage. Right on the mark the Ford again challenged the Canadian's position, and Morrissey scraped the gill-net buoy as he made the turn. The Lunenburg refused to permit any liberties and after a short luffing match, after the vessels had come about, the Bluenose squared away from the mark, walking steadily away as the wind blew up.

At 1 o'clock the Canadian's lead was a quarter of a mile, and she turned the mark to go back to Thatchers, a dead beat up the wind, with a thirty-second advantage. Seeing this the Gloucesterman's supporters conceded that, barring accidents, the race was over. The Bluenose had given them a very wholesome respect for the Nova Scotian's qualities in windward work.

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Ford Topmast Snaps at Once The shift began to tell. The wind was a good twenty knots, and there was much work for three men of each crew. The Ford's stay-sail was acting badly and her topmast seemed to be standing taut against the wind. The challenger was the first to take in her stay-sail and a few minutes later, just as the crew had the stay-sail smothered down, the topmast broke clean off at about half its length.

Three men were sent aloft to clear away the wreckage and lower the broken half of the spar to the deck. The balloon jib was blowing away to leeward, but a loose halyard caught in the rigging and held the canvas and a few minutes later, the tangle could be cleared. The whole incident took seven minutes, and undoubtedly cost the Ford some time.

A minute or so after the Ford's foretopmast broke the Bluenose crew hauled down her foretopmast; the stay-sail was already stowed, and Angus, observing the Ford's shortened canvas, reduced his own trim accordingly. The Canadian took down his foretopmast and cleft his balloon over on the horn, pulling the vessel again on even terms. It was not only a nice courtesy but a smart piece of figuring, for under her lowers and under her topmast the Bluenose made better time of it than with all her sails spreading. So, for that matter, did the Ford, for by this time the breeze was almost a four lower wind.

From this point on the Bluenose held the race well in hand and went her own sweet way to the fourth mark, which she fetched eight minutes ahead of the Ford. On the last leg, with the wind blowing at between twenty-five and thirty knots, the Bluenose maintained her lead without effort, and that was all there was to it.

The official times for the start, first mark (5 miles), second mark (15), third mark (25), fourth mark (35) and finish, were: Bluenose—1:01:06, 1:12:14, 1:27:12, 1:42:10, 1:57:18, 2:12:26; Ford—1:01:21, 1:17:19, 1:32:27, 1:47:35, 2:02:43, 2:17:51.

Killed Two When Reason Fell, Mrs. Rosier's Plea Emotional Insanity Is Defense in Dual Murder at Philadelphia PHILADELPHIA, Oct. 26.—Emotional insanity was put forward today as a defense by John R. K. Scott, chief counsel for Mrs. Catherine Rosier, on trial charged with the killing of her husband, Oscar, head of an advertising agency, and Mildred G. Reckitt, his stenographer, in Rosier's office last January. She is being tried first for the shooting of the girl.

After the state rested its case, Mr. Scott said that Mrs. Rosier entered her husband's office prepared to make a last plea to her husband for his love and failing to convince him, she said she saw there "detracted her reason" and she turned the gun on Rosier and the girl, declared the attorney. The defense also set forth that Mrs. Rosier came of a family with a tendency toward insanity.

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For TOPCOATS of Distinction See the great stocks maintained by SAKS & COMPANY At 28.00 to 55.00 NEW YORK'S finest topcoats together with a host of new models from London, featuring many innovations to be found only in topcoats bearing our label. There is a color, a cloth, a style to suit every man's whim and fancy, whether his preference be conservative or extreme. If you want a raglan we have it, if you want a semi-raglan it is here, or if you want the most conservative set-in sleeve coat we have just what you have set your heart upon having. Saks & Company at 34th Street

The Youthful Wardrobe WHEN the Young Miss is in a quandary for just the right frock or coat or hat to suit a certain occasion, she may turn to the Gidding Misses' Salon and be satisfied beyond her expectation. For a college prom or tea-dansant are Dainty Frocks of taffeta, velvet and crepes, simple of trimming and gayly colored—\$65—\$85. For cross country hikes—golf—motoring and all the outdoor Winter sports, Suits, Capes and Top Coats of imported English and Scotch fabrics exquisitely tailored are fashioned in warm autumnal tones—\$50 and up. Hats for Luncheon Frocks of velvet and satin antique—for sports of felt in bright colors—\$22 and up. Bidding 56th Street FIFTH AVENUE 57th Street NEW YORK

Atlantic City SUNDAY, OCTOBER 29 SPECIAL TRAIN LEAVES Pennsylvania Station - 7:45 A.M. Hudson Terminal - 7:30 A.M. Jersey City - 7:38 A.M. Newark - 7:45 A.M. Elizabeth, Rahway, New Brunswick. Returning Leaves Atlantic City (So. Carolina Av.) 7:00 P.M. Pennsylvania System the Route of the Broadway Limited

Charlotte Improves Wardrobe Charlotte and Florence North, a New York woman who is acting as Charlotte's attorney, were having their shoes polished by a negro bootblack on a high stand just inside the waiting-room door. As the bootblack brushed the high school girl's flat-headed, brown, low-quarter shoes he took care not to let his brush soil the two-inch diamond plaid pattern of the girl's gray and white silk stockings. She wore a navy blue tricotie suit, a light-blue feathered blouse, a light-blue feathered toque, and from her ears dangled ornaments in an and a half long of blue and white glass. The new ring set with a green setting on the third finger of her left hand and a signet ring on the corresponding finger of her right hand.