WHERE JUSTICE MUST HUSTLE

RUSH AND CONFUSION MARK THE POLICE COURT ROUTINE.

Under the New Bench the Number of Cases Has Increased, and Even a Conscientious Magistrate Can Give but Little Time to Each—Faults of the System.

The City Magistrates of this town passed on 147,925 cases in the last calendar year. No other city in the world, with the possible exception of London, has such a record. Of these 147,000 cases the Magistrates had absolutely final jurisdiction in more than 102,000 cases. It is because of the enormous number of these cases that the police courts of the city are known as the courts of the people. Nine-tenths of the criminal procedure of this city, it has been estimated, is done in them.

There were more than 29,000 cases in the Jefferson Market court alone last year, an average of 539 a week or more than 75 a day. Court is in session usually three hours in the morning and three hours in the afternoon, a total of six hours or 240 minutes. To pass on 75 cases in 240 minutes means about three minutes and a fifth for each case. To glance at a complaint, hear what the complainant has to say and sign one's name from three to five times in the papers of each case is the task that the City Magistrates have to meet. The wonder is, according to many of those who have studied the system, that numberless cases of injustice are not done. The wonder also exists, according to these experts, that with all the haste there is not greater corruption than is now known to prevail in the courts. To get competent Magistrates the salary was placed at $7,000 a year and the term of office was made ten years.

THE RECORD OF TEN YEARS.

The present police court bench was reorganized in 1895. It has finished a record of ten years and the last report of the Board of Magistrates shows the kind of work these Magistrates have done. The average yearly increase in the cases in the courts in the last ten years has been 1,681. The increase of last year over that of the preceding year was 18,388 cases. So effectively were these courts organized at the start that in four years after the first year of the decade there was a yearly decrease in criminal cases in the city. Then the tone of the bench changed, through new appointments, and in one year there was an increase of 14 per cent. in the arrests and an increase of 26 per cent. in the number of arrests for felonies. The report of homicide cases shows an increase of 66 per cent. in one year and an increase of 150 per cent. over the average growth of such cases for ten years. Burglaries have increased 27 per cent.

In the second year of the decade the increase in the number of arrests was only 200 in one year. Then the arrests began to decrease, as the report shows, until in 1900 there were 20,000 fewer persons arraigned in these courts than in 1896. In 1897, when there were more than 35,000 fewer prisoners than last year, the fines collected were $15,000 more. On homicide charges last year there were arraigned 529 persons, or more than 10 a week. In 1894 there were only 310 such cases. Up to last year the increase in the decade had been 146 from the smallest number recorded in any one year, so that the real increase in these cases amounted to 150 per cent. For burglary there were 333 more persons arraigned last year than the year before, or 1,557 as against 1,224, the increase being 27 per cent. For grand larceny there was an increase of 300 arrests.

THE TYPICAL POLICE COURT.

To handle this great number of cases the equipment of the courts is far from adequate. For the most part the police courts are held in rooms about sixty feet long and from twenty-five to thirty feet wide. One end is completely railed off by a series of desks, in the centre of which the Magistrate sits. On either side of him are the clerks, six to eight in number. Somewhere in the place is the pen where the prisoners are kept until arraigned. Between the bench and the court room, where a double row of about a dozen long benches are placed, is a railing, which screens off a place about ten feet wide. This space opens into the runway to the prison pen.

Directly in front of the Magistrate is a platform about eighteen inches high, three feet wide and from six to eight feet long. A railing runs along the outer edge of this and down on the floor against that railing the prisoner is arraigned. The platform is known as the bridge. It is packed at every hour of the day with police, court lawyers, witnesses, policemen and reporters. The prisoner at the bar has great difficulty at times even in seeing the judge. The confusion in the place is distracting and the commonest thing heard in the courts is the Magistrate pounding on his desk and shouting for order.

All the clerks are kept busy drawing up the papers in the cases before they are presented to the Magistrate and in recording the disposition he has made of them. The benches outside the railing are crowded with persons who are to be witnesses, with those out on bail and with friends or relatives of those arraigned or those seeking warrants or summonses.

Business begins in these ill ventilated and crowded courts at 9 A. M. Half an hour before that long lines of prisoners have been marched into the open space before the bench and clerks have been busy making out the papers. Where policemen have made arrests they must describe the cases to the clerks and have the crimes classified. There is a roar in the court almost like that of street traffic. Suddenly the sergeant in charge of the police in court shouts:

"Hats off!"

ENTER THE MAGISTRATE!

The Magistrate has left his private room and walks to his place. At once the bridge becomes choked. There is a prisoner six or eight feet away at the railing and half hidden by the crowd. The papers are laid before the Magistrate. He glances at them and says!

"Well?"

The policeman or other complainant begins to tell his story. In nine cases out of ten the prisoner never hears what is said about him. He bends his head and cranes his neck, but so far as hearing the testimony, he might as well be back in the pen. If he hires a lawyer he is likely to hear the attorney raise his voice—the police court lawyer likes to show that he is giving some return in lung power for his services—and then the Magistrate usually waves the crowd away in front of him and says sharply to the prisoner:

"What you got to say?"

The prisoner often starts to talk. If he is not rattled he can get in a word or two, and if he is intelligent he can say a few sentences. Usually he is cut short, and before he knows what has been done he finds a policeman pushing him out of the way either to the pen or toward the gate. Before his back is turned the papers in the next case are before the Judge. He has not yet finished signing his name in three or four places on the papers in the case he has disposed of.

So the papers keep coming to the Judge. They are rained on his desk. He has little opportunity to observe whether there has been any crooked work in drawing them up or whether they fit the crime in the case. It is sign, sign, sign all day long, often 400 times in a single day, with bits of conversation in the way of testimony, all in a voice that cannot be heard three feet from the bench.

Some of the careful Magistrates, men like Barlow, Cornell, Mayo and Whitman, make it an almost invariable rule to [illegible] the accused person brought up on the [illegible] before them so as to give him a [illegible] to hear what is said against him and to make reply. It is not the rule, however, and from the opening of court until its close it is hustle, hustle all the time, and the accused person is not the hustler but the hustlee.

Gradually there has grown up in these courts a "system," a machine of which some Magistrates are an integral part and some are not. Whether the Magistrate is part of it or not he finds himself carried along with the procession, and his hands are practically tied, even if he tries to struggle against it. Many points of law come before him in unexpected ways. This is notably so in the Tombs police court, where commercial cases often come up that are on the border line between grand larceny and actions for the civil courts.

After the great rush of caring for morning prisoners is over there are others where it is necessary to hold long examinations, with counsel on both sides, to see whether it is a case to be sent to a higher court.

THE STEADY STREAM OF PRISONERS.

While these examinations are going on long lines of fresh prisoners are being brought into court. A thoughtful Judge will suspend his examinations frequently to dispose of these cases. There are exceptions to this rule. About a month ago Magistrate Finelite had an examination in a case in the Tombs court where a young woman had been arrested for not returning certain gifts to a man to whom she had been engaged to be married. The man charged her with larceny. The case lasted from 2:15 to 5 P. M. Before it was finished a line of fifty prisoners had been strung out. The accused were charged mostly with minor offences, ranging from intoxication to violating the rules of the road. Among them was a batch of eighteen drivers who had been taken from their trucks at noon. Their teams had been left at the station houses. The business of their employers was held up five hours.

When the Magistrate at last decided to take up their cases he discharged them all. While they were waiting the temperature in the room was nearly 90 degrees, and in this stifling heat the prisoners, some of whom were women, were compelled to stand.

One great source of confusion in the courts arises from the conduct of the so-called police court lawyers. As a rule, they are men of exceeding cunning. When a lawyer of high standing comes to the police court in the preliminary proceedings of a case he is usually wise enough to allow a police court lawyer to manage the case. These lawyers and their runners are bargaining, running in and out, arguing before the Magistrate and mixing up things generally so long as there seems to be an available dollar in sight. It has been a common occurrence for the Magistrate to rise in his wrath and shoo the entire batch away from the space where the prisoners are arraigned.

After the cases are disposed of the policeman on the bridge is usually instructed to shout:

"Anybody want to see the Judge?"

Then comes a rush from the court room for warrants and summonses. Many of the cases are referred to the clerks to draw up the papers. Some of these clerks are surly, and some are worse. Others are obliging and of great integrity. Wrangling often breaks out in preparing the papers. Often a fist fight occurs in court or a desperate prisoner attempts an assault, illustrating the need of policemen in these courts, rather than court attendants, for the sake of mere safety.

THE "COME TO-MORROW" DECISIONS.

In some of the courts when the Magistrate has become tired it is too frequently the custom for him to tell those in court that he will issue no summonses or warrants that day. Dozens of persons may have been waiting to see the Judge. Some of these cases are urgent. Those seeking redress have often been waiting for hours to see the Judge.

"Come back to-morrow," they are told. Sometimes they are told again to come back on still another day. Many of the Magistrates, however, are so conscientious that [illegible] not [illegible] have [illegible] to be heard. This unwillingness to clear up the day's business, in the opinion of those who frequent the courts, is one of the gravest evils to be found there, for injustice is often done in serious matters.

The stories that these Magistrates listen to daily are of the most disheartening kind. Family rows, abandonment cases, assaults, robberies and some harrowing cases of wrong done, especially to girls, come before them with the round of cases of drunkenness, violating city ordinances and the like. Some of the scenes are revolting. To be a successful Magistrate requires a strong stomach as well as legal ability and common sense. Many a newly appointed man has confessed that for weeks after he had been appointed he could not sleep nights properly because he worried whether he had not done some injustice in the confusion of the proceedings before him.

ACTOR HARRIS ARRESTED.

Helen Campbell Accuses Him of Assault in the Play of "Montana."

HUDSON, N. Y., Oct. 13.—Helen Campbell, who played the part of *Wandan* last night in the play of "Montana," this morning swore out a warrant against Joseph Harris of the same company, charging him with assault, and an officer went to Haverstraw to-day and returned with him to this city to-night. The actress is unable to walk and is now in the Hudson hospital. She and Harris play Indian parts, and Harris casts her off.

She is thrown down an abandoned mining shaft by Harris, and last evening he threw her in a way that exceeded acting and with such force that she had to be carried off the stage and to her dressing room. A doctor who attended her found her suffering from shock and quite badly bruised. She said that Harris had not been on good terms with her for some time.

At the hospital she said that her husband was in New York, and that he was John T. Doyle, now playing at the Garden Theatre. The husband was called up on the phone by ex-Mayor Dooley, who is the local representative of the Actors' Fund. Doyle at first did not seem to care very much to hear about his wife or her mishap. He said that they were not living together and had marital troubles. He finally said that he would send along $10 by telegraph.

Harris says he slipped and this caused the woman to fall on the stage floor instead of the mattresses.

W. D. LACEY'S BODY FOUND.

New York Central Railroad Employee Drowned Nearly Two Weeks Ago.

Mrs. Lillie Lacey of 114 West Eighty-fourth street called at the Morgue last night and identified a body found off Governors Island a week ago last Wednesday by the harbor police as that of her husband, William D. Lacey. The body was so badly decomposed that Sergt. Mott mistook it for that of a negro. There were no marks of identification about the clothes.

Lacey was employed in the office of C. H. Chambers, auditor of disbursements of the New York Central Railroad. He left his home on October 2, after being absent from the office several days. This was the last seen of him alive. Lacey had been ill a great deal and had suffered from loss of sleep.

Mr. Chambers said last night that Lacey had been in the employ of the road for the last eleven years and in his office for four years. He was always an efficient and trusted employee.

Killed by Allen Young's Automobile.

WATERBURY, Conn., Oct. 13.—Frederick M. Frost, a business man, was instantly killed this morning by the automobile of Allen Young, the president of the Connecticut Railway and Lighting Company. The car was being driven by Mr. Young's chauffeur. Mr. Frost's skull was crushed. He was alighting from a trolley car when the auto struck him.

HUDSON STEAMERS COLLIDE.

ADIRONDACK SLICES AWAY THE SARATOGA'S OVERHANG.

Oiler Crushed to Death and Clerk Lost Overboard—Several Passengers Injured—Collision in Clear Night in Narrows Near Tivoli—Good Discipline.

In the narrow channel of the Hudson River a mile south of Tivoli, N. Y., the steamboats Adirondack and Saratoga collided early yesterday morning. This is a very treacherous stretch of the river, being a run between the Hogback Shoal and Red Hook Island. There was no fog at the time and the collision was due to a misunderstanding of signals. The Adirondack came out of the smash much better than the Saratoga. She was bound from this city for Albany. The Saratoga was running from Troy south.

The Saratoga, an antique wooden craft, was badly damaged. The two boats practically scraped each other along their entire length and the prow of the Adirondack swept away the port paddle box of the Saratoga and demolished the overhang and taffrails to the stern. The quarters of the crew were crumbled up and the port boiler was wrenched from its holdings and dropped into the stream.

Clarence Sherman, an oiler on the Saratoga, was stoking the port furnace when the collision occurred and was crushed to death. A number of the crew of the Saratoga who were in their bunks were swept into the water, but all save one were picked up. George Horton, a freight clerk, is missing.

A panic prevailed on both boats after the collision and only the cool demeanor of the officers and crew of both boats prevented more loss of life.

Although Sherman was killed, the other sufferers by the collision were not very seriously injured. Their injuries consisted chiefly of cuts and bruises due to being thrown from their berths while sound asleep. The injured are:

Mrs. J. A. Kirkham of Brooklyn, Mrs. Martha Haskins of Manchester, Vt.; John Dermody, first mate of the Adirondack, of New York; S. W. Stearns of Brooklyn, Joseph Eakins of New York, J. K. Coleman of Marion, N. Y.; Marvin Radoloss, John Londrigan of New York, and Frank Flannigan, freight clerk, of the Adirondack.

Mrs. Kirkham is the most seriously injured. She sustained serious scalp wounds and contusions of the body. Mrs. Kirkham is an elderly woman and suffered severely from shock. John Dermody has a fracture of the leg, and so has Flannigan. Both of these men were swept into the water in the smashing away of the Saratoga's gingerbread superstructure, and were picked up by the crew of the City of Troy, a sister ship to the Saratoga, which stood by after the accident. The steamboat Onteora also stood by and rendered all assistance possible.

A hundred and fifty passengers on the Saratoga were transferred to the City of Troy and taken to Tivoli, whence they were sent to their destinations by rail.

Although there was no cause for apprehension on the Adirondack, some of the passengers became wrought up to such a state of nervousness that they were anxious to get ashore. The captain had them placed on board the Onteora and taken to the railroad station at Tivoli.

The Adirondack is one of the fleet of the People's Line. The Saratoga belongs to the Citizens' Line of Troy. The Saratoga was bound for New York, while the Adirondack was headed for Albany, having left her pier in the North River on Friday evening. The point where the collision occurred is one which is dreaded by Hudson River skippers. At low tide there are only four feet of water in the channel off the Hog Back Shoal, and the river pilots lie by for the rising tide. It was at flood that the captain of the Adirondack rounded Turkey Point and swung into the narrow stretch. The Saratoga, after making a landing at Tivoli, turned Red Hook Island into the channel.

It was at first reported that a fog blanket had settled down at this time—1:20 o'clock A. M.—and that the pilots were unable to distinguish lights until the two boats slammed together. This was not the case. There was no fog at the time to speak of, and the narrowness of the channel and misunderstanding of signals was the cause of the collision.

The force of the crash snapped the copper brushes of the dynamos on both boats, and the two craft were in utter darkness. This added to the uneasiness of the passengers.

According to all hands on the boat great credit is due to the officers and crews for the discipline maintained and the assurance of safety that was spread among the passengers. With distress whistles shrieking and damaged boilers blowing off the passengers at first rushed about the decks in panic. They were, however, impressed that there was no danger of either boat sinking and soon settled down good naturedly to await the actions of the crew.

The Saratoga listed heavily to port. One excited passenger on arriving at Tivoli swore that she careened to an angle of 45 degrees, but the captain of the Saratoga disproved this statement by bringing his boat into Tivoli hurricane decks up. The boat was eventually beached off Edgewater, just in front of the Chanler estate.

The Adirondack, in good condition with the exception of missing paint and rail braces continued to Albany with the majority of her passengers.

The injured on the boats were treated by physicians at Tivoli. They only needed ordinary care and anxiously boarded the first trains leaving the place. Coroner Robert J. Carroll of Red Hook will hold an inquest as to the death of Oiler Sherman on Wednesday. He has summoned the entire crews of both boats. It is expected that the cause of the collision will be disclosed through the testimony.

To Try for the Typewriting Championship.

Speedy typewriters, and those who think they are speedy, are practising for the keyboard championship to be held in Madison Square Garden during the week beginning October 27, at the Fifth National Business Show. Last year Miss Rose L. Fritz, a New York girl, won the championship, and she will defend the title this year. Her most serious rivals are said to be Miss Mae Carrington of Springfield, Mass.; Miss Lillian Rehmer of Chicago; Miss Leila Hann of Indianapolis, and Miss Sarah Vernon of St. Louis. Charles McGurrin of Kalamazoo, Mich., who has written 212 words in a minute, is entered, and John D. Shields of Ottumwa, Ia., who says he can beat that record, is also after the championship. The contest is divided into two classes: one half hour of writing from dictation and one hour from manuscript.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....6:05 | Sun sets.....5:20 | Moon rises. 2:07

HIGH WATER THIS DAY.

Sandy Hook. 3:38 | Gov. Island. 4:30 | Hell Gate...6:23

Arrived—SATURDAY, Oct. 13.

Ss New York, Southampton, Oct. 6.
Ss Etruria, Liverpool, Oct. 6.
Ss La Touraine, Havre, Oct. 6.
Ss Border Knight, Antwerp, Sept. 22.
Ss Wells City, Swansea, Sept. 28.
Ss Esperanza, Vera Cruz, Oct. 4.
Ss Hjortholm, Havana, Oct. 6.
Ss J. M. Guffey, Port Arthur, Sept. 21.
Ss Coamo, San Juan, Oct. 9.
Ss Daggry, Progreso, Oct. 8.
Ss San Marcos, Galveston, Oct. 6.
Ss City of Atlanta, Savannah, Oct. 10.
Ss Arapahoe, Charleston, Oct. 11.
Ss Admiral Farragut, Newport News, Oct. 12.
Ss Monroe, Norfolk, Oct. 11.

ARRIVED OUT.

Ss Umbria, at Queenstown from New York.
Ss Philadelphia, at Plymouth from New York.

SAILED FROM FOREIGN PORTS.

Ss Lucania, from Liverpool for New York.
Ss La Savoie, from Havre for New York.
Ss St. Louis, from Southampton for New York.
Ss Astoria, from Glasgow for New York.
Ss Statendam, from Rotterdam for New York.
Ss Finland, from Antwerp for New York.
Ss Minnetonka, from London for New York.
Ss C. F. Tietjen, from Christiansand for New York.
Ss Graf Waldersee, from Hamburg for New York.
Ss Rhein, from Bremen for New York.

OUTGOING STEAMSHIPS.

Sail To-morrow.

	Mails Close.	Vessels Sail.
Basil, Brazil ports	12 00 M	3 00 P M
Sail Tuesday, Oct. 16.		
Kaiser Wm. II., Bremen	2 00 A M	6 00 A M
Slavonia, Naples	....	12 00 M
Alleghany, Jamaica	11 30 A M	3 00 P M
Canova, Argentina	8 30 A M	12 00 M
Finance, Colon	12 30 P M	3 00 P M
Chicago City, Bristol	....	....
City of Atlanta, Sav'nah	....	3 00 P M
Arapahoe, Charleston	....	3 00 P M
Sail Wednesday, Oct. 17.		
Teutonic, Liverpool	6 30 A M	10 00 A M
Graecia, Haiti	11 00 A M	....
Cherokee, Turks Island	12 30 P M	....
Noordam, Rotterdam	....	2 00 P M
Huddersfield, Cardenas	....	....
Proteus, New Orleans	....	12 00 M
Huron, Charleston	....	3 00 P M

[illegible] INCOMING STEAMSHIPS.

Due To-day.

Cedric	Liverpool	Oct. 5
Caledonia	Glasgow	Oct. 6
Principesso Laetitia	Gibraltar	Oct. 2
Dora	Gibraltar	Oct. 2
Auchindale	Shields	Sept. 26
San Marcos	Galveston	Oct. 6
Joseph W. Fordney	New Orleans	Oct. 7
Due To-morrow.		
Minnehaha	London	Oct. 6
Nieuw Amsterdam	Rotterdam	Oct. 6
Vaderland	Antwerp	Oct. 6
Moltke	Naples	Oct. 3
Bovic	Liverpool	Oct. 6
Gerty	Gibraltar	Oct. 3
El Norte	Galveston	Oct. 9
Proteus	New Orleans	Oct. 10
City of Memphis	Savannah	Oct. 12
Huron	Charleston	Oct. 13
Due Tuesday, Oct. 16.		
Carmania	Liverpool	Oct. 9
Oscar II	Christiansand	Oct. 6
St. Cuthbert	Antwerp	Oct. 6
Chemnitz	Bremen	Oct. 6
Hudson	Havre	Oct. 6
Gerjistan	Gibraltar	Oct. 6
Siegmund	Barbados	Oct. 10
Phidias	New Orleans	Oct. 11
El Valle	New Orleans	Oct. 11
El Dorado	New Orleans	Oct. 11

By Marconi Wireless.

Ss Caledonia, for New York, was ninety-four miles east of Nantucket lightship at noon yesterday.

Ss Cedric, for New York, was 104 miles east of Nantucket lightship at 8:15 A. M.

JOTTINGS ABOUT TOWN.

On Monday next the Enterprise Transportation Company, operating the New Line, will remove to its new pier, No. 10, East River, foot of Wall street and Old Slip.

DENIES FRAUD BY MAIL.

Man Who Ordered Goods in Merchants' Names Turned Over to Post Office Officials.

The man who was arraigned in the Tombs police court on Friday as Henry Stabbe of "Greenwood, N. J.," and who was charged with stealing thousands of dollars worth of merchandise, was arraigned before United States Commissioner Shields yesterday by Marshal Henkel on the charge of using the mails to promote fraud. The specific charge is that he secured merchandise by ordering it under the names of reputable business men. The fraud was discovered when Max H. Hoese, a commission merchant of 76 Broad street, received bills for goods he had not ordered.

Whether Stabbe is the defendant's real name is not known. There is no such town as Greenwood, N. J., where the defendant, on Friday, said he lived. When taken before the Federal authorities he gave the name of J. G. Schultz, and said he lived at 270 Hamilton avenue, Brooklyn. He denied that he had got goods in the manner alleged, and said it was a case of mistaken identity. Postal Inspector Boyle, who charges him specifically with sending fraudulent letters to the Antiseptic File Company of Springfield, Mass., says he is the man called for by the warrant.

The case was postponed for a hearing on Monday, and Stabbe or Schultz was held in $500 bail.

Lord & Taylor

Women's, Misses' and Girls'
Ready-to-Wear Depts.

Now Complete with the Latest Autumn Fashions

The Following Unusual Values for this week.

Women's & Misses' Broadcloth Suits

Models:—Eton Blouses, Etons, Pony Coats, 40-inch Tight-fitting Coats, 50-inch Tight-fitting Coats *and New Redingote Suits.*
Colors:—Black, Navy, Brown, Wine & Stone,
$40.00.

Women's Broadcloth Coats
copied from a "Foreign Model," made of a superior quality of Broadcloth, lined with Peau de Cygne; colors: black, navy, tan, At $25.00 each.

Girls' Clothing Dept.

Girls' New Coats,
double-breasted boxy coat of brown, navy, red and green cheviot, also plaid mannish mixtures; sizes 8 to 16 years, $8.50 each.

Girls' Regulation Sailor Suits
of navy blue cheviot serge, braid and emblem trimmed; sizes 6 to 14 years,
$6.00 each.

Women's Waist Dept.

Taffeta Silk Waists
in all the new Fall shades and black and white.
Plaid Silk Waists
in medium and dark effects, tailor-made style.
Figured Net Waists
in white or cream, Val. lace yoke; entire waist made over China silk.
At $5.50 each.

Broadway and Twentieth St., Fifth Ave., Nineteenth St.

Lord & Taylor

Important
Oriental Rug Sale,
Which Commenced
Monday, October 8th, 1906,
will be continued throughout this week.

Antique collectors, connoisseurs, or any one wishing to make their home beautiful, will be interested in this sale of

Antique Oriental Rugs

direct from PERSIA which we have secured from the owner, who determined to sell the entire shipment intact, not following the usual custom of breaking the lot to several buyers. This invoice of a total value of $75,000 being too large for ordinary dealers to handle, we purchased the entire lot at prices so low that we can

Retail the Rugs
at less than wholesale value.

We offer the entire collection of

Antique Persian Carpets, (large sizes) including the following weaves:—Antique Khorassan, Serebend, Kurdistan, Senna Kurdistan, Kermanshah, Serapi; prices range from $250.00 to $750.00.

Antique Persian Hearth Rugs, in the following weaves:—Serebend, Senna, Herati, Mousoul, Kurdistan, Tabriz, Kermanshah, Saruk, &c., &c.; with a range of prices $15.00 to $125.00.

Antique Persian Carpets, (medium sizes) including the following weaves:—Antique Serebend, Mir, Herati, Shirastan, &c., &c.; prices range from $45.00 to $350.00.

Antique Persian Hall Strips and Stair Runners, all the various qualities. A superb collection, over 2/3 are in pairs; prices range, $25.00 to $150.00.

At Retail Only.

Do not expect to find the conventional rugs that every one owns among this lot.

All are rare and choice.

This will be an exceptional opportunity for those wanting something out of the ordinary at extremely low prices.

Broadway and Twentieth St., Fifth Ave., Nineteenth St.

Lord & Taylor

Irish Damask Table Cloths and Napkins

in this season's newest patterns, many of which are confined to us for this market. The following special prices will prevail throughout the week:—

Table Cloths, 2 yds. wide, 2, 2½, 3, 3½ and 4 yds. long, $2.00 to $12.00
Table Cloths, 2½ yds. wide, 2½, 3, 3½ and 4 yds. long, $3.75 to $15.25
Napkins to match, Dinner size, dozen, $3.00 to $9.50

Linen Sheets

Single Bed Size, 250 prs., $4.00 pr.; regular $5.50 quality.
Double Bed Size, 300 prs., $5.00 pr.; regular $7.50 quality.

Towels

HEMSTITCHED HUCKABACK, value $4.00 and $6.00, $3.00 and $4.50
SCALLOPED, value $4.25 and $8.50, $3.00 and $6.00 dozen
Hemstitched and Embroidered Irish Linen Sheets, Pillow Cases and Bed Spreads, at greatly reduced prices.

Blanket Department

A special price offering of highly desirable Blankets, Comfortables and Bed Spreads.
Blankets, two extraordinary values. Value $6.50 and $7.75. $4.75 and $5.75 pair
Comfortables, filled with pure white laminated cotton. Value $3.50 .... $2.25
Comfortables, down filled, odorless, warranted not to shed. Value $6.00, $7.00 and $8.00, $4.50, $5.00 and $5.75
Comfortables, lambs' wool filled. Value $3.50 and $7.00. $2.50 and $5.00
Bed Spreads, an exceptionally large assortment of foreign and domestic makes from $1.00 to $12.50

Lining Department

5,000 yds., *Lining Silk* in all shades, warranted; an unusual offering; *35c.* for regular 48c. to 58c. grades. Fast black *Percaline, 15c.* yd., reduced from 25c.

Opening Announcement

Furs

Our collection of select furs for the coming season consists of exceptionally fine quality of
Mink, Chinchilla, Ermine,
Caracul, Persian Lamb,
Baum Marten and Sable,
made up in the latest effects.

Pony Coats in all furs

Broadway and 20th St., 5th Ave., 19th St.

HORNER'S FURNITURE
The Standard in Quality and Style.

Embodies Everything that is fashionable and desirable in the Furniture World.
Not only are the best modern ideas exemplified, but the styles of the different "periods" are reproduced with the minutest fidelity of detail.
Furniture for the modest home and for the home of wealth.
Maximum of taste,
Minimum of cost.
Hundreds of Individual Pieces
For Wedding Presents.

SPECIAL.
There are still remaining a number of Pieces of the
Pooley Furniture Co.'s Stock,
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