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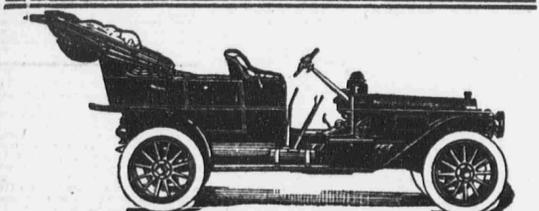
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FORD Six Cylinder \$2,800
SIX CYLINDER SUPERIORITIES

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PERFECT BALANCE—TOTAL LACK OF VIBRATION
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—FLEXIBILITY—LONGER LIFE.

In short, every factor that tends to shorten the life of the car has been eliminated in the Six Cylinder Car.

THE TIDAL WAVE OF "SIXES" has swept the year-behind advocates of "fours" off their feet.

THE FORD SIX IS THE ONLY SIX that has passed the experimental stage. We began two years ahead of all others. We have built more sizes than any other concern in the world. The 1907 Ford six-cylinder car is a refinement of the 1906 model. Power increased 20 per cent. by refinements of details; dual system of ignition (high tension magneto and storage battery with double set of spark plugs) retained.

CANNOT BE EQUALLED UNDER \$5,000

A DEMONSTRATION IS A REVELATION

NEW YORK BRANCH

FORD MOTOR CO., 1721 Broadway

Telephone 4867 Col.

HAYWOOD ASKS PARTICULARS.

Demand That State Give Out in Advance Evidence to Be Produced at Trial.

BOISE, Idaho, May 6.—Argument on the application for a bill of particulars which has been made by counsel for William D. Haywood, secretary and treasurer of the Western Federation of Miners, and who will be placed on trial next Thursday for the murder of Gov. Steunenberg, was begun to-day before Judge Fremont Wood.

At the close, Judge Wood announced that he would give his decision to-morrow morning.

It is admitted by the State's Attorney that Haywood was not in this State when Steunenberg was killed, and it is the purpose of Haywood's counsel in applying for a bill of particulars to force the State to show in advance of the trial in what manner it purposes to link Haywood with the murder of Gov. Steunenberg.

The application will be fought hard by Senator Borah, special counsel for the State, as the granting of the application would mean the uncovering of the prosecution's line of attack.

The claim of the State has been all along that Haywood, in or out of Idaho, conspired with the actual murderers and is equally guilty with them. His case will be tried first.

Clarence S. Darrow of Chicago and E. F. Richardson of Denver appeared for the defense to-day before Judge Wood, while Senator Borah and Public Prosecutor O. M. Van Dusen argued against the granting of the application.

Mr. Richardson contended that the indictments only showed that Gov. Steunenberg had been killed by a bomb, that Haywood was charged with conspiring to have Steunenberg murdered and that Haywood was charged with being present and actually committing the crime, while, as was generally known, Mr. Richardson said, Haywood was not then in Idaho.

In his argument Mr. Darrow commented on President Roosevelt's letter to the labor unions.

"Under the laws and Constitution," said Darrow, "Meyer, Haywood and Pettibone are to be tried in court by a jury of their peers. The forum is the State court of Idaho. Under these facts I do not see what there is for the President to do. All we have a right to ask or desire to ask either of him or any other official is to leave the courts and the juries to administer the law and not to influence from the outside."

Mr. Richardson complained that subpoenas

for the State had been issued in blank and that it had been impossible for the defense to secure the names of witnesses. Mr. Richardson then quoted a number of authorities in support of his contention that under general rules of law the defendants are entitled to have particulars when indictments do not clearly set them forth.

Senator Borah for the State said counsel for the defense were not seeking particularization of the indictment, but were trying to learn beforehand the evidence by which the State hopes to prove its case. It was true, he said, that the State's subpoenas had been issued in blank because, had the prosecution revealed the names of its witnesses, they would not have been able to get them to the court house. Within the past twenty-four hours, said Senator Borah, two of the State's most important witnesses from Colorado had got away, one disappearing entirely, and the other refusing to return to Idaho to testify.

ABANDON FOUL PLAY THEORY.

Detectives Now Think Marvin Boy Died From Exhaustion.

DOVER, Del., May 6.—The absence of all evidence of food in the body of little Horace Marvin indicates that he did not die for many hours after 10:30 o'clock, when he was last seen. The boy's aunt told the physicians that he had eaten oatmeal and an egg for his breakfast about 7 o'clock.

The detectives, who have been compelled to abandon all thoughts of violence, have begun to reason out the last acts of the boy. He was in a strange country, a city boy who had never been in the country before. His cousin, Rose Standish, had gone to the house, leaving him alone. One of the farm hands had told the lad that morning that down at the bay in the summer he could see sharks and mermaids and things, and it is figured out that the boy determined to see them at once.

He toddled down the lane which runs to the west of the old barn down to a fence, 20 yards away. His way was barred there by a high fence and he turned eastward. He grew weary then, heavily dressed as he was, and sat down perhaps. When he was rested and arose he was lost. There is a little hollow there and he could not see the house. He continued eastward until his way was barred by another fence, and then he turned northward. This was the barbed wire fence, and the third little fellow fol-

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Two Models, Roadster or Touring Car, \$2,000. Four Cylinder, 24-26 H. P., Shaft Drive.

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It is neither too light for staunchness and reliability nor so heavy as to be unwieldy and extravagant of tires and fuel. The Dragon Roadster, in short, neither a miniature runabout nor a ponderous semi-racer, but the golden mean between them.

Isn't that the kind of a car you want? Fumble seat optional. Same chassis as the Dragon Touring Car. Get a demonstration—that tells the whole story.

Wanne

Model N, \$2,500. Four Cylinder, 35 H. P., Selective Transmission.

Free Repairs till Jan., 1908.

If this car were sold for \$4,000 there would be nothing remarkable about it, it would simply be one of the standard high grade cars at a standard price.

But at \$2,500 it is a standard high grade car at a much lower price than any other car of equal quality, capacity and power.

Yet we do not put the price forward as the chief point of advantage for the Wanne. If you paid only \$500 and the car was not satisfactory you wouldn't be pleased with your purchase.

The Wanne is all that any high grade car can be—except high priced.

A demonstration is a true test—let us give you one.

A. L. Kull Automobile Co.

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ORBIN

ESTIMABILITY

We can prove it to you by personal test—so have one. Call and see our new home—it indicates progress and assures our patrons of prompt, efficient service.

CORBIN MOTOR VEHICLE CORPORATION OF N. Y.

1892 BROADWAY, Near 62d Street.

AUTOMOBILE OWNERS' SUPPLY DEPOT

Where supplies are retailed at wholesale prices. A visit will convince all and save you HUNDREDS OF DOLLARS on your purchases. 1615 Broadway, between 51st and 52d St.

lived this until he came to the marsh, covered with skim ice. Unwittingly he stepped upon this and he went through to his knees. He tried to save himself. There was some struggle, but exhausted nature gave way and he fell half in the water and half out. From this position there was no escape. It was bitter cold that day and insensibility came perhaps in a few hours.

Dr. Horace N. Marvin to-day decided to quit Delaware and go back to his former home and friends in Sioux City, Ia.

NO EXTRA CHARGE FOR IT.

Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.

FRANKLIN

You've got to come to the Franklin idea

You can't escape the logic of the weighing scales and the multiplication table.

There's no valid excuse for a five-passenger automobile weighing, in touring trim, some 2,500 pounds; nor for a seven-passenger car weighing 4,000; when you can get the five-passenger Franklin Type D that weighs only 1,900 pounds, or the six-cylinder, seven-passenger Type H, weighing only about 2,500 pounds—and stronger automobiles at that.

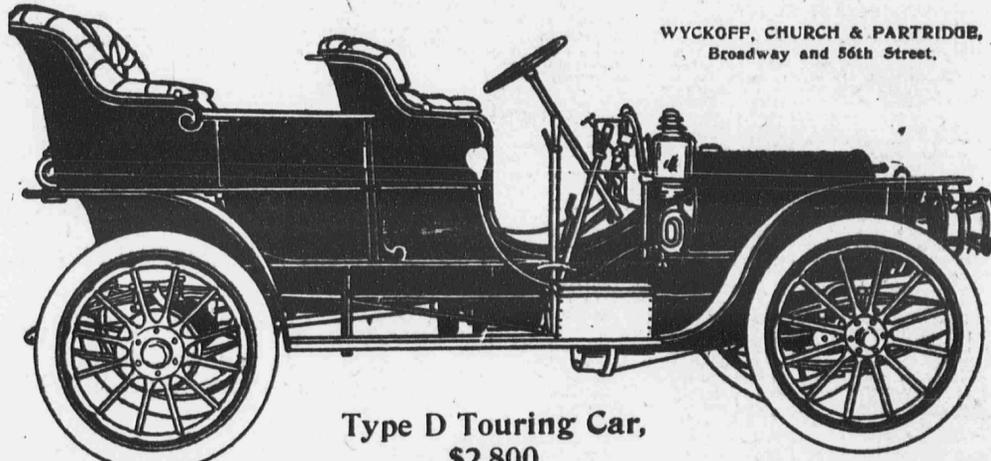
There's no sense in the antiquated water-cooling system when the modern air-cooled Franklin does better work with infinitely less trouble and expense.

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LARGEST Repair plant in America: all our cars pass through it. Cheap Repairs, LOWEST Prices. Six months JAMMED to the doors with BAR-GAINS! Nothing else kept Manhattan's Pioneer Establishment.

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