NINETY-FIVE PER CENT WATER

IN RAILROAD STOCKS PRICE TO 1885, SAID RYAN.

Bonds Built the Roads—But Metropolitan Stock Cost $83.50 Cash—Mr. Cravath's Estimate of the Late W. C. Whitney Dummy in Paper Railroad Deal.

Thomas F. Ryan told the special county Grand Jury which investigated the Metropolitan Street Railroad that not a dollar had been paid originally for 95 per cent. of the stock of the railroads of this country up to 1885—all but 5 per cent. of the railroad stock was water, as Mr. Ryan expressed it. He made this statement to show the Grand Jury how the other railroads compared with the Metropolitan, which, he said, had 83½ per cent. of its $52,000,000 capital stock paid in.

Mr. Ryan had read his formal statement about the organization of the Metropolitan from its inception, and he concluded it with this remark:

"That is in answer to the statement that has been made for the last five years that the Metropolitan Street Railway stock is all water."

"Mr. Ryan," said Mr. Jerome, "you have been connected with a large number of corporate ventures, both in street railways and steam railways?"

"Yes, sir," said Mr. Ryan. Mr. Jerome wanted to know about the percentage of water in railroad stock.

"Ninety-five per cent. of the railroad stock of this country never cost a dollar," said Mr. Ryan, which made some of the jurors sit up.

"You mean that 95 per cent. of the stock of the railroads of this country is water?" asked Mr. Jerome.

"Ninety-five per cent. of the roads within the last—these great speculative years that we have had have put up stock in the last ten or twelve years when it was easy to raise money on stocks and bonds—but up to 1885, 95 per cent. of all steam railroads and all street railroads and all industrial corporations of this country never put in one dollar on their stock except a little organization expenses that were required for a few shares of stock in the beginning.

"So your experience is," said Mr. Jerome, "that $83.13 paid in for every $100 in stock is exceptional."

"Yes, sir," said Mr. Ryan. "Up to 1873 there was not a dollar paid in on St. Paul, Northwestern, Omaha or any of those railroads," said Mr. Ryan.

"If you took the stock of those roads as they stand to-day," said Mr. Jerome, "including the roads that have been reorganized and supposed to have been put on a sound basis—taking them as a whole, both in steam railroading and surface railroading—would $83 in cash for every share of $100 par—would that be a large percentage of cash?"

"A large percentage of them—90 per cent. of them," said Mr. Ryan, "haven't had anything. Not only that; in the reorganization that took place from 1900 up to 1907 they assessed stock and gave bonds."

"We understand, then," said a juror, "that the roads only cost about 5 per cent. of the capital issued—they were built with bonds."

"They were built with bonds," replied Mr. Ryan. "The Union Pacific Railroad is built with bonds and got a land grant worth $250,000,000 from the Government besides."

"And Atchison the same?" asked a juror.

"I was speaking of the Union Pacific. Atchison the same," said Mr. Ryan.

In his testimony about the so-called looting of the Metropolitan, Paul D. Cravath said that William C. Whitney was a resourceful and brilliant man, yet in the light of present events it would seem that he was not a good prophet or a close student of the Metropolitan properties or their financial condition. There had been a great deal of criticism of the decline and fall of the surface lines, Mr. Cravath said.

"I hear it right along," he added, "and this is the natural reasoning, that the surface lines of Manhattan and The Bronx, the greatest city of our country, must be of untold value. For some reasons the people do not understand that these lines have deteriorated physically, and financially have been bankrupt. The directors have lost many times $10,000,000 in the decline of these securities, and yet the big men like Mr. Whitney and his estate and Mr. Widener and Mr. Dolan are rich, and therefore the suspicion is a perfectly natural one and usual one that some one must be to blame, and that this system was looted, and that the looting of this system, the maladministration of this system, are responsible for the present misfortune of the surface lines."

Mr. Cravath said he would be very glad to give the Grand Jurors his views on it, and they told him to go ahead. Before taking up the modern period—the period from 1902, when the Metropolitan Securities Company was formed—Mr. Cravath said he would have to comment on the mistakes and miscalculations which had been made prior to that time. He said:

"Mr. Whitney, who was the leader of the party, a very able gentleman, was a man of very remarkable intellectual qualities and of most brilliant powers of achievement. It became, soon after 1885, his ambition to bring together all these surface lines under one system and to operate them with mechanical traction in some form, and he used wonderful ability and power in devising means to bring about the result.

"But I think you must now admit in the light of recent events that, brilliant as he was, he was not a close student of the physical conditions of these properties, nor was he a close student of their financial conditions, or a good prophet as to the future. He was a very powerful, resourceful, aggressive man, and in carrying out this great plan of his he was often willing to sacrifice what turned out to be an ultimate profit for the sake of taking another step in this great scheme of consolidation."

As a result some of the leases made by Whitney turned out to be very expensive, said Mr. Cravath. Business increased so that Mr. Whitney and his friends thought there was no limit to it. The company was most lavish in its expenditures for improvements. There was a quick change from cable to the electric system, but Mr. Whitney and his friends were confident that they could afford it no matter how great the expense.

There are interesting chapters in the testimony about the purchase of the Wall and Cortlandt Street Ferries Railroad franchise by the Metropolitan Securities Company. For the first time there is the explanation of Thomas P. Fowler, who, as president of the securities company, signed the $965,000 check that went to Anthony N. Brady. Mr. Jerome wanted to know on whose advice the directors and officers of the company relied for the value of the property. Mr. Cravath's firm, Mr. Fowler said, and Kuhn, Loeb & Co., the bankers who had contracted to get the franchise at a price satisfactory to the company. Mr. Cravath was then a director of the company. Mr. Fowler didn't participate in the negotiations, but he was told by Treasurer Sayre of the company and then by Mr. Cravath the purchase price and that it was a fair one.

"I call your attention to the fact, if it be a fact (I think I recall either you or Mr. Cravath testifying before on this subject)," said Mr. Jerome, "that when you were about to sign the check Mr. Cravath told you that that was Mr. Whitney's judgment."

"I think he did; yes, sir, that is my recollection," said Mr. Fowler.

Mr. Fowler said he had no personal knowledge of the value of the road except that it could hurt the Metropolitan system. When he signed the check he did not know that Mr. Brady was the vendor of the road. Neither did he know that Mr. Ryan had a half interest in it. He did not learn of the division of the $500,000 until he read the newspaper reports of the Public Service Commission hearings.

The nominal vendor of the Wall Street franchise was George S. Bixby, a lawyer of 52 William street, who was called by the Grand Jury. He had the poorest memory of any of the fifty odd witnesses examined. Although he was the trustee of $1,000,000 of bonds and $1,000,000 of stock in connection with the sale of the road he could not remember who authorized him to direct the payment of the check to Mr. Brady. All that he could remember was that he was asked to sign papers as a trustee and he did. He couldn't remember if it was Mr. Brady, Mr. Ryan, Mr. Whitney, Mr. Vreeland or Mr. Cravath who employed him. He didn't know if he had been paid for what he did. Finally he said he was acting under the direction of William H. Page. He never had physical possession of the securities, he said.

"Will he admit he was acting as a dummy?" asked a juror.

"He will," said Mr. Jerome and that ended Bixby.

FOUND SOME BALLOTS LOOSE

In Storage, Four of Which Appeared to Have Been Voted—Others Blank.

John T. Dooling, who succeeded John R. Voorhis as president of the Board of Elections on January 1, 1907, was the chief witness yesterday at the trial before Justice Lambert and a jury of the suit brought by Attorney-General Jackson to oust Mayor McClellan and install William R. Hearst as Mayor. Mr. Dooling, who was a lawyer employed in the office of Alton B. Parker, McClellan's personal counsel in the preliminary recount proceedings, until he got John R. Voorhis's job, testified that he and Eugene Lamb Richards, who is conducting the trial for McClellan, went in January last to the warehouse where the Manhattan ballot boxes have been stored.

He identified a couple of photographs of the loft. One of these showed several tiers of boxes stacked up against the walls and a lot of papers lying on the floor in front of the boxes.

Dooling testified that he had found the floor of the loft, which has been under his charge as president of the board and under the seal of the Board of Elections, strewn with what appeared to be voted ballots, some torn and crumpled, others merely folded and dirty. Some, he said, were Republican, but most appeared to be Democratic ballots, and one of the latter he found under the steam radiator. Others he found in a barrel.

Under cross-examination by Deputy Attorney-General Dolson he admitted that he couldn't swear to seeing more than four voted ballots, two of which he thought were Democratic, one Republican and one Independent. He had no idea how they came to be lying on the floor and couldn't give any definite information concerning them. He thought that a good many of the papers lying around the floor were unvoted ballots. The floor in the warehouse where the boxes were stored was also used for storing away unused and emergency paraphernalia of the elections bureau, including extra or unvoted ballots.

The other witnesses of the day included Policemen Hughes and Quinn, who told of the removal of the ballot boxes to the warehouse. They were both certain that the boxes were in good shape and practically intact, unless in some isolated instances where the gummed labels had dried loose. These labels were regummed, but in no instance, they said, were there any boxes in such shape that ballots could be removed from them or others inserted. John W. Noble, clerk of the board in Manhattan, gave similar testimony. The trial continues to-day.

SAID SHE'D BEEN KIDNAPPED.

Girl Taken From Two Men in Philadelphia Gives Bogus New York Address.

PHILADELPHIA, April 23.—Saying that she had been kidnapped from her home, at "Fourth avenue and 136th street, New York," a girl who gave her age as 15 and her name as Annie Lolaw appealed to Policeman Fleming at Sixth and Spruce streets to-day and asked that she be rescued from the two middle aged men who were walking with her.

Flemming arrested the men and the girl. At the hearing before Magistrate Fealey the girl said that until two weeks ago she lived with her parents, who kept a provision store. On her way home from school she says the men seized her and compelled her to come to Philadelphia with them. Since reaching here they had kept her continually in their sight, she said, and she had been afraid to try to escape. The men gave their names as Antonio Picoski and John Camella. Both are more than 40 years old. They were held for further hearing under $500 bail each. Annie was also held by the police.

There is no such address in New York as that given by the girl and the police say no such case has been reported.

The Weather.

An extensive low pressure area central over the eastern Rocky Mountain slope yesterday morning caused generally unsettled and cloudy conditions over almost all parts of the country. There were low areas also on the south Atlantic Coast and in the maritime provinces.

There were thunderstorms in New York and in the upper Missouri Valley and rain in the south Atlantic States and at scattered points from the upper Mississippi westward.

It was much warmer in the middle Atlantic and New England States, the southern Lake regions, the Ohio Valley, the middle Mississippi Valley and the Missouri Valley. In the northern parts of the upper Lake regions it was cooler.

In this city the day was fair and warmer; wind, light to fresh southwest; average humidity, 49 per cent.; barometer, corrected to read to sea level, at 8 A. M., 29.85; 3 P. M., 29.75.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1908.	1907.		1908.	1907.
9 A. M.	61°	52°	6 P. M.	73°	54°
12 M.	70°	52°	9 P. M.	74°	52°
3 P. M.	77°	55°	12 Mid.	75°	46°

Highest temperature, 78°, at 2 P. M.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW

For eastern New York, increasing cloudiness to-day and showers by night; showers to-morrow; southerly winds, increasing to-night.

For New England, increasing cloudiness to-day and cooler in eastern portion; showers at night and to-morrow; variable winds, becoming southeasterly and increasing to-night.

For eastern Pennsylvania, unsettled weather, with occasional showers to-day and to-morrow; cooler to-morrow; southerly winds, increasing to-night.

For New Jersey and Delaware, increasing cloudiness to-day; showers at night and to-morrow; southerly winds, increasing Friday night.

For the District of Columbia, Maryland and Virginia, unsettled weather, with occasional showers to-day and to-morrow; southerly winds, increasing to-night.

For western New York, showers to-day and to-morrow; cooler to-morrow in western portion; increasing southeast to south winds.

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8 Hardenbrk Av.	Jamaica	12014 Jamaica
21 Tompkins Av.	Tompkevle, S.I.	12060 Tompkevle
160 Market St.	Newark, N. J.	12000 Newark

The executive and sales departments of the American Bank Note Company have been established in the company's new building at 70-72 Broad Street, New York. The factory will continue as before at 78-86 Trinity Place.

American Bank Note Company,

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Boston, Philadelphia, Baltimore, Atlanta, Pittsburg, St. Louis, San Francisco.

THAT MAJOR HORSE KILLED

FOOL HORSE HE WAS—BUT LET THE FIREMAN TELL IT.

How He Behaved Toward the Kittens That Usurped His Stall, for Instance—Kids Got in Tender's Path and He Had to Be Driven Into Elevated Pillar.

That Major horse killed yesterday was a good old horse. All of the boys down at the house of Engine 28—604 East Eleventh street—will tell you so. That Major horse was so human, you know.

Of course he wasn't one of these advertised human horses that stand on a stage and mark up numbers on a blackboard while a geezer stands behind with a whip up his sleeve. That isn't a horse; that's a poor trained machine. Nothing like that kind of a horse would pick up a mother cat by the scruff of her neck and set her gently on the floor next to the kitten she had lost in the hay down underfoot. A horse like that's got a heart—a real heart like a woman; tender like. You know the kind of a woman who'd go upstairs to the flat above and bring down one of the kiddies to her own bed when its mother lay on her bed with the little new kid beside her. Well, that's the kind of a horse—no, that Major horse was just like that kind of a woman.

Yes, he came in the department a long time ago; he was one of the old boys. Yet he wasn't so old but he could drag along his running mate on the tender of No. 28 a full head to the front at every alarm. He was that enthusiastic on the job. He knew he wasn't a car horse or a poor skate between a night hawk's shafts. He knew that he was on the job with the rest of the boys whenever the tapper plunked out the number and the harness dropped as the boys came sliding down the pole. He was a horse with honor like an upstanding man, was that Major horse.

Get the book that old Al Downs wrote about "Pets of the Fire Department," when he was secretary to the department. You'll find that Major horse in there. Al was once a reporter; he knew how to write things that people like to read. He wrote about Major because he knew that the people who read his his book would come around to see Major and have him shake hands—Major always would lift up his foot and wave it until you took him by the hock, you know, and shook back. He didn't think it was smart to do that; he just did it because he wanted affection, that old fool Major horse did. He wanted affection as much as ever the poor, strange kid sitting on the park benches here in this town does.

That Major horse used to run with Engine 14 over at the Eighteenth street house for a long time. Then they wanted to match the horses on Truck 28 over here and they switched Major over to run with that bay there in the front stall. The bay was lazy in a half hearted sort of way and they thought Major would put some ginger into him. He would have if only that fool bay had been anything like a man, as Major was. But he just soldiered and soldiered on the job, and of course Major got it yesterday because he was in the lead. That's the way things go with the boys in the department more often than a few.

And then when Elsie—that's the long gray Molly cat over there—when Elsie went and had 'em for the first time here in the house she insisted in dumping all the week old brats in Major's stall. No matter how many times we went and hauled those yowing bits of fur bag out of Major's hay, next minute they'd be back there. We all thought that Major would get a grouch, because he never liked stray dogs and blind kittens nobody likes.

But what did that Major horse do? Why, he stood for those kittens; stood for 'em like a damn. Just like somebody had left a foundling on an old bachelor's doorstep. He'd push the kittens over to one side with his nose and go on eating the hay they'd been sprawling all, over as much as to say, "I'm a sport, I am, and nobody can put anything over me." Honestly, he used to laugh with his eyes and let his tongue drop out in the most side splitting way when the boys caught him mothering those kittens.

Yep, and when a smart aleck dog breezed in the house one day hunting for trouble and all the little furry boys stood on their spindly legs and made a foolish hissing noise out of their toothless mouths, what did that Major horse do? He just scrounched back his ears and unlimbered his rear Siamese battery coupling and he let that purp have it so ha-a-rd. Then he reached over and nozzled the nearest kitten and she spit at him, not knowing what else to do. Now, would you find one man out of five who'd make all that trouble over a bunch of fool cats?

Maybe nobody in the house had such a fancy for that Major horse as Bob Fowler, who drove him to his death yesterday. Bob had a way of saying that there were lots of men in this town that'd hand you the double cross and then smile, but old Major never handed anybody the double cross, says Bob, and he's better than some men who wear plug hats and ride in automobiles. What's more, Bob said, Major had something on him, because he chewed tobacco, and Major never had a bad habit in his life.

Well, of course, when that little alarm for the tenement on St. Mark's place came in yesterday out went the engine and then the tender, with old fool Major plunging along, shaking his head and taking the big, easy strides that seemed to make him get over the asphalt like a clipper ship. Bob Fowler was holding the ribbons.

Come along First avenue where the "L" is and the surface car tracks and all the traffic, Major pulling a head in the lead of the bay horse on the off side. A bunch of kids is standing right plumb in the middle of the road just as Bob takes the tender over the tracks between the "L" pillars.

Bob yells. The kids jump and scatter, but there are two little dirty faced kids standing there in the middle of the street scared stiff. Of course there is only one thing for Bob to do. He drives his old fool Major horse—that dear old fool Major horse—into the "L" pillar on the left hand side.

CHEAP PRICE AND CHEAP HOSE

CITY DIDN'T GET ANYTHING BETTER THAN IT PAID FOR.

Although the Specifications May Have Called for the Best—Sometimes the Specifications Were Queer—The "Middleman" Is Extremely Conspicuous.

Further testimony taken by the Commissioners of Accounts yesterday in their investigation of the Fire Department tended to show that the hose sold to the city by the Windsor Fire Appliance Company contained short fibre cotton instead of long fibre, as was provided in the specifications. It was brought out also that of forty specifications drawn for the purchase of duck hose since 1902 between twenty-five and thirty are drawn in such a way that competition was limited, if not done away with altogether.

Walter Gormley, the examining engineer for the Commissioners of Accounts, testified that this limiting of competition was accomplished in several ways. The specifications would, for instance, provide that Eureka hose or some "hose equal thereto" should be bought. Then it was a matter of deciding if there was any equal to Eureka, and it invariably happened in specifications of that kind that no other hose of proper qualifications was found.

In other specifications the process of manufacturing a special brand of hose would be set forth so clearly that all other brands were excluded, especially when the process was protected by patent rights. In at least one of the specifications the brand of hose to be purchased—on competitive bids, of course—is named outright without any "or other equal thereto."

Engineer Gormley testified that the Eureka Hose Company, the Gutta Percha and Rubber Manufacturing Company and the Fabric Fire Hose Company were among the concerns which seem to have been favored by these "limited" specifications.

Mr. Gormley said that he had made a careful examination of a sample of the duck hose supplied by the Windsor company. He had dissolved the rubber and cement away and was satisfied that he had determined the length of the cotton fibre with "close accuracy." The greatest length of the fibre in the hose was 1 inch, and the average was ¾ or ⅞ of an inch. The fibre of Sea Island cotton, which the specifications called for and which costs about twice as much as the other, is at least 1½ inches in length.

"Can you state that the duck in the Windsor hose is not made of Sea Island cotton?" he was asked.

"I can," was the reply.

Gormley testified that in his search through the specifications he had found that all of them from 1902 up to May, 1904, contained a clause requiring a tension test of the duck which went into the hose. This clause mysteriously disappeared from the specifications in the three contracts for a 75,000 feet lot to the Windsor company, and was reinserted again only after Commissioner Hayes had become suspicious of the low price quoted by the Windsor concern and had discovered the omission.

Isaac B. Markey, vice-president of the Eureka company, who has been in the hose business for thirty years, testified that a piece of the duck which went into the Windsor fire hose had been sent to a duck factory, and he had been informed that there was no Sea Island cotton in the piece. He was of the personal opinion that the duck was 16 ounce duck, while the specifications called for a 20 ounce duck.

William A. Darling of the Republic Hose Company said that his concern put in a bid at $1.08 for the contract which the Windsor people got. This he considered the lowest possible figure at which Sea Island duck could have been made then.

"It would now be, and it was then," said the witness, "impossible to make and sell save at a great loss rubber hose of the sort demanded at the price charged by the manufacturer to the middleman—70 or 75 cents."

The middleman was, of course, F. M. Loughman, the present Deputy Water Supply Commissioner, who was the Windsor Hose Company. The hose was manufactured by the Union Globe and Rubber Manufacturing Company of Trenton.

John Byrnes, a former purchasing agent for the Fire Department, said the stenographer must have misunderstood him when he quoted him as having said at a previous hearing that Loughman called at Fire Headquarters frequently to get the influence of officials. He never said that, he declared.

"Did you ever hear any gossip that Chief Croker was connected with the Windsor company?" asked Commissioner Mitchel.

"I did. I told Mr. Gallagher I had."

Byrnes added, however, that he didn't take any stock in that. He couldn't remember whom he had heard say anything about it.

John Burkhard, Loughman's clerk, who kept all the Windsor company's books, was absolutely certain that no moneys were ever paid to city officials as commissions.

Joseph Katzenstein, who was private secretary to Fire Commissioner John J. Scannell from 1898 to 1902, testified that he is now engaged as a commission agent with S. F. Heyward & Co., 20 Warren street, who had sold fire apparatus to the city. G. F. D. Trask, president of that company, said that Katzenstein had no regular contract with them. He had a running commission account and they advanced him money when he asked for it, a balance being struck every few months.

LAWYER MILES IN PRISON.

Ex-Assistant District Attorney and His Clerk Go to Blackwell's Island.

Former Assistant District Attorney William O. Miles of Brooklyn and Charles M. Wells, one of his clerks, who were convicted a year ago of swindling the city by pushing fraudulent sewer damage cases and whose conviction was affirmed by the Appellate Division of the Court of Appeals, were taken yesterday to Blackwell's Island to serve their sentence of one year.

Miles, it is estimated, made more than $150,000 in conducting the fraudulent sewer cases against the city and spent $20,000 in his fight to keep out of prison.

According to Assistant District Attorney Elder two Municipal Court Judges got a rakeoff from him, but evidence was lacking to obtain their indictment.

BULLFIGHTER ON A VISIT.

Gomez Has Built a Ring on His Own Farm at Malaga.

Rafael H. Gomez, a wealthy Spanish bullfighter, arrived yesterday on the steamship Slavonia. He is going to Buffalo to visit some relatives and will then go to Mexico. Signor Gomez has always been fond of bullfighting and two years ago he had a ring built on his farm at Malaga, where he has had fights. He chatted about the sport in an enthusiastic way and said:

"I have killed 350 bulls and been wounded four times. The last was in September, when a particularly lively bull was too quick for me and ripped my leg with his horns. Since then I have been more careful."

Agent for Decoy Gambling House Arrested.

Henry Weil of 161 West Thirty-fourth street was held in $500 bail for examination by Magistrate Finn in the Tombs police court yesterday morning, charged with allowing a house for which he was agent to be used for gambling. The place was run to get evidence against the police. Weil was arrested yesterday morning.

Local Option Law Constitutional.

SPRINGFIELD, Ill., April 23.—The Supreme Court to-day decided the John Bride appeal case, holding that the local option law which was passed by the Legislature last year is constitutional in every respect. The court was unanimous in its decision.

The Man from Rome

This is the title of a continued story by Marie Van Vorst, starting in this week's issue of THE SATURDAY EVENING POST.

An American, rich beyond the dreams of avarice; a young son with pockets bursting with spending money, a daughter spoiled and beautiful; **also the man from Rome.** These persons act a powerful story, tragic in places, which will be illustrated by A. B. Wenzell and Vernon Howe Bailey.

The title suggests a hinted international marriage — but not this one.

Better begin to read this story now. It is hard to get back numbers of THE SATURDAY EVENING POST. This week's issue is now on sale.

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ALLIES ACROSS SEA.

Prof. Burgess Would Have England, Germany and the United States Leagued.

Prof. John W. Burgess of Columbia University, Roosevelt professor to Germany, made an address at the celebration of Shakespeare's birthday at the Arion Society in Park avenue last night on "The Principal Questions of Present Day American Politics."

Prof. Burgess made the chief feature of his address an appeal for a new triple alliance between the United States, England and Germany for the preservation of the world's peace and the peaceful settlement of the Far Eastern question.

"Such an alliance," said Prof. Burgess, "would unite the three great Teutonic peoples, which are the richest and most advanced in civilization in the world and provide a combination which could guarantee the peace of the world and the orderly progress of civilization for years to come. England, with her position in Asia, her navy and her alliance with Japan, Germany with her army, the United States with its newly acquired and growing prestige as one of the great nations—no stronger or more rational alliance of nations could be made—nor one which could exert a stronger and more continuous influence for the orderly yet steady progress of civilization."

Prof. Burgess devoted the remainder of his talk to a discussion of internal questions of American politics. He approved of the tendency toward national centralization and advocated liberal interpretation of the Constitution in the powers given to the central government. The judiciary, declared Prof. Burgess, was properly placed above the legislative and executive branches of the Government. He declared for Federal regulation of the trusts.

HELPS MANY FROM HOUSE AFIRE.

Milkman an Energetic Rescuer Before the Firemen and Police Arrive.

A milkman whose name the police could not learn was driving past the six story apartment house occupied by twenty-two families at 307 and 309 South Third street, Williamsburg, early yesterday morning when he saw that it was on fire. He tried to enter the building and found the halls filled with smoke, but he made his way up the stairs shouting at the top of his voice. Many of the rooms had become filled with smoke and the tenants became panicky.

On the third floor the milkman found the wife and five children of Jacob Kirchner nearly overcome by smoke and after helping them down through the smoke filled hall and stairs to the street he returned to the same floor and assisted the wife and three children of Maximilian Rothman. With the aid of several citizens he helped out other tenants.

In the rear on the ground floor Harris Zimmerman, a rabbi; his wife, Rosie, and their three children were found unconscious by firemen, who carried them to the street. The firemen also took down from an upper floor two children who had measles.

The fire was soon extinguished and an investigation showed that it had started near the airshaft and a wood bin. It was considered so suspicious that Fire Marshal Beers was notified. Within two months there have been several suspicious fires in other tenement dwellings in the same neighborhood.

GAMBLING DEBT THE DEFENCE.

Racetrack Commissioner Sues Feather Manufacturer.

Richard C. Doggett, a clubhouse commissioner at the racetracks, has brought an action against Samuel Levy, a feather manufacturer of 49 Bleecker street, to collect $1,075, being a balance on a note of $1,375, given to Doggett by Levy, which note was not paid.

On motion of George Young Bauchle of 38 Park row, attorney for the plaintiff, Judge Green of the City Court granted an order putting the case on the short cause calendar of his court for to-day. The defendant in his answer claims that the note was given in payment of a gambling debt. Mr. Doggett says that he simply acted as Levy's agent in certain transactions for him, and that in addition he loaned him money. The defendant is represented by Carl Fischer-Hansen and Alexander Michaelson.

People who try the delicious, crisp toasted flakes of

Post (Formerly called Elijah's Manna)

Toasties

like them.

NOTICE.—This food will be packed in both Elijah's Manna and Post Toasties cartons while the people are becoming accustomed to the change of name. It is the same food in each.

Made from White Corn by Postum Cereal Company, Limited, Battle Creek, Mich.

Served at all first class Restaurants.

Saks & Company

Broadway at 34th Street

Regarding the prevailing color effects in Apparel for Men

Browns and grays, in a range of tones, are highly desirable. But green is the newer favorite, appealing particularly to those who are partial to wearing "the very latest."

As usual, we were well ahead in the matter of preparation, being first in America to exhibit, in ready-for-service garments, a handsome assortment of the new green effects.

Distinctive Ready-for-service

Suits and Topcoats, $15 to $43

Friday and Saturday

Sale of $1.50, 1.75 & 2.00 Negligee Shirts for Men } 1.20

The assortment comprises 1,200 shirts, produced especially for us in custom shops and conforming in every detail with our accustomed standard.

The designs are new and include light or dark effects. Plain or plaited bosoms; coat models; attached or detached cuffs and all sleeve lengths.

Half Hose for Men, at 35c

3 Pairs for One Dollar

Of fine sheer lisle thread, highly mercerized, with the crunch, lustre and character of silk.

Shades of tan, navy, cadet (light or dark), heliotrope, gray (light or dark), cardinal, wine, champagne, nile green, lilac, hunter or emerald green, also black or white

Friday and Saturday

Advance Sale of $15 and $20 Panama Hats for Men } $8

An exceptionally attractive lot from one of the largest exporters in Guayaquil, Ecuador.

They are very high grade Hats—evenly woven, shapely and durable, presenting a rare opportunity for the purchase of a fine Panama at a price that will be out of question in a few weeks.

Underwear for Men

At first thought one does not realize the full significance of the word "complete" as applied to a stock of under garments. In using the word to qualify our assortment of Underwear we do so advisedly—and we would have you so understand it.

We mention especially

Shirts and Drawers of silk-lisle, in white, novi or sky. The Garment } $1.00

Shirts and Drawers extra fine natural marino, super weight. The Garment } 1.00

Athletic Shirts & Knee Drawers of extra fine plaid madras; white grounds with lilac, black, gray or sky striped plaid. The Garment } 1.00

Saks-Banister

Low Shoes for Men, $6 & $7

In days gone by, when fastidiously attired men sought the custom bootmaker, their reasons therefor were sound.

Saks-Banister shoes present the best features of custom shoemaking—with this further advantage, that they are shown in a wider variety than the facilities of a custom bootmaker permit.

In all lasts, leathers and sizes, $6 & $7.

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NEW UPRIGHTS IN ATTRACTIVE CASES AT SPECIAL FACTORY PRICES.

SLIGHTLY USED WELL KNOWN MAKES AS LOW AS **$95**

Pianos Rented $3 Upwards

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Mr. James P. Silo, Auctioneer.

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