TAFT'S TRAVELLING EXPENSES

HOT DEBATE IN THE HOUSE OVER THE $25,000 ITEM.

Southern Democrats Resent Tawney's Reflection on Southern Hospitality and Deny His Charge That One of Taft's Hosts in South Charged Him Board.

WASHINGTON, May 26. The House to-day resumed consideration of the sundry civil bill but it went over without action. A row was precipitated over the item providing an appropriation of $25,000 to cover the President's travelling expenses.

Representative Macon of Arkansas objected to this appropriation becoming "immediately available," as provided in the bill. These words were stricken out on Mr. Macon's motion and accordingly the appropriation will not be available for expenditure until after July 1 unless the Senate restores the provision as reported to the House.

Mr. Tawney made himself and President Taft extremely unpopular in the debate on the item. He reflected on Southern hospitality, declared that one of the President's hosts in the South had charged him board, and read a list furnished by the White House containing the names of Southern members of the House who had accepted the President's hospitality on his trip and who to-day opposed the "immediately available" portion of the travelling expense item. As a result of all this the Democratic side of the House is red hot and Mr. Tawney's colleagues are wondering how he happened to misplace his ordinary good judgment.

The debate on this small item to-day was as warm as it was possible to be within parliamentary limits. Everything started smoothly enough until Representative Macon of Arkansas mildly made a point of order against the travelling expense item. Mr. Tawney, too, began his reply and explanation quietly enough, but warmed up so rapidly that before long Mr. Bartlett of Georgia, who entertained Mr. Taft at his home in Macon on the President's Southern trip, and half a dozen other Democrats were on their feet trying to interrupt him.

"After the President has accepted the invitation of members of this House to visit their States," said Mr. Tawney, bitterly, "and he has consented, knowing full well the expense, and while they on that trip accepted his hospitality (on the President's special train) they turn around here now and criticise the President for accepting their invitation."

Judge Bartlett bounced out of his seat as if he had received an electric shock and demanded that Mr. Tawney yield the floor. Mr. Tawney declined.

"I don't blame you!" cried Mr. Bartlett, excitedly. "I would too if I were in your place."

"Twenty-five Democratic Representatives," continued Mr. Tawney, "called at the White House and extended to the President the hospitality of their districts, urging and begging him to accept their invitations, which he did. And yet when we are appropriating to defray the expenses incident to accepting their invitations they now criticise him. Is that Southern hospitality? Can there be a meaner man than he who invites another man to accept his hospitality and then when that man becomes his guest turns around and kicks him because he accepted the invitation and criticises him and even charges him for his board?"

"Where was he charged board?" demanded Judge Bartlett, who probably had a vision of the famous Southern breakfast he had given in Macon to the Presidential party. "Where was he charged board?" cried Judge Bartlett.

"In Georgia, I think," replied Mr. Tawney blandly.

"That is not true," yelled Mr. Bartlett, shaking his fist in the air. "That is absolutely false!"

"Well," said Mr. Tawney, "I can cite an instance where you were the guest of the President on this present trip."

"Wonder if he bought his own meal ticket?" interjected Mr. Hamer of Idaho.

"I did," cried Mr. Bartlett, "and paid my own fare!"

"But you didn't pay your own board," suggested Mr. Hinshaw of Nebraska.

"Yes, I did," shouted Mr. Bartlett, "and paid out a large amount of money to defray my own expenses."

Then reading from his White House list Mr. Tawney mentioned that Representatives Taylor of Colorado and Bartlett and Hardwick of Georgia had been the President's guests on his private car during the trip in question.

Mr. Fitzherald of New York suggested that it was extremely remarkable that Mr. Tawney had been able to secure from the White House a list of the Democrats who at the behest of the people in their districts had urged the President to visit various sections of the country.

"I am inclined to think," said Mr. Fitzgerald, "that perhaps after August 5 last no Republican Governor desired the President in his State defending what he declared to be the best tariff law ever passed." Perhaps the only place where the hospitality and courtesy of the people was sufficient to afford a respectable and respectful audience to the President was in a hostile community from a political standpoint. The country does not approve of this wanderlust which fills the Chief Executive.

"No one ever imagined that the President would spend most of the time when Congress was in session away from Washington. They do not approve of this any more than they approve of the whole Government closing up shop in warm weather and the Cabinet officers establishing their offices in different parts of the United States. Last summer the Attorney-General hired an office in New York adjacent to the Bar Association and made that his headquarters. The people are beginning to be convinced that these men should conduct their public offices from the seat of government.

"The President went to New York not to engage in some great public function but to defend his administration and his party, and it came with exceedingly bad grace for him, on Lincoln's birthday, to ridicule his political opponents after having expended the public's money to travel over there."

Just about this time Mr. Hardwick of Georgia, who had been out of the chamber, came back on the floor and was informed by some of his colleagues that Mr. Tawney had dragged his name into the debate on this item in no very complimentary way. So Mr. Hardwick rushed down to the stenographer's room, where he read the typewritten report of Mr. Tawney's remarks. When he got back on the floor he was ripping mad.

"Mr. Tawney," he shouted, "says it is the meanest thing a man can do to invite the President to his district as his guest and then turn around and criticise the appropriation to pay his expenses. The gentleman from Minnesota forgot his manners entirely when making that statement. He suggested that any member who has been the guest of the President incurs a political obligation. The President would not stand for any such talk."

Then after some further remarks along this line Mr. Hardwick demanded to know from whom Mr. Tawney got the list of names of Southern Democrats who had been the President's guests on this trip and who now opposed the travelling expenses item. Every member in the House turned to Mr. Tawney awaiting his reply.

"From the secretary to the President," Mr. Tawney admitted.

"And the secretary to the President undertakes to furnish ammunition like that to be used on an occasion like this?" Mr. Hardwick cried. "Why, I am astounded. I am astounded that a man who holds as high an official place as that should violate the rules of good manners and all ideas of courtesy among gentlemen and undertake to say that because members have been social guests that they are obligating themselves. I rode fifty-six miles on the President's car and I paid my fare, so that I could introduce him to an audience in my district."

Mr. Hardwick then quoted Mr. Tawney's remarks about the "mean man" and suggested that anybody who would make that sort of a comment was "meaner." Remarking that he had always had a high opinion of Mr. Taft as an amiable gentleman and a model of courtesy Mr. Hardwick added:

"Yet if I thought that he deliberately sent here the names of those members who accepted his hospitality so that they might have it flung in their teeth that they had rendered for pay social attention to the President on a trip my opinion of Mr. Taft as a man and as a gentleman would be very much lowered. I cannot credit it. I cannot believe it."

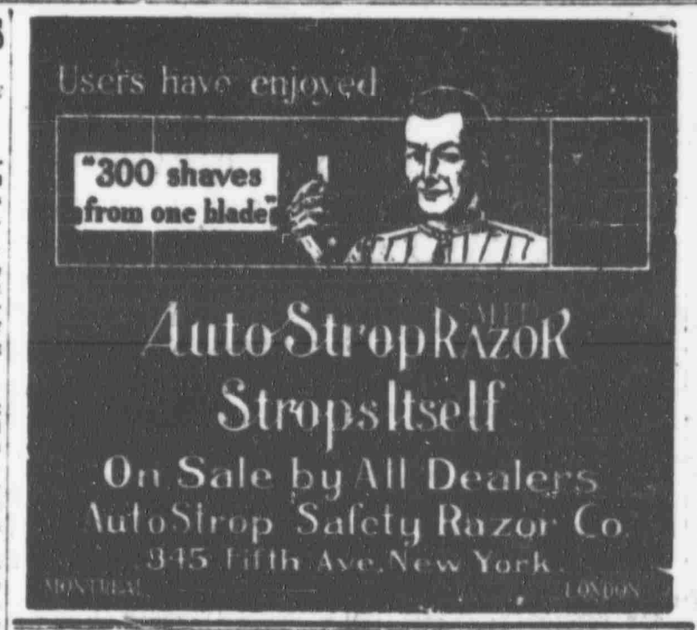
A dozen or more members, mostly Democrats, full of indignation, jumped into the debate, which lasted for several hours. Just at the windup Speaker Cannon, who had been roaming around the chamber listening to the racket, took the floor and made, for him, a rather pacific speech. He said that if he had his way the salary of the President would be not $75,000 but at least $100,000, and he urged the acceptance of the travelling expense item with the "immediately available" provision left in. If he had his way, Mr. Cannon said, he would have all Senators and Representatives, let alone the President, travel around the country.

"If it were practical," he said, "I would make it a qualification for a Representative or a Senator of the great republic to have some acquaintance from one ocean to the other with the people and with the country. If the President travels at all in a public capacity he must travel at his expense or at the expense of the Treasury and the Treasury is made by the 90,000,000 people in this country. Whether or not the President is a man of liberal fortune, we should pursue a policy whereby a man without property who is qualified to be President should not be compelled to beg his way or run in debt, or if he has a little property become bankrupt while he is playing Chief Executive."

Turning toward the Democratic side Mr. Cannon said he had no abuse for those Democrats who opposed the appropriation.

"But I would risk my soul's salvation," he said, "that in Georgia or in any other State you cannot find one man, woman or child out of ten that would endorse such action on your part."

The only point at issue with respect to this appropriation of $25,000 for the travelling expenses of the President almost escaped the attention as a result of the hot controversy over this hospitality business. The appropriation of $25,000 having been in previous measures, was not subject to a point of order, but the language making it "immediately available" was. Mr. Tawney told the House that although the year was not yet up, the President had done so much travelling that he had used up the $25,000 and he did not know how much more. But in the confusion that followed no attempt was made to find out just how large a deficiency there was.



NIGGER MIKE SURRENDERS.

Pleads Not Guilty to Election Fraud With Leave to Withdraw.

Michael Salter, known in Chinatown, where he ran a saloon, as Nigger Mike, wanted for the past two years on three indictments for false registration, surrendered himself yesterday to Detectives Flood and Fitzsimmons, attached to the District Attorney's office.

Before Judge Crain in General Sessions he pleaded not guilty with leave to withdraw the plea within a week and was held in $2,000 bail in the three cases. Eugene Driscoll furnished bail.

Salter is charged with giving a false address in the First election district of the Eighth Assembly district October 12, 1907. At the time he was held in $1,000. He skipped bail and since has been in Canada.

Army and Navy Orders.

WASHINGTON, May 26.—These army orders were issued to-day:

First Lieut. Creed F. Cox, Eleventh Cavalry, to Fort Benjamin Harrison.

Lieut. Col. Joseph E. Kuhn, Engineer Corps, and Major Edgar Russell, Signal Corps, detailed as Engineer Officer and Chief Signal Officer, respectively of Camp of Instruction to be held at Chickamauga Park.

First Lieut. Louis L. Pendleton, Coast Artillery, to 165th Company, July 1.

Capt. Edward D. Powers, Coast Artillery, to Coast Artillery School, Fort Monroe.

First Lieut. George E. Price, Fourteenth Cavalry, from Presidio of San Francisco, to join his regiment in the Philippine division.

Lieut. Col. Granger Adams, Fifth Field Artillery, from office of Chief of Staff to Fort Riley as member Field Artillery Board at the post.

Capt. Samuel P. Lyon, Twenty fifth Infantry, to Fort Myer.

These navy orders were issued:

Rear Admiral J. D. Adams, retired, from commandant Sixth Naval district, Charleston yard, to home.

Commander A. P. Niblick, from command of the Tacoma to Attaché at Rio de Janeiro, Buenos Ayres and Santiago.

RAISE FOR ERIE COMMUTERS

ROAD WANTS TO MAKE THE BUSINESS PAY FOR ITSELF.

25 Cents a Month the Smallest Increase and $4 a Month the Largest—Somebody Has Got to Pay the Higher Wages and Higher Cost of Material.

The Erie Railroad filed yesterday with the Interstate Commerce Commission the new schedule of suburban passenger rates that is to go into effect on July 1. It is estimated that 19,350 commuters will be affected. Of this number 4,165 will have the cost of their monthly books raised by from 25 to 50 cents, 5,161 by from 55 to 75 cents, 2,318 by from 80 cents to $1, 4,660 by from $1.05 to $1.25, 1,911 by from $1.30 to $1.50, 607 by from $1.55 to $1.75, 386 by from $1.80 to $2, 42 by from $2 to $3, and 9 by from $3 to $4. The new rates for monthly commutation tickets are graded down from a basis of 1 cent a mile for distances up to 8 miles to a level of ½ cent a mile for 30 miles or over.

R. H. Wallace, general passenger agent of the Erie, said that the management had been forced to make the increase by circumstances over which it had practically no control. The present returns from the passenger traffic have not been equal to the cost, and the company, in common with other manufacturing concerns, faces still further increases in expenses and charges arising from increased costs of material and labor.

"The commuter business is not and may never be profitable per se," he said. "The Erie is in the business of transporting people and it will do the best it can, and it only asks that the patrons pay relatively the cost of the service.

"The increased cost of handling the commuter business is due to many things. When the old rates were made, for instance, the tracks were laid with 67 pound rails at $15 a ton; now 85 pound to 100 pound rails are laid, costing $28 a ton, with 30 more tons to the mile. Ties were 30 cents, now they are 75. Labor was a dollar a day, now it is $1.75 to $2. Passenger cars once cost $4,700; the sixty coaches bought a year or two ago cost $8,800 apiece. Locomotives were $8,000; to-day the average price is $15,000.

"Right here it may be interesting to know that despite the Erie's relatively heavy local passenger business, last year the average number of passengers per coach was 16 and a fraction, while the seating capacity was 52. If all the seats were filled fares would come down.

"The Erie in the last five years has entirely renewed its ferry equipment at an approximate cost per boat of $250,000. Taxes, a charge against income, have gone up $500,000 in New Jersey in four years. The four track cut through Bergen Hill has just been completed at a cost of $3,500,000. This was necessitated solely by suburban traffic. This will add $200,000 a year to the cost of operating the suburban business of the Erie. It may not be generally known that this suburban business, both passenger and freight, aggregates $3,500,000 a year, or about 7½ per cent. of the total gross earnings."

Here are some of the new rates:

	Fifty Trip		Ten Trip.		Fifty Trip.	
	New Rate.	Old Rate.	New Rate.	Old Rate.	New Rate.	Old Rate.
Rutherford	$5.50	$5.00	$1.40	$1.20	$7.50	$7.50
Garfield	6.25	5.50	1.50	1.35	9.00	10.00
Passaic Park	6.00	5.50	2.25	2.35	9.05	8.75
Passaic	6.25	5.50	2.50	2.35	9.00	10.00
Paterson	6.35	5.80	3.20	2.90	12.80	12.50
Ridgewood	7.75	6.25	4.40	4.05	17.50	17.50
Hoboken	7.40	6.50	4.70	4.25	18.50	18.75
Ramsey	8.70	6.85	5.50	4.60	22.10	21.25
Mahwah	9.10	7.50	6.05	5.35	24.15	23.75
Suffern	9.55	8.00	6.40	5.75	25.50	25.00
Newark	5.50	5.00		1.25	6.50	5.00
Belleville	5.50	5.00	1.00	1.50	7.00	6.00
Nutley	6.20	5.50	2.15	2.15	9.75	8.75
Arlington	5.50	5.00	1.00	1.25	6.40	5.50
Orange	6.20	5.50	2.25	1.75	9.00	7.00
Llewellyn	6.35	5.50	2.25	1.75	10.20	7.00
West Orange	6.45	5.50	2.25	1.75	11.00	7.50
Bloomfield	6.05	5.50	2.25	1.75	9.10	7.50
Glen Ridge	6.20	5.50	2.25	1.75	9.70	7.50
Montclair	6.35	5.50	2.60	2.00	10.50	8.75
Park St. (Mt. Clair)	6.60	5.60	2.80	2.25	11.20	10.00
Upper Montclair	6.75	5.70	3.00	2.50	11.90	11.25
Montclair Hight	6.95	5.75	3.20	2.50	12.70	12.50
Englewood	6.75	6.00	3.00	2.35	12.00	10.00
Tenafly	7.05	6.30	3.10	2.35	13.70	12.00
Tappan	8.10	7.50	3.75	4.25	18.05	17.00
Piermont	8.50	7.80	5.00	4.25	20.70	18.00
Nyack	8.95	8.30	5.50	4.25	23.35	20.00
Nanuet	9.60	8.25	5.80	4.70	25.30	21.00
Hackensack	6.60	5.50	2.80	2.35	11.15	10.00
Pompton Lakes	8.05	7.00	3.85	4.25	23.45	20.00

Hetty Green's Son Coming East to Live.

DALLAS, Tex., May 26.—E. H. R. Green, president of the Texas Midland Railroad and son of Mrs. Hetty Green of New York, soon will take up his residence in the East in order to be near his mother and assist her in her financial affairs. Announcement to this effect was made here to-day.

THE COMMERCIAL VEHICLE OF TO-DAY

Every business man operating a **HORSE DELIVERY SYSTEM** in his business will want a copy of

THE SUNDAY SUN

May 29th

So will every Automobile Engineer, Designer and Sales Manager who is interested in

THE COMMERCIAL VEHICLE OF TO-DAY

CUMMINS AMENDMENT BEATEN

FINAL VOTE ON THE RAILWAY BILL MAY BE TAKEN TO-DAY.

Four Democratic Senators Vote Against Cummins—Three Sections Which Regulate Issue of Stocks and Bonds Cut Out With Only One Negative Vote.

WASHINGTON, May 26.—The apparent deadlock in the Senate over the railway bill was broken this afternoon and it looks now as if a final vote may be taken on the measure before adjournment to-morrow. The breakup came with the defeat of the Cummins amendment, which failed by a vote of 43 to 29. This amendment has been pending for some time and has been the subject of stubborn debate. It proposed that no increase in passenger or freight rates filed with the Interstate Commerce Commission by a common carrier should be effective until after it had been approved by the commission.

In the agreement which led to the defeat of the amendment offered by the Senator from Iowa concessions were made by the Republican leaders. The Interstate Commerce Commission is to have authority to suspend any proposed increase for 120 days and then if in its discretion a further investigation into the reasonableness of the proposed rate is deemed necessary a second suspension of six months may be ordered, at the end of which time if the commission does not act the increased rate will go into effect.

The amendment providing for the additional six months suspension was offered by Senator Jones of Washington. Before the vote was taken Senator Jones, at the suggestion of the Republican leaders, accepted an amendment offered by Senator Paynter of Kentucky. This amendment provides that during the time the Interstate Commerce Commission and the courts have the rates under consideration waybills shall be issued by the carrier, in a special form which will show on their face dates of shipment, origin, destination and all other necessary information regarding the shipments to which increased rates apply. The purpose of these special waybills is to make it possible for the shipper to have returned to him the amount of the increase in the rate imposed by the carrier should the final adjudication of the question of the reasonableness of the increase be determined against the carrier and in favor of the shipper.

On the vote on the Jones amendment as modified by Mr. Paynter's amendment every Senator voted in the affirmative. Senator Bacon of Georgia at first voted in the negative, but before the result was announced he asked permission to change his vote to the affirmative. It is understood that the Paynter amendment will probably not survive the conference committee of the two houses on the railway bill.

Immediately following the adoption of the Jones-Paynter amendment Senator Hughes of Colorado moved to strike out sections 13, 14, 15, and 17 of the Administration bill, which regulate the issue of stocks and bonds. A roll call had been ordered on the motion when Senator Dolliver and Cummins voiced a protest against the seeming haste.

Both Senators have amendments pending as substitutes for the three sections involved. Senator Dolliver asked permission to offer his substitute before the vote was taken on Senator Hughes's motion to strike out the sections. After some debate it was finally agreed that Senator Dolliver would withhold his amendment and allow the vote to be taken on striking out the four sections and offer it to-morrow. On the vote to strike out the sections fifty-eight Senators, including regular Republicans, insurgents and Democrats, voted in the affirmative, and but one Senator, Mr. Burton of Ohio, voted in the negative.

The amendment offered by Senator Dolliver is a modified form of the bill which he has repeatedly introduced in the Senate and proposes Government recognition of issues of stocks and bonds of all common carriers and other agencies of interstate commerce, including telegraph and telephone lines. It is generally admitted that the amendment will be defeated.

The situation in regard to the railroad bill in the Senate began to clear immediately upon the conclusion of Senator La Follette's two day speech. The Wisconsin Senator had been talking for about eleven hours in his usual vigorous style and almost everybody was ready to cry "Enough!"

In to-day's section of his speech the Senator had charged that the railroads have been increasing their net earnings steadily since 1897, and that it was plainly their duty to decrease rates instead of increasing them. He had submitted a mass of figures showing the percentages of increase on many commodities and had asserted that the average net revenue from operating railroads was about $8,000 a mile.

An amendment offered by Senator Martin of Virginia extending the time to six months during which the Interstate Commerce Commission may suspend a proposed increase of rates was the first proposition that came up. It was voted down by a strict party vote, 18 to 54. It was reported at one time that an agreement had been reached between the Republican leaders and a large number of the Democrats to compromise on Senator Martin's amendment, but the Republican regulars finally decided to withhold from their Democratic colleagues the credit of amending the bill and accepted Senator Jones's amendment, which was practically the same as Senator Martin's.

The most interesting vote of the day was on Senator Cummins's amendment. It had been believed for several days that this vote would be close. On the roll call to-day four Democratic Senators—Bailey of Texas, McEnery of Louisiana, Smith of Maryland and Taylor of Tennessee—voted against it. Four other Democrats—Hughes of Colorado, Bankhead of Alabama and Money and Pepper of Mississippi—were absent and not paired. If all of these Democrats had been present and had voted for the Cummins amendment it would still have been defeated. The following twelve insurgent and near insurgent Republicans lined up for Senator Cummins amendment: Beveridge, Borah, Bourne, Bristow, Burkett, Clapp, Crawford, Cummins, Dixon, Dolliver, Gamble and La Follette. The remainder of the twenty-nine votes came from the Democratic side.

Another interesting vote came on an amendment offered by Senator Clarke of Arkansas, which involved practically the same matter as that covered by the Cummins amendment. Senator Clarke was able to command more Democratic support to his amendment than did Senator Cummins, and the Democrats voting with the insurgent Republicans brought the Clarke amendment to within five votes of victory. The vote by which it was lost was 35 ayes to 45 noes.

An effort was made by Senator Elkins to have the Senate meet at 11 o'clock to-morrow, but Senator Hale led the opposition to it and the motion was voted down.

There appears to be no disposition among Senators to delay the final vote on the bill. The hope was expressed on all hands just after the adjournment of the Senate that a final vote might be taken before adjournment to-morrow.

Movements of Naval Vessels.

WASHINGTON, May 26.—The gunboat Vicksburg has arrived at Acapulco.

The collier Brutus has sailed from Lambert Point for Delaware Breakwater, the torpedo boat Flusser from Provincetown for Delaware Breakwater, the collier Leonidas from Norfolk for Charleston and the cruiser Salem from Gardiners Bay for New York city.

LAST BAGGAGE THIEF CAUGHT

OLD SKOOTCH FOUND FARMING IT IN ULSTER COUNTY.

George Washington Thomas, Supposed Leader of the Gang That Stole $200,000 From the Railroads by Bogus Checks, Was Raising Fruit Up-State.

Ten uncommunicative men entered the Hotel Imperial yesterday morning and registered from Virginia. Some of them put "Richmond" or "Gordonsville" or "Alexandria" after their names, but the majority just put down "Va." And immediately things began to happen.

In the first place Morris Bowsky, alias Martin Jacobsky, alias Martin Jackson, who was arrested here last Saturday upon a charge of being one of a gang that for years robbed the Pennsylvania and other railroads by means of counterfeit baggage checks, was identified, extradited and sent home in the charge of two husky Virginians. Then the announcement was made that George W. Thomas, known as Old Skootch, the supposed leader of the gang, had been arrested on Wednesday in Ulster county. So the eight Virginians left at the Imperial hurriedly packed their valises and took a train for Kingston. Some were detectives and some railroad men.

The police believe that with Thomas caught the last of the gang has been rounded up. For years, making their headquarters in Richmond, Va., they had been stealing trunks from railroads, and then in 1906 they looted an express car on a train going from New York to Richmond. Their booty was valued at $200,000. Two men in the gang have been doing time in the Virginia State penitentiary since 1907, but Bowsky, or Jackson, and Thomas had eluded pursuit.

After Bowsky's arrest last Saturday Detective Joseph Boyle of the Central Office heard what he thought might be a clue to Old Skootch's whereabouts. So, armed with a rogues' gallery picture of George Washington Thomas, who has a record as a bad man in the West, he took a train for the village of Marlboro.

There he learned that an elderly, distinguished looking man of the name of Thomas owned a $15,000 farm near by where he raised fruits and berries for the New York market. He didn't seem to care very much for strangers and kept a lot of vicious dogs, but his farm was all paid for, he had money in the local bank and by his neighbors he was regarded as a model citizen whose eccentricities were to be respected because of his wealth. Yes, he did look somewhat like the picture Boyle had with him.

Boyle got hold of the local detective, who is Deputy Sheriff W. P. McConnell, and on Tuesday night they hired a buggy from the livery stable and drove out to the Thomas farm, about six miles away. The house seemed to be full of men and women. Though the two officers were sure no mistake in identification had been made, they hesitated about making a prisoner of Thomas, who is 62 years old, under the circumstances.

In order to get a good look at Thomas they took a nut off one wheel of their buggy and then went to the gate of the place and shouted for help. Old Skootch himself came running out with a monkey wrench and helped screw the nut back. This gave Boyle a chance to make sure of him.

Next morning Thomas drove to Marlboro in his farm wagon and was chatting with McConnell when Boyle stepped forward, showed him the rogues gallery picture and pulled his gun on him. Thomas surrendered. He asked to be allowed to go back home to take leave of his wife and son, but Boyle would not risk such a thing. He and McConnell took the prisoner to Kingston, where the County Judge committed him to jail for thirty days on a charge of being a fugitive from justice in Virginia.

Thomas disappeared four years ago after warrants had been sworn out in several Southern cities for his arrest.

The first arrests of members of the gang were made in January, 1907, when a raid was made on a house at 246 East Seventeenth street. Robert Miller, brother of a New York policeman; Harry Allen and a woman who passed as the latter's wife were arrested and $50,000 worth of valuables were recovered. While awaiting extradition to Richmond about a month later Miller and Allen overpowered the jailer at Police Headquarters and got away. Allen was recaptured, but Miller reached England. He was arrested in that country partly through the efforts of his brother. Both men got long terms.

Bowsky was recognised on the streets of this city recently and was traced to lodgings near Thirty-fourth street and Seventh avenue.

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HARD COAL NO SMOKE
$1 Lake Hopatcong
EVERY SUNDAY and Decoration Day, May 30th.
Leave West 23d St. 8.30 A. M.
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Leave West 23d St. 8.30 A. M.
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MEN'S MERCERIZED LISLE THREAD HALF-HOSE IN TWO-TONED EFFECTS, USUALLY 50c. AT 28c. PER PAIR

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WOMEN'S PLAIN BLACK SILK HOSE WITH COTTON SOLES, USUALLY $1.35 . . . AT $1.00 PER PAIR

CHILDREN'S COTTON SOCKS, WHITE OR TAN GROUNDS, FANCY TOPS, USUALLY $1.50 AT $1.00 PER HALF DOZEN PAIRS

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INCLUDING OUTERGARMENTS IN VARIOUS MATERIALS AND STYLES FOR MEN, WOMEN, MISSES AND CHILDREN; STEAMER RUGS, SHAWLS AND LOUNGING ROBES; AUTOMOBILE CAPS, BONNETS, VEILS AND GOGGLES; GLOVES AND UMBRELLAS; FITTED TRAVELING CASES OF LEATHER; HAMPERS OF LEATHER AND WICKER; THERMOS BOTTLES; RIDING AND DRIVING EQUIPMENTS.

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