WIDOW FIGHTS FOR BIG PRINGLE ESTATE

Will Charge Husband Was Unduly Influenced by Persons Around Him.

ALL WILLED TO WOMEN

Fortune in New York Realty Put at From $500,000 to Nearly $1,000,000.

The widow of Alexander Young Pringle, who died at Eatontown, N. J., on October 22, leaving a fortune variously estimated at from $500,000 to nearly $1,000,000, mostly New York real estate, has started to contest the will which he signed five days before his death. She will charge that he was mentally incompetent and was unduly influenced by persons surrounding him.

The Pringles were married in 1900 and lived together less than two years, but there was no legal separation. Under the will Mrs. Pringle receives $50,000. To Miss Ethel Crane, Pringle's housekeeper at Eatontown, $50,000 is left; to Mrs. Bella Shute, $10,000; to Mrs. Ethel Marshall, Mrs. Shute's daughter, $25,000. The rest of the estate is bequeathed to Mrs. Shute's sister, Mrs. Hester A. Booth, who lives with Mrs. Shute at the Versailles, Broadway and Ninety-first street. Mrs. Booth's share if the will stands will be about $365,000, according to the lowest valuation of the estate, and about $650,000 if the highest valuation prove accurate.

Will Not Filed.

Mrs. Pringle's attorney, E. F. Clark of 165 Broadway, acting through Roger Hinds of East Orange, has already filed a caveat in the Surrogate's office at Freehold, the county seat of Monmouth county, N. J. This amounts to a notice of contest and prevents probating the will in New Jersey until the Orphans' Court has passed on it.

The will itself has not been filed, but probably will be to-day. Lewis T. Knox of 347 Fifth avenue, attorney for the executors, one of whom is Judge Edward B. La Feira of the city court, had not decided yesterday whether to file the document in New Jersey or New York. If it is filed here there may be an objection from Mrs. Pringle's side on the ground that her husband was a resident of New Jersey. In any case, Mr. Clark said yesterday, there will be a contest, and the testimony promises to be interesting.

James W. Pringle, Alexander Pringle's father, was a well known New York real estate operator many years ago.

All the Pringle real estate holdings in New York are in the name of the Wilmart Realty Company, a corporation which the elder Pringle organized, with himself the owner of virtually all the stock. When James Pringle died he left $100,000 to his son and the residue to his widow. The widow has since died, and Alexander Pringle fell heir to the entire estate.

The Realty Holdings.

It includes the properties at 1208 and 1209 Third avenue, 1808-16 Park avenue (125th street corner), 129-31 127th street, 101-03 and 321 East Fifty-ninth street, 151-53 Cedar street, 158-40 Liberty street, 231 West Twentieth street, 95 Thompson street, 36 East Twenty-ninth street, 249 East Thirty-second street, 34 Bond street and 461 Sixth avenue.

Mrs. Booth and her sister, Mrs. Shute, were described yesterday as old friends of the Pringle family. They knew James Pringle and his wife, and were on terms of friendship with Alexander Pringle. In his later years many of Pringle's friends dropped away from him, and in the will contest the lawyer for the executors will undoubtedly contend that gratitude to the friends who stuck and who helped him through periods of ill health, together with resentment toward his wife, was largely responsible for the sort of will he made. On the other hand, there will be testimony setting forth the reasons why Mrs. Pringle left her husband and incidents in his life which caused Mrs. Pringle to believe he was not wholesomely influenced.

Mrs. Pringle lives at 114 West Seventy-ninth street.

WHITE SLAVE HEARING ENDS.

Supreme Court Urged to Interpret Mann Act Liberally.

WASHINGTON, Nov. 14.—With the submission to-day to the Supreme Court of three so-called "white slave" cases the question of further Federal prosecutions for violation of the Mann law when elements of commercialized vice or coercion are absent now awaits the court's decision.

Assistant Attorney-Genral Wallace for the Government asked the court to interpret the law so as to prohibit interstate transportation of women for any immoral purposes, including non-commercial, personal, immoral escapades. The intention that Congress never intended the law to apply to cases of mere immorality without the elements of commercial traffic or coercion was presented by former Senator Bailey of Texas and Harry O. Glasser of Enid, Okla., for the defendants, Caminetti, Diggs and Hays.

SPHINX CLUB GIVES DINNER.

Four Hundred Gather at Waldorf for Annual Affair.

The Sphinx Club, 400 plus strong (counting guests), which is the oldest organization of advertising men in the well known world, illuminated the grand ballroom of the Waldorf last night when the Sphinxers gathered under the bossy eye of President and Toastmaster Preston T. Lynn to celebrate the organization's something or other annual dinner—the club's twentieth birthday was celebrated recently.

There were Cape Cod oyster cocktails and speeches and broiled Block Island swordfish—the fish being broiled, not the island—and apple dumplings, and one of those cheeses that announced its entrance before arriving, and more speeches, and pepperpot soup and macaroni au gratin and speeches.

The speechmaking was done by Toastmaster Lynn and by Ludwig Nissen, who was assistant toastmaster; William S. Kies, City Statistician Edward James Cattell of Philadelphia, Judge Isaac Franklin Russell and James E. Bennet.

PLANS ALIEN AID AT MRS. ASTOR'S DINNER

Immigration Committee Decides Details of Americanization Campaign.

An Americanization programme for the coming year was formulated at a dinner given last night by Mrs. Vincent Astor at her home, 840 Fifth avenue, to leaders in the movement to promote American ideals among the foreign born in the United States. The dinner was followed by a meeting of the immigration committee of the United States Chamber of Commerce, whose members decided upon the details of their work in 1917.

The members of the immigration committee were chief among the guests of honor. Those on the committee are Frank Trumbull, chairman of directors of the Chesapeake and Ohio Railroad; Justin F. Denschaud, secretary of the immigration division of the Louisiana State Board of Agriculture and Immigration; Marion E. Hay, former Governor of Washington; Alexander Hilton, passenger traffic manager of the St. Louis and San Francisco Railroad; W. F. Hynes, general manager Marshall Field & Co.; Malcolm McDowell, secretary of the Board of Indian Commissioners, Washington, D. C.; Herbert Myrick, president of the Orange Judd Company, New York; Julius Rosenwald of Sears, Roebuck & Co., Chicago; R. J. Rothwell, president of the Ray State Milling Company, Boston; Bolton Smith of Memphis, Tenn.; A. C. Weiss, publisher Duluth *Herald*; Walter F. Willcox, professor of economics, Cornell University, and B. L. Winchell, traffic director of the Union Pacific Railroad, Chicago.

The work of encouraging the use of the English language among aliens and of assisting in preparations for citizenship has been carried on actively in the last year by such agencies as the Federal Bureau of Education, the National Americanization Committee and many employers of labor, many industries and many local chambers of commerce. The Federal Bureau of Education is conducting a nationwide publicity campaign to induce the attendance of foreign born workmen at night schools and is appealing to employers for support.

WAITRESS DID 8 MILES IN DAY.

Women's Federation Would Limit Hours to 54 a Week.

ROCHESTER, N. Y., Nov. 14.—The first session of the New York State Federation of Women's Clubs, which began its convention here to-day, was principally occupied with a discussion of the conditions and hours of restaurant girls. A pedometer worn by a waitress registered eight miles in a day, it was said. A recommendation was made that their working hours be limited to fifty-four a week, with time off for meals and one day off in seven.

Mrs. Albert H. Hildreth, State president, presided. Addresses of welcome and greetings to the delegates took up most of the morning. Among the speakers were Baroness Katherine von Klenner of New York city, president of the National Opera Club of America and vice president of the New York Women's Press Club; Mrs. Mary I. Wood, Miss Flora Rose, James I. Wyer, Jr., director of the New York State library, and Dr. Walter Rauschenbusch.

EIGHT HOURS FOR OIL MEN.

Standard Company Voluntarily Grants Shorter Day.

SAN FRANCISCO, Nov. 14.—The Standard Oil Company of California voluntarily granted an eight hour workday to-day to all refinery, pipe line and producing department employees. The men have been working from nine to twelve hours. There will be no change in wages.

K. R. Kingsbury, vice-president of the company, said that between 7,000 and 8,000 employees will be affected and that eventually several thousand more men will have to be taken on in the change from two to three working shifts. He said the company declared the eight hour day strictly on a humanitarian basis.

An eight hour day has been in force with the Standard Oil Company of New Jersey for a year.

BROKERS "BULL" THE DINNER MARKET

"Association of Partners of Stock Exchange Firms" Enjoys Smoker.

A GOOD TIME HAD BY ALL

Greatest Quartette in World, Ten (Count 'Em) Sings 'Tween Steins.

If one had one's own troubles at one's own club last night in trying to get one's waiter at say the Union Club, the Metropolitan, the University, the Union League and so on and so forth one should remember—and therfore excuse—the lax attention inasmuch as every one who is any one gave a club dinner last night before taking one's guests to the first annual smoker of—listen to the wealthy title—the Association of Partners of Stock Exchange Firms.

The last mentioned organization gradually gathered in the Astor Gallery of the Waldorf along toward 9 o'clock last night. Linkie Waterbury, brother of Larry and Montie—or Larry and Montie are brothers of Cleveland Livingston (Linkie) Waterbury, as the case may be—was the first to arrive on the job. And then came Chick Boynton, president of the association, who had given a dinner of twenty-five covers at the Metropolitan Club, Chick's guests trailing behind him.

About the same time in came little Johnny Prentiss of Hornblower & Weeks with a measly fifty guests that Johnny had dined at the Harvard Club. Johnny Prentiss didn't have a soul of importance with him except several persons named Bache, some Baruchs, a sprinkling of Cassatts, a couple of Kincluttts, some Stacy Richmonds, one complete Theodore Roosevelt, Jr., Prof. Sargent of Harvard's son, Chick, and Stewart Wortley of the W. R. Craig & Co. firm, to mention but a few of Johnny Prentiss's guests.

Then the big boss of the smoker, President Boynton, set himself back for a dinner also before the smoker began. Chick gave his dinner at the Metropolitan Club and he was positively alone except that twenty-five guests of Chick's dropped in, among whom were Arthur Choate, C. E. Mitchell, who was recently made president of the National City Company; Stewart McNamara, W. Plunkett Stewart of Cassatt & Co., and Eddie Harden of J. B. Colgate & Co.

The greatest quartette in the world, inasmuch as there were ten in the quartette, which was known last night as the Princeton Quartette, sang at the smoker. There was a movie that was a movie also. Lions, tigers, bears, jaguars and constricting snakes wrecked groceries, butcher shops, tonsorial parlors, furnished rooms, bar rooms and the nerves of the onlookers as the night progressed. And there were steins and smokes and steins and crowded tables and steins and cigarettes and steins and things and stuff.

FORD ADMITS PLAN TO SPEND MILLIONS

Testifies in Dodge Suit He Expects to Revolutionize Motor Business.

DETROIT, Nov. 14.—Henry Ford, on the witness stand to-day at the Dodge injunction hearing, said his plans for spending many millions of dollars to double or treble the capacity of the Ford Motor Car Company's plant would probably revolutionize the automobile business.

Ford admitted he contemplated spending millions of dollars for ore deposits and more millions to build blast furnaces on the Detroit River near Detroit. When his plans are completed, he testified, his company will be able to ship ore to its furnaces and there make castings direct from the ore. Uniform castings of great strength would result, Ford said, and he added that lack of uniformity in castings had been one of the great problems which automobile makers have faced.

Ford as president of his company is defendant in an injunction suit brought by Horace E. and John F. Dodge, automobile manufacturers, to restrain him from using the Ford company's profits to develop its business. The Dodge brothers own 10 per cent. of the Ford stock, and demand that the profits, which now total about $50,000,000, be paid out in dividends. They allege that Ford's plans to develop his company are "reckless and unwise."

Specific instances of Mr. Ford's alleged "highhandedness" were furnished in a deal arranged for the projected purchase of property at Fifty-fourth street and Broadway, New York, for a combination New York branch and office building.

"I intend to increase the production of Ford cars from 500,000 a year to 1,000,000 a year and benefit everybody concerned, from the purchaser to the stockholder and director in the company," Mr. Ford declared.

The hearing, which began to-day, is on a motion to make the temporary injunction permanent.

SEEK $700,000 TO AID JEWS.

Philanthropists Lay Plans to Complete $2,000,000 Fund.

A meeting will be held in the home of Felix M. Warburg to-morrow evening, at which 100 of the leading Jewish philanthropists of the city will be present to perfect plans to complete the $2,000,000 fund necessary for the Federation for the Support of Jewish Philanthropic Societies of New York City to begin operations. All but $700,000 of this sum has been raised, the balance must be raised by December 10.

The names of 5,000 wealthy Jews who have not subscribed will be apportioned among the 100 attendants at the meeting. Each person present will be the head of a group of five, and each group will canvass personally the persons assigned to them. In this way it is believed 5,000 persons can be reached in one week. Next week 5,000 more nonsubscribers will be reached and so on until the end of the campaign.

Plans for Federation Week, from December 3 to 10, are now being perfected. Women will have a conspicuous part in it, and among those who will act as captains will be Mrs. Felix M. Warburg, Mrs. William Einstein, Mrs. Samuel Elkeles, Mrs. Sidney C. Borg, Mrs. Israel Unterberg, Mrs. Alexander Kohut, Mrs. Leopold Plaut, Mrs. Daniel Guggenheim, Mrs. Emil Baerwald, Mrs. Maurice Wertheim and Mrs. George Sidenberg.

FLIRTS PURSUE MAN WHO WIELDS BATON

So Asserts Orchestra Leader in Answer to Mrs. Stern's Suit for Separation.

The hidden burden of an orchestra leader's job has been revealed at last. Though the conductor may look carefree and splendid as he stands gracefully waving his baton, his life has its dark side, according to papers filed in the Supreme Court yesterday by Harold Stern, director of the Park Avenue Hotel orchestra. He is constantly a mark for feminine flirts.

This was Stern's answer to the suit for separation begun by his wife, Estelle Stern, who accused him of capitulating to the charms of an army officer's wife. The woman mentioned in Mrs. Stern's suit is Mrs. Myrtle Wickham, wife of Capt. Frank D. Wickham, at present at Nogales, Ariz., where her husband is breathing dust with the Twelfth Infantry. It was on a trip alone to the city, Mrs. Stern states, that Mrs. Wickham stopped at the Park Avenue Hotel and first saw her husband while he was directing the orchestra.

Mrs. Wickham's admiration, according to Mrs. Stern, began with her husband's violin playing, then took in his long black locks, and from there progressed by easy stages to his whole personality. His lustrous curls, of the regulation musical length, are featured in a letter which Mrs. Stern said the captain's wife wrote to the conductor from Monterey, Cal., and which Mrs. Stern submits as proof of her husband's powers of fascination.

In this letter the writer tells of giving a dinner to friends at the Del Monte Hotel, which fell short of perfection because the orchestra began to play. Her thoughts floated far away to Stern and the superior way he would have whooped things up, the letter goes on, so that even her husband noticed her preoccupation.

But his interpretation of it, the missive states, wasn't romantic at all—he thought she had rheumatism. The writer acknowledged that was one of her ailments, though she didn't see why she had it, since she was "so fat and strong." Her prescription for it was this: "Beloved one, if I were only where I could have you hold me in your arms nothing could hurt me."

Stern, who is 25 years old, asserts that he showed the letter to his wife, just as he did all the sentimental outpourings he received from other women, which, according to him, constitute the great hardship of a conductor's career. He also denies his wife's charge that he wrote letters to Mrs. Pauline Franklin, saying flatly that she is 60 and white haired and thus ruling her out.

Stern, who filed a bond yesterday to pay the $20 weekly alimony awarded to his wife, will have his innings in a suit for divorce he has filed, the papers of which are sealed.

HIS CHAUFFEUR AND GRANDCHILD ELOPE

Horatio Hall Regrets Loss of Services of One and Society of Other.

ADMITS HE'S HELPLESS

Bride of Age and Besides Her Mother Was Present at Marriage.

Capt. Horatio Hall, president of the First National Bank of Huntington, L. I., spent all yesterday afternoon and most of the evening answering the telephone. Folks kept calling him up to find out whether it was really true that his chauffeur, Ralph Clark, had married his granddaughter, Marie E. Hall. To all these inquiries Capt. Hall returned the same wrathful answer.

"They haven't told me anything about it, not one solitary thing. The young man came to my home a year and a half ago as the family chauffeur, and that is how my granddaughter met him."

Some one asked him if his chauffeur was good looking.

"Well, now, I wouldn't consider him good looking. The best way to put it is to say that he was a good chauffeur."

Gone to Better Job.

Capt. Hall went on to say that Clark asked for a vacation of three days last month, but didn't come back when he said he would.

"Then I received a note from him in which he said he was sorry but he had found a better job and would have to leave," added the banker. "I haven't heard anything since then, and I don't want to either."

Leaving Capt. Hall registering grandparental anger, one discovers the bride in her husband's little apartment at 361 Sterling place, Brooklyn. She is guarded by the janitress and a few neighbors who are thrilled by the romance. Mrs. Clark resolutely declined to see any visitors who were not introduced by friends, over the telephone last night she said it was true that she was Capt. Hall's granddaughter and she did not deny that her husband was his chauffeur. Beyond that she had nothing to say.

Bride's Mother Present.

Young Clark—he is only 23, two years older than his bride—obtained a job as driver for a wholesale provision firm in Manhattan after he gave up his place in Huntington. He said yesterday that he didn't want to discuss his marriage, but added that they were living with his mother-in-law, Mrs. Frances Hall, at the Sterling place address. Mrs. Hall was present at the marriage service.

According to the Brooklyn records Clark obtained a license on October 13. Two days later the marriage was performed by the Rev. Dr. William H. Kidd of the Hanson Place Methodist Church.

The bride's grandfather is one of the wealthiest men of Huntington. He was head of the Maine Steamship Company before that concern was taken over by the New Haven Railroad interests. Now he is the largest stockholder in the First National Bank of Huntington.

Clark was known in Huntington as Ralph Ireland. His wife refused to explain why he had used that name when employed by Capt. Hall.

968 NEW VESSELS FOR U. S.

105,894 Tons Added to Registry in First Ten Months of 1916.

Shipbuilding has been unusually brisk in the United States, according to figures issued yesterday by the Bureau of Navigation, Department of Commerce, which reports that 968 steam, sailing, gas and unrigged craft of 405,894 tons gross have been officially numbered during the first ten calendar months of this year.

In addition to this big output thirty-six wooden vessels and eleven steel vessels of 25,790 gross tons have been built for foreigners. The steam tonnage flying the flag is represented by 124 vessels.

SEPTENNIAL OF DOMINICANS.

Cardinals Gibbons and Farley Attend Washington Celebration.

WASHINGTON, Nov. 14.—In the presence of Cardinals Gibbons and Farley and other prelates the seventh century celebration of the Dominican Order began here to-day. Before the pontifical mass, with Cardinal Farley as celebrant, an impressive procession wended its way from the cloisters to the chapel of the Dominican House of Study.

Besides Cardinals Gibbons and Farley the following bishops marched in the procession: The Right Rev. Matthew Harkins, Bishop of Providence; the Right Rev. Patrick I. Heffron, Bishop of Winona; the Right Rev. Owen B. Corrigan, auxiliary Bishop of Baltimore, and the Right Rev. Berdinand Brossart, Bishop of Covington. To-morrow pontifical mass will be sung by the apostolic delegate, the Rev. John Bonzano.

COAL GOES DOWN DESPITE COLD SNAP

Anthracite Bureau of Information Says Situation Is Largely Psychological.

Men in the coal trade usually pray for wintry blasts, but the situation in the coal market has been such that for the past two weeks they have been praying for a continuance of mild days and nights. Reports that up-State counties are being buried in snow have filled the dealers with much anxiety and they are wondering what the next twenty-four hours will bring forth in this region.

The wholesale price of coal is from 50 cents to $1 a ton cheaper now than it was last week. This has enabled the retailer to reduce his price considerably. Burns Bros. sold coal yesterday at $8.75 a ton as against $9.50 a ton on the preceding day, but the concern couldn't venture even a guess as to what the price would be in the immediate future.

F. W. Saward, general manager of the *Coal Trade Journal*, said yesterday: "The coal situation has quieted a good deal. The price of both soft and hard coal has gone down. A great deal depends upon the next twenty-four hours."

After declaring that coal probably in excess of 5,000,000 tons has been lifted from the storage plants and sent to market in addition to the coal mined since January 1, 1916, amounting to 560,673 tons more than for the corresponding ten months in 1915, the Anthracite Bureau of Information at Wilkesbarre says:

"In spite of these facts an impression seems to have gained credence that the railroad companies have been holding back shipments, though with what possible benefit to themselves it is difficult to say. The public is assured that every ton it has been possible to produce with the short supply of labor and the shorter working day has been sent to the market, and that an additional supply from the storage plants is in the cellars of consumers.

"The present situation is largely psychological, if such a term is permissible, aggravated unquestionably by uninformed newspaper sensationalism. If customers who did not purchase early in the season will order now only such anthracite as is needed for their immediate wants and if those who have a supply will rest content with what they have for a while there is no doubt that the situation will soon be relieved and retail prices be restored to their proper level."

161,239 Irishmen Available.

LONDON, Nov. 14.—Statistics prepared by the Irish Registrar place the total number of men of military age in Ireland, based on the national registration of 1915, at 547,827. Deducting 245,873 who are considered indispensable to the industries of Ireland, 139,241 who have joined the army since the outbreak of the war, and those who are unfit for military service or unavailable for other reasons, there remains a total of 161,239 men in Ireland now available for military service.

SPECIAL TRAINS TO PRINCETON
Yale-Princeton Football
Saturday, November 18
Will leave Pennsylvania Station, New York, at frequent intervals from 8.35 AM to 11.00 AM. Special Trains via Jersey City will leave Hudson Terminal, New York, 9.27 AM and 10.57 AM.
The use of the earlier trains is advised.
Special Trains Returning after Game
TRAINS ANNULLED
On this date all regular train service on the Princeton Branch between 9.58 AM and 7.30 PM, both inclusive, will be annulled.
All stops of regular trains at Princeton Junction will be annulled after 9.54 AM, and before 7.25 PM.
Pennsylvania R. R.

8 HOUR SWITCHING SYSTEM DEFENDED

Employee Gives Figures Which Are Disputed by Interrogator for Roads.

Arbitration proceedings between thirteen railroads, including the New York Central, and the switchmen's union were continued yesterday in the New York State Chamber of Commerce, 65 Liberty street, with switchmen from yards in different parts of the country giving testimony.

The proceedings came to a climax just before the close at 5 o'clock. T. J. Hanrahan, a switchman for the Nickel Plate, had given figures which seemed to show that it cost less to switch cars under the eight hour system which the men are demanding. Horace Baker, who is doing the interrogating for the roads, had different figures and wanted to know where Mr. Hanrahan got his compilation. Hanrahan demurred.

"If the official of the Nickel Plate will say he will not discharge the man who compiled those figures the witness will answer," announced S. E. Heberling, international president of the switchmen's union. Judge Charles B. Hoxsey, chairman of the arbitrators, said that as a general principle Mr. Baker's question was proper, but that the board would consider the matter in the morning.

Peter J. Finnegan, 384 East 137th street, this city, yard conductor for the New Haven road in its yards here, said the eight hour system is already in operation in that yard and that it has been since 1882. It was adopted, he said, because the company could not get men to stay in the yards under the ten hour system. The system was put in operation eve sight, according to Finnegan.

The hearing will be continued at 10 o'clock this morning.

EXTRA QUALITY
DUNLAP & CO. N.Y.
REG. U.S. PAT. OFFICE
CELEBRATED HATS
Silk, Stiff and Soft Felt
The standard of perfection in style, enhanced by fifty years experience in fine hat making.
178-180 Fifth Avenue
181 Broadway
NEW YORK
Accredited Agencies in all Principal Cities

VOGEL'S BENCH MADE BOOTS
Strong, well made stylish boots practically all hand made. Nothing like them in New York.
$5
E. VOGEL
64 Nassau Street New York

CONGO TO BE AN ACTOR.

Central Park's Baby Hippopotamus Sold to Circus.

Congo, the baby hippopotamus in Central Park, is to leave his youthful habitat and go on the road with the John Robinson Shows. Cabot Ward, Park Commissioner, announced last night that he had sold Congo for $2,500, negotiations being carried on by telegraph with Bert Bowers, manager of the Robinson Shows, who is in Jacksonville, Fla.

The Park Department, Mr. Ward said, has received more than $40,000 for the offspring of the Central Park hippopotami, most of which, like Congo, have gone into the show business.

Saks & Company
Broadway at 34th Street

Men's Shoes Reduced Today to $3.85

Shoes that have been selling regularly at $5

• Reduced because the sizes in each style are incomplete, but you will find your size in one of the many designs offered. The leathers include:

Dark Tan Russia Calf, Gun Metal Calf, Black Kid and Fine Patent Colt.

• The lasts are of a superior character; the finish of every shoe is up to the rigid Saks standard.

$1.00 For This Dinner
If You Travel To or From
PHILADELPHIA
on the 5 or 6 P.M. trains of the
New Jersey Central
also de luxe a la carte dining service at morning and midday dining hours.
The dining car service of the New Jersey Central is a feature of the hourly trains to Philadelphia that is highly commended by its patrons.
Have You Tried It?
Fast Trains Leave "Every Hour on the Hour"
Liberty Street from 7 A. M. to 10 P. M. weekdays; 8.15 A. M. and hourly from 9 A. M. to 11 P. M. Sundays.
Midnight train daily. Sleeper ready 10 P. M. (Leave W. 23rd Street 10 minutes earlier for all trains.)
"YOUR WATCH IS YOUR TIMETABLE"

THURSDAY, NOV. 16th, 6 P. M. TRAIN FROM N. Y.
READING—NEW JERSEY CENTRAL DINING CARS
MENU
DINNER
Oysters on Half Shell
English Beef, with Barley Consomme, with Rice
Celery Olives
Baked Haddock, Chili Sauce
Potatoes, Braised
Macaroni with Oysters
Roast Prime Ribs of Beef, au Jus
Roast Spring Lamb, Mint Sauce
Mashed Potatoes Braised Sweet Potatoes
June Peas
Pineapple Sherbet
Fruit Salad
Green Apple Pie
Coffee Ice Cream Assorted Cake
Neufchatel Cheese Saltine Wafers
Black Coffee
MEALS ONE DOLLAR
Similar Menu on 5 P. M. Train from N. Y. and 5 and 6 P. M. trains from Philadelphia.
You Cannot Duplicate It

R. H. Macy & Co.'s Attractions Are Their Low Prices
Macy's
Herald Square B'way, 34th to 35th St.
Fit Your Chauffeur For Cold Weather Driving
The man who drives your car faces the cold, cutting wind through most of his travels. His comfort is necessary to your safety, for only when he is fully protected against nipping cold and penetrating wind can he give his entire attention to his work—drive you safely and speedily through town and country.

Macy's Motor Apparel Department has given special attention to Chauffeurs' Outfits and finds that the ideal combination is a suit of Whipcord Serge with a Warm Frieze Overcoat. A cap of either material completes the outfit.
Frieze Overcoat: Double Breasted model, wool lined throughout. Convertible collar that may be buttoned to neck. Wind cuffs and belted back $21.75
Whipcord Suit: Of all wool, matching the gray frieze overcoat in color. Smart semi-Norfolk Coat, full venetian lining. Full length Trousers or Knickerbockers. $17.50
Cap: To match, of frieze or whipcord $1.79
Complete Outfit $41.04
Macy's—Fifth Floor, 34th Street.

Smart Saks Suit Variations

¶ Straight front single breasted coats—close-cut, soft roll, double breasted coats that are narrower than expected—new curved lapels, and pointed peak varieties — sharply curved pockets, flap effect or just piped—cleverisms in cuffs, and geographical changes in buttons—vests with or without shawl collar, flapped on the pockets or plain, and darted to accentuate or restore the waistline.

¶ Little things, no doubt, yet in themselves the very essence of that fine tailoring which distinguishes a Saks-made garment from another, for only by the proper co-ordination of all its parts can perfection be reached in a Suit of Clothes.

Suits.....$17.50 to $50
Overcoats..$17.50 to $60

Saks & Company
Broadway at 34th Street

Saks & Company
Broadway at 34th Street

Saks-Made Chauffeur's Outfits at $46.50

Overcoat, Suit and Cap to match

¶ Present conditions in regard to colors and woolens demand that you exercise more than usual care this year in the selection of your chauffeur's apparel.

¶ We *know* that Saks' garments for chauffeurs are 100%, for they are "Saks" from fabric to buttonholes. The woolens have been submitted to the severest durability test; the styles are individual, and the absolute elimination of the middleman means *to you* more value in both the fabric and the tailoring.

Outfit at $46.50 Includes
Suit, of all-wool Oxford grey whipcord, with either trousers or breeches.
Overcoat, of all-wool Oxford grey whipcord, in double breasted and belted model, with convertible collar. Lined with fine quality wool suiting.
And Cap to match.

¶ Put the same amount of thought behind the purchase of your Chauffeur's apparel as you do to any other business proposition. Buy direct from the producer; demand style in the cut; quality in the fabric, and skill in the tailoring. In a Saks-Made Chauffeur's Outfit these qualities go together.

"Ask the man who bought one."