CUBA'S BUMPER SUGAR HARVEST AWAITS SHIPS

War's Drain on Vessels Retards Marketing of Output.

CROP IS 3,250,000 TONS

Great Plantations and Giant Mills Are Spreading Over the Island.

By J. I. C. CLARKE.

HAVANA, May 2.—With nearly 900,000 tons of Cuban sugar of this year's crop either delivered in American ports or afloat and on its way at this date the shortage of sugar in the United States should be over for a time. When one knows besides that there are well over 1,000,000 tons in warehouses at Cuban ports awaiting transport and that the warehouses at plantations are crammed with sugar the feeling of Cuban confidence may well be increased. Every confidence is felt here indeed that the banner crop of 3,250,000 tons will be ground and shipped to the United States and to our allies before the autumn or shortly thereafter. Rain or no rain, that will be the nice sweet sum that Senorita Cuba is singing to her cane pipe which sounds like the low crunching rumble of sugar mills. And Miss Cuba is fairly content with it and is laying in stores of lace waists and open work silk stockings, not to mention Parisian shoes with the highest of heels. She is no "piker." Give her half a chance and she will be merry merry and a good all round sport.

Sugar Men Cry Out for Ships.

It all depends on the tonnage that Uncle Sam can furnish for her crop, for the will to furnish is surely there. When the sugar men here cry out for ships the answer they get is "All in good time; we are doing our best." The United States Government has contracted to carry home the sugar of 1918 and so far the takings have not been very much under normal. And Uncle Sam's difficulties therein are that he has other big jobs on hand. The troops first, implying not only steamers to carry our fighting men but munitions, food and other supplies for our boys.

In this emergency, now more intense than ever, he has taken all the large ships that plied between Cuba, the West Indies and northern American ports—prows that cleaved the Atlantic and the Caribbean—and steered them eastward to France and England. And the best and largest of the coastwise steamers have been heading the same way. For substitutes our wise uncle has found a fleet of all sorts, mostly from the great lakes. They were too small or too something else for transatlantic steaming under present conditions, but if he could find enough of them they were just the thing for carry sugar on short trips without too much hurry. Many of them could not carry coal for a round trip from New Orleans to Havana. So, one way with another, May should be a fine sugar moving month.

American Bankers Offer Loans.

The fear in Cuba that the dependence on Uncle Sam for ships and the probable delay in getting sugar to market would make the financing of the crop extremely difficult led, it may be recalled, to the formation of a syndicate of American bankers to loan money on sugar in storge at Cuban company warehouses or stored at Cuban ports. The project took shape and the syndicate has established offices in Havana. Strange to say, little call has been made upon it for funds. Conditions of loans have been thought onerous and the rate of interest too high. The Cubans stretched their old methods of getting money and got it.

Atogether, then, Cuba need not worry, but the sugar man, since he is part farmer, should not be expected to cease grumbling. He can always abuse the weather. Cuba's sugar supremacy is left by him as a subject to those who do not make sugar, but a few words will explain it. In the first place, Cuba's main competition during the war is American beet sugar, and although the sugar demand is acute for the sweetener of any kind, it is believed that the beet planting is falling off rather than getting larger. Wheat at $2.50 a bushel is largely to blame. It pays the farmer better than the price paid for beets at the factory. Java, so far away, and with a desperate shipping question of her own, does not really compete with Cuba. The same is true of the Philippines and in a great measure of Hawaii, whose sugar supplies go anyway after a fifteen days run to the Pacific coast. Cuba, within five days of New York and fifteen of Europe, has the call indeed until European beets shall be resumed in olden quantities a year or two after the war.

I have touched heretofore on Cuba's loyal service in face of the profiteering opportunity, her entering into the great sugar contract with the United States to sell her sugar at a fair fixed price for America and our allies and to sell only to Uncle Sam as agent for all the allies. There were naturally some dissentients—men without much interest in things political and who only saw a chance to make an enormous profit—some rural Cubans and some Spaniards. President Menocal, however, saw to it that these simple minded business men should hear reason. They were not fully convinced, but they were reminded that since labor and cane are paid for at ascending rates as prices rise the profit margin might not be so great, while the "drop" in prices after the war would be all the more severely felt. What is specially gratifying is that the American interests in Cuban sugar stood firm for Mr. Hoover's proposition. Such natural competitors under old conditions as the Cuba Cane Sugar Corporation and the Cuban-American Sugar Company, the two largest sugar making concerns in Cuba, did not hinder their head men from working like Trojans and loyally together to see the contract made.

Americans Own Half of Crop.

American money and brains invested in Cuban sugar will be responsible this year for quite half of the entire output. The Cuba Cane Sugar Company, with seventeen plantations of the largest capacity, turns out 3,500,000 bags. Cuban American Sugar Company, with six great mills and cane properties, makes 1,500,000 bags. United Fruit Company has two plantations that make 1,000,000 bags. The Cuba Company, with two properties, makes 700,000 bags; Guantanamo, with four mills, makes 500,000 bags. Punta Alegre has three mills and turns out 400,000 bags. Another American interest with six mills turns out 1,000,000 bags. There are well over 1,000,000 bags in other American companies. They are all reaping profits this year.

One thing certainly deserves to be mentioned of which I have seen nothing in print, namely, that in spite of the gruelling nature of the United States Federal taxes, no temptation availed to make any really American company give up its American corporation charter in order to take a Cuban one. All their activities are in Cuba, and the way was easy to make the change, but it was held as a point of honor that it should not be done while the nation was at war and needed the help of the money of its sons. So they pay war taxes in Cuba as well as in America, and smile, smile, smile.

To paraphrase Gilbert in "Pinafore":

> In spite of all temptations
> To belong to other nations,
> They remain American.

They will share some $30,000,000 among them.

Labor for Fields Scarce.

While the matters mentioned are all developing favorably for Cuba, it is a fact that the making of the crop was by no means an easy task. They had no "revolution" by the mustachioed guapos to harass them, but the difficulties of obtaining labor for field and factory were many in spite of high wages and often because of them. The native laborers, black and white, getting three and four times the wages of "before the war," could seldom be induced to work for more than three days at a time. Now there is just so much time to make the crop. The cane is really ripe for cutting at the beginning of the year, and does not hold its full sucrose content much after April or early May, and days lost in cutting cannot be wholly made up afterward.

The wonder of it is that only the natives develop real skill in cane cutting. It is something of sleight of hand the way they strike the machete close to the ground, turn over the falling cane, chop off the top or carolla, cut the sugar containing piece in three parts, sending the two last pieces flying to the cane heaps as they are severed. Newcomers cannot imitate them. So they hold themselves much as the toreador does in old Spain—a proud personage of skill with a piece of steel. When he wants a week off he takes it with three days pay in hand. To keep them in hand all sorts of devices had to be adopted. Help was imported from Jamaica, black men speaking English with an Irish intonation; Haytien negroes speaking an extordinary French, San Dominicans speaking a queer variety of Spanish, Canary Islanders also Spanish, a limited number from Spain and lastly a good many Chinese. The other West Indians cannot endure the hard field work, though willing enough, until they are "fed up." This means a good meat diet. The Chinese work steadily at the lighter jobs and the Canarios and Spanlards are inclined to desert the field work and get to the towns. All this makes hard sledding for the planters.

Rail Transportation Inadequate.

Then the island rail transportation was not adequate. Under war conditions in the United States and Europe new locomotives and new cars were all but impossible, however long ordered. Hence a constant yell for engines and cane cars went up all over the Cuban provinces. Larger and larger grow the plantings, which means going further and further afield to bring the cut cane to the mill. As the capacity of the mills increases this necessity grows and economy runs toward making the mills grind increasing quantities. The old, slow picturesque bull wagon on two great creaking wheels drawn by six oxen can only be used for near hauls. To meet this all the large plantations have private railroads, largely narrow gauge, laid all over their territory, but it is still necessary to use the island's trunk lines for cane that in the western provinces at any rate must often be hauled as far as forty miles. To see an administrator in the occasional hours when he must stop his tremendous mill for a shortage of cane is to witness a distraught personage indeed. He blows and blows a great siren that would waken Philadelphia and is heard for miles; he telephones, telegraphs, shouts to heaven, plays the madman with great realism and is only appeased when he sees a string of cane cars coming round the curve with a laboring old locomotive sending up a pillar of black smoke.

Transformation in Mills.

In the mills themselves a great transformation is in progress, and pining for new machinery or missing parts is another trouble. The old pattern of mill with one pair of cylinders is as out of date as tie wigs. They are now "tandems"—namely, a crusher and three, four or even five sets of three rollers, one atfer the other. After the second set a stream of water is sprayed from pipes on the moving crushed cane, dissolving out more hidden crystals and adding to the river of turbid juice squeezed out between the enormous rollers. Progress and change are the order of the day with all the rest of the processes of lining, defecating, evaporating and crystallising until after some twenty-four hours the light brown crystals from the centrifugals pour down into the bags of 325 pounds each. Two and sometimes three tandems are found in many of the great mills. And night and day they work the week days through, stopping generally on Sundays to clean up. To see a great mill chew up twenty big carloads of cane, some seven tons each, in less than three hours is a stimulating sight for any one short on appetite.

When one conceives two hundred such mills working it is to be within distance of seeing the great stretches of cane land through the island. Nothing else grows and flourishes so easily and surely in Cuba as sugar cane. A piece of cane with a knot in it stuck in the virgin soil from which the forest trees have been merely burned off comes up seven to ten feet high, and replanting may not be needful for ten years. Sun and rain in the right proportion do the rest. There must be weeding or cultivating in the early stages of the growth, but afterward the spreading green leaves protect the roots.

Farmer Quite a Personage.

A great plantation may have 30,000 acres or more owned or leased for its share sown in cane wherever cane can grow. It needs great sums of money to handle such. The farmer, or colona, as he is called, is quite a personage and may have from 1,500 acres of cane upward. He directs an army of labor, has bookkeepers and offices and weighing stations, oxen and often a fine house. In most cases he borrows largely, gets big advances from the company and takes his pay in sugar or its money equivalent, the latter generally now on a system of averages. Hence he fattens on high priced sugar and must "stand the gaff" on low prices. In the western provinces, from which sugar growing has spread eastward, there is much competition for the cane not grown on company land. Hence the company pays higher there for it. Even in the newer eastern lands the enlargement of the mills is working in the same direction, for mill capacity means more cane. On some of the great eastern estates they own more acreage than they will need for twenty years, but generally the pressure of cane want is felt already. Capacity in the colona tells there as elsewhere. I met one man, a native, who from growing cane successfully came to inducing capital to put some millions in a brand new mill, of which he owns a great share. A rough clad Porto Rican young man, only six years on the island, who dabbled in cane and storekeeping, was pointed out to me as worth $1,000,000. Many of the colonas are rich men, most are well to do, but many have gone under in harder times—not this year, I think.

Cane Fires Less Frequent.

Cane burning has not been the terror this year that it was last. There have been a few serious fires—German treachery suspected in one case, I am told—but generally they looked like carelessness or spite. When the fire alarm is given every one turns out to fight it, and the horsemen galloping from all directions toward the swift, terrible flames and vast smoke cloud make a stirring sight. At one fire not far from a great mill there were about fifty black Jamaican laborers who went running toward the flames. As near as was safe they halted and looked on. One of the company's officials rode up and ordered them to work with the rest at once.

"We are not paid to put out fires," they protested. Drawing his machete and beating them with the flat of it, he drove them to it. Next day they came to the office with a written protest and a list of names.

"We are English subjects, not paid for fires, and we were assaulted."

"Give me that list," said the official. "There is imprisonment of twenty years in Cuba for refusing to fight fires and a fine of a thousand dollars."

"Oh, Gawd!" they said in chorus, and fled from the catey.

General Advance in Uplift.

By a rare chance I was lately able to take part in an overseeing trip that included half a score of great plantations under different ownerships in the eastern side of the island. What I saw astounded me, recollecting the conditions in that territory before the insurrection of 1895 that led to our brief Spanish war in 1898. Wide green seas of cane wave and flow where the endless forests were. Big centrals, as the mills are called, are there, with the latest modern machinery and appliances; around each a little town of neat houses, and at least one pretentious casa de vivienda, and a population taking on the garb and ways of the outer world, schools, pharmacies, stores of all kinds, women folk dressed with taste, all the children with clothes on. At one central I found as many evidences of uplift as in a New England mill town. There was a pillared meeting hall with lectures, concerts, movies, dances weekly, a ladies' society, lessons in English, prizes for flower and vegetable gardens and a $20,000 school house in process of building, since the old one is outgrown. This is perhaps exceptional, but its example is telling. At another central on a Sunday afternoon I saw the workingmen, women and children, the latter beautifully clad in white, with all hues of brilliant silk sashes, walking proudly in lines through the park laid out by the company. Manners are softer too, harking back to the charm of life in rural Spain. I have no prettier recollection of the trip than when once, standing with a group of men in the doorway of a chemical laboratory, I was conscious of a very small boy with a tin can beside me. He was saying something I could not catch amid the chatter around me, his frank black eyes looking up at me with a shy, polite appeal. A charming face it was, like one of Murillo's angel children. I bent down to hear. With slightest gesture he indicated the laboratory and repeated: "Con su permiso."

I made way for the mite as one would for a courteous caballero of the days of Isabel la Catolica.

Cubans Growing Wealthy.

It is here my pleasure to say that cheering signs of social and economic advance are visible all over Cuba, down to the humblest of the people. They are getting money. The millions flowing yearly to the island in exchange for sugar are reaching them all, as they must since labor makes so much of the cost of making sugar. Numbers of Cubans are growing wealthy. Undoubtedly the native Spaniards still hold their preponderant grip upon the old established commercial and mercantile concerns, but the Cubans are now getting a foothold in the business of the towns. Out of 200 centrals grinding this season eighty-nine mills were gited as Cuban owned. They are generally the smaller mills and least developed, but they are all making money now.

America's share in the sugar business is very large and growing. Taking mills there are sixty-nine classed as American, but their output will, as I have said, total a good half of the 3,250,000 tons of 1918. In the mills and fields of American ownership progress is a meaning word. New and improved installations are taking on continually. They are making all the sugar they can, but are getting ready for the days of lean prices that will follow the war at a distance of a couple of years. In that world to come only outside competition only the strongest, best financed, cheapest run properties will continue to make profit. Where American interests total at least two hundred millions the greatest effort to sustain the investment is called for. That means large outlay for new machinery, rails, engines, cars and cane fields. The glance ahead is the fruitful glance for property, and prudence is putting large lumps of that probable $30,000,000 profit to the American companies large and small back into the business.

Sugar certainly pays in Cuba.

DESERTER GETS TEN YEARS.

Two Camp Custer Soldiers Sentenced Within Few Days.

BATTLE CREEK, Mich., May 4.—Another ten year sentence for desertion has been imposed by a court-martial at Camp Custer. Mitru Sikiewen, a private, is the second person to receive this sentence in the last few days. He is to be taken to Fort Leavenworth.

Herbert F. Atkins, Detroit, who escaped from the guardhouse at Camp Custer Wednesday night, while awaiting transfer to Leavenworth to serve a similar sentence, has been captured in Detroit.

ABANDON "LOYALTY SPECIAL."

Government's Need of Equipment Causes Cancellation.

ST. LOUIS, May 4.—Owing to Government need for train equipment the "Loyalty Special," which was scheduled to leave this city May 6 for Washington to carry a direct message of patriotism to President Wilson from the Southwest, has been cancelled.

Col. H. P. Dickerson, accompanied by Gov. Williams of Oklahoma and several personal friends, will leave here Monday for Washington to tell President Wilson of what the Southwest is doing in support of the Government.

Resigns as U. S. Adviser.

WASHINGTON, May 4.—Christian Girl of Cleveland has tendered his resignation as chief division adviser to the War Department on motor truck production, but so far the resignation has not been accepted. It was authoritatively said that the resignation had no connection with the recent reorganization of the motor truck division.

NEW WORLD RECORD IN BUILDING SHIPS

New York Co. Ready to Launch 332 Foot Collier in 27 Days After Laying Keel.

WILL SAIL IN TEN DAYS

President Wilson's Congratulations to Be Read at Camden Event To-day.

Special Despatch to THE SUN.

CAMDEN, May 4.—Eclipsing all of the world's war records in the building of ships, the New York Shipbuilding Company will launch here to-morrow the single screw collier Tuckahoe twenty-seven days after her keel was laid on the ways. Ten days from now the company promises to turn the new vessel over to the Government all ready for service.

The launching will be held to-morrow morning after 10 o'clock in the presence of the officials of the chipbuilding company, Chairman Hurley of the Shipping Board, Charles M. Schwab and Senator David Baird of New Jersey. Miss Helen Hurley, daughter of Chairman Hurley, will christen the vessel. A letter of congratulation from President Wilson will be read.

The new vessel is built after the English rather than the American type, and is 332 feet and six inches long. Her beam is forty-nine feet six inches and depth twenty-nine feet six inches. She has a dead weight tonnage of 5,543. The steady arrival of material and the loyalty and energy of the men, are given as the reason for the remarkable record in building.

Will Make a World's Record.

If the launching is on schedule time the vessel will take the water just twenty-seven days two hours and fifty minutes after the laying of the keel, which will make a world's record.

Only the finishing touches remain to be put on the vessel. In making this new record the builders did not rush an empty hull. The boilers are in place, the propeller fitted, the rudder hung and only finishing touches are to go on. These will be rushed and the vessel will be delivered far ahead of scheduled time. The contract calls for delivery on June 5, and she will be delivered at least a month ahead of time.

Though this building record is an exceptional one, it shows the conservatism of shipping experts, who declare that the steel shipways of America, once they get going, will deliver three ships a year each.

The Tuckahoe will be off the ways in less than a month. If the New York company can maintain an average pace on its ways of a vessel every three months the estimate will be exceeded.

With 400 steel ways to be in full operation before the end of the year, the shipping programme is bound to develop to astonishing proportions.

The best previous steel shipbuilding record in an American yard was that established but a little over ten days ago by the Skinner & Eddy Company at Seattle in launching the 8,800 ton steel steamship West Lianga fifty-five days after the keel was laid. This time was cut in half on the Tuckahoe, a smaller vessel.

Some of the Previous Records.

These records in ship construction have been made in American shipyards in the last few months:

Skinner & Eddy Shipbuilding Company, Seattle, launched an 8,800 ton freighter Seattle in sixty-four days from laying of keel.

Moore Shipbuilding Company, Oakland, Cal., launched three 9,400 ton steamships in a single afternoon.

Columbia River Shipbuilding Company, delivered 8,800 ton freighter Canoga 112 days from keel laying.

Skinner & Eddy Company delivered 8,800 ton steamship Ossineke in 105 days from keel laying.

Skinner & Eddy made record of launching 8,800 tons freighter West Lianga fifty-five days from keel laying.

Grant-Smith-Porter Company, Portland, Ore., launched wooden ship Capowa in fifty working days from keel laying.

Before America entered the war it took ordinarily from a year to eighteen months to complete a vessel of the type of the Tuckahoe. The best records in British yards under war pressure are said to be two and a half months. American steel merchant shipbuilding will soon surpass the British for the first time in history.

CANADA TAKES YOUTHS OF 19.

All to Be Registered in June, With First Call in July.

OTTAWA, May 4.—Canada has lowered the age limit for military service registration from 20 to 19 years. A proclamation calling upon all men 19 years of age to enroll will be issued shortly, and, it is understood, will provide for registration before June 1, though none of the registrants will be called to the colors before July.

JAP SHIPS TO BRING BIG WHEAT SUPPLY

200,000,000 Bushels to Be Brought Here From Australia.

PART GOES TO ALLIES

Grain Movement to Be Largest in History of Two Nations.

Special Despatch to THE SUN.

WASHINGTON, May 4.—Several hundred thousand tons of Australian wheat will be brought to the United States within the next thirty or forty days by the steamships which the United States obtained recently from the Japanese Government.

This grain movement is the largest that has ever taken place between the Antipodes and the United States and is part of the 200,000,000 bushels which the Australian authorities have designated from last January's crops for exportation to the allied powers.

The Japanese vessels are now at Australian ports. They will be ready for sea in a few days. While Government officials are reticient as to the use to be made of the Japanese ships, it is learned unofficially that large quantities of foodstuffs will be brought to the United States from the Orient and from the countries in the South Seas.

With wheat consumption in the United States already reduced 50 per cent. and the supplies in France and England cut to approximately 60 per cent. of normal since war began, the consignments brought by the Japanese ships will do much to relieve bread conditions in the United States, and with the Panama Canal route open afford relief also for England and France.

The Australian States placed all the surplus of last summer's grain crop at the disposal of the United States and the Allies, but up to this time the latter nations have not been able to avail themselves of the opportunity to supply their bread needs except on a limited scale because of the scarcity of ocean vessels.

The 200,000,000 bushels available there exceed the visible volume of wheat in the United States at this time. Reports received from Australia indicate that a still heavier winter wheat crop is being planted now. This crop will be harvested next January and February.

Dyspepsia Spoils Beauty

Makes the Dark Rings Around Eyes, Caves in the Cheeks and Ruins the Complexion. How to Get Rid of Dyspepsia.

"Take My Advice and Use Stuart's Dyspepsia Tablets If You Want a Pretty Skin."

Digestive troubles ruin the complexion. The sour, fermented, gassy contents poison the blood, draw in the corners of the mouth, rob you of sleep, give the face that hungry, haggard, mournful expression in the morning and you are tired all day. It is not what you eat but the proper digestion that hurts. Eat anything you like and let Stuart's Dyspepsia Tablets digest your food, tone your stomach, supply your blood with nourishment, then good looks, a healthy appearance and bright eyes will soon return. Get a 50 cent box of Stuart's Dyspepsia Tablets at any drug store. They are real health makers.

"77"

"To get the very best results take Dr. Humphreys' "Seventy-seven" at the first sneeze or shiver.

"Seventy-seven" breaks up Colds that hang on—Grip. All Drug Stores.

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Miscellaneous Pianos *Average Selling Prices when new, $250 to $575*

Bach & Bach	$165	Shoninger	$185	Anderson&Co	$175
Schumann	155	Briggs	225	Kroeger	210
Hubalek	165	Sohmer	225	Rehbein Bros	215
Byrne	125	Chickering	175	Luckenbach	170
Bradbury	180	Muehfeld	150	Richardson	130
Bradford	125	Estey	225	Bellmar	125
Marshall	95	G.Bauer&Sons	165	Richardson	180
Weser Bros.	140	Standford	170	Billings	155

Huntington Pianos *Average Selling Prices when new, $300 to $400*

Huntington	$175	Huntington	$230	Huntington	$265
Huntington	185	Huntington	235	Huntington	270
Huntington	195	Huntington	245	Huntington	235
Huntington	205	Huntington	250	Huntington	245
Huntington	215	Huntington	255	Huntington	255
Huntington	225	Huntington	260	Huntington	270

Mendelssohn Pianos *Average Selling Prices when new, $275 to $325*

Mendelssohn	$215	Mendelssohn	$200
Mendelssohn	220	Mendelssohn	230

Sterling Pianos *Average Selling Prices when new, $400 to $550*

Sterling	$275	Sterling	$310	Sterling	$360
Sterling	280	Sterling	325	Sterling	365
Sterling	285	Sterling	350	Sterling	375
Sterling	300	Sterling	355	Sterling	405

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PISO'S TABLETS Sold Everywhere 50 Cents

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3-Room Outfit of High Grade Period Furniture $250 Pay for It $3 Weekly

CREDIT *for every body* In Our Great Home Outfitters Sale

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Ludwig Baumann's Three Great Stores offer you a wonderful opportunity to start housekeeping now—21 Floors devoted to Furniture and Housefurnishings—Everything to furnish your home complete, assortments including every desirable style and finish—at sale prices—A small payment down—the balance in small weekly payments—brings you your home—

NO INTEREST ADDED—NO EXTRA CHARGES

Convince Yourself by Comparison That at Ludwig Baumann's You Can Furnish Your Home on

LIBERAL CREDIT AND LOW PRICES

American Walnut Queen Anne Dining Room Suit (Four Pieces) Reg. Price $200.

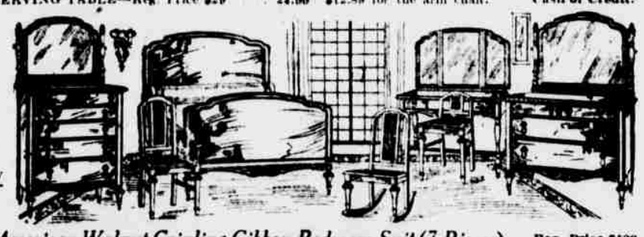
(Sold Separately if Desired.)

BUFFET—Reg. Price $62.50	$35.70
CHINA CLOSET—Reg. Price $88.50	49.26
EXTENSION TABLE—Reg. Price $50	41.45
SERVING TABLE—Reg. Price $29	22.00

The Chairs have genuine leather seats and are sold separately at $8.40 each for the side chairs and $12.80 for the arm chair.

169.49 Cash or Credit.

Accounts opened from $5 to $5000 On small weekly or monthly payments.



5-Room Outfit of High Grade Period Furniture $550 Pay for It $7 Weekly

American Walnut Grinling Gibbon Bedroom Suit (7 Pieces) Reg. Price $500.

(Sold Separately if Desired.)

DRESSER—Reg. Price $130	$88.58
CHIFFONIER—Reg. Price $110	69.27
TOILET TABLE—Reg. Price $100	70.34
BED—Reg. Price $100	78.48
TOILET TABLE CHAIR—Reg. Price $22.50	16.84
CHAIR—Reg. Price $22.50	16.84
ROCKER—Reg. Price $25	19.39

This suit is also made with Twin Beds. The Twin Beds can be purchased separately at $78.48 each.

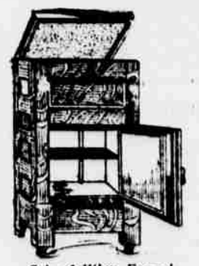
398.74 Cash or Credit.

Genuine Leather Parlor Suit (Cane Panels) Reg. Price $180

Mahogany finish frame. Finely woven cane panels. Seats and backs covered in genuine Blue Spanish Leather.

129.50 Cash or Credit

We give Trading Stamps, S. & H. Green & Sperry Gold.



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Ash wood, golden finish, sanitary white enamel food chamber guaranteed to save ice. Apartment House Styles and Side Icers up to $65.

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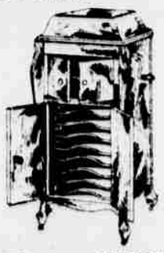
$110

Pay for it $10 on delivery and the balance $1.50 a week



You may buy $20 worth of records with this machine at the regular cash prices without increasing these terms.

No stamps with Victor and Columbia Goods.

Sale of Sanitary BABY CARRIAGES

19.85 Cash or Credit.

Sanitary upholstery, patent brake, rubber tired. Other carriages at $24.8 $31.95 and up to $67.95.

Open Saturday Evenings Until 10 o'Clock At All Three Stores.

Our Guarantee

We absolutely guarantee that whatever you buy from us must give lasting satisfaction without time limit. We will always make good for any defects as long as you have the furniture.

Ludwig Baumann & Comp'y AMERICA'S GREATEST FURNITURE HOUSE

OUR THREE GREAT STORES

144-146 WEST 125 ST. Between Lenox and 7th Aves.

35 TO 36 ST. BLOCK 8TH AVE.

Newark 49-51 Market St. Opposite Court House

Do not confuse us with other stores with similar names. We have Only 3 Stores.

3-Room Outfit of High Grade Period Furniture $350 Pay for It $4.50 Weekly