

WOMAN IS GAGGED BY ROBBER WITH HER BABY'S DRESS

Detectives Seeking a Tall, Swarthy Man Who Beat Mrs. Fainblatt.

WEDDING RING TAKEN.

Husband Finds Her Bound and Helpless in Her Home.

With only the vaguest description to work upon, Detectives McKean and Ryan of the Miller avenue station are trying to-day to get some clue to the identity of the tall, swarthy man of decidedly foreign aspect who, according to the story told them by Mrs. Fainblatt, gagged, beat and robbed her late yesterday afternoon in her home at No. 29 Sheffield street, Brooklyn.

Charles Fainblatt, a salesman, the woman's husband, returned home shortly before 7 o'clock. When he got to the door of his apartment on the second floor, he found a neighbor, Mrs. Teiger, who lives in the adjoining apartment, and George Kirach, a grocer's boy, trying to force an entrance.

Mrs. Teiger told Fainblatt that she had become alarmed by some noises that she had heard in his flat, and had called Kirach to help her force open the door. The door locked, Fainblatt clambered up the fire-escape and through a window leading directly into his bedroom.

There, unconscious on the bed, was his wife with a rope wound several times about her neck and body. Her face was covered with clots and a baby's coat. He pulled the clots away, and admitting Mrs. Teiger and the boy ran to the corner drug store. There he found Dr. Katz, who hastened to the home, accompanied by Dr. Sillay. The two men worked over the unconscious woman for some time before she recovered sufficiently to tell her story.

When she left the house, about 10 o'clock, to go to a Williamsburg dressmaker, she said, she noticed a tall, swarthy man standing on the opposite side of the street. She saw him again on the latter avenue 'L' station, but thought nothing of it until he left the train at the Flushing avenue station of the Broadway 'L' with her. He disappeared, and, reassured, she went. But when she returned to the 'L' the man was there, apparently waiting for her.

Thoroughly alarmed, she left the 'L' at Atlantic avenue, two stations before her home station, and walked along, looking for a policeman. There was none in sight. She got home at 2 o'clock, and about a knock sent her three children out into the street. As they passed through the kitchen door she stepped into the bedroom. There she was confronted by the man who had been following her about all day.

The man seized her and demanded if she had any money. When she told him she had none he hustled her to the bed, caught up the baby's coat and gagged her with it. Then he struck her. Then he choked her into unconsciousness, after which he bound her.

The apartment was thoroughly ransacked, when Fainblatt crawled in through the fire-escape window, and the robber had taken Mrs. Fainblatt's fingers her wedding ring and her diamond betrothal ring. The robber had removed her earrings from her ears. Nothing else was taken.

Es-senator Dryden improves. NEWARK, N. J., Nov. 22.—According to reports received from the residence of former Senator John F. Dryden to-day the Senator, who was operated on last Friday for gall stones, passed a restful night. His complete recovery now seems a matter of time.

DIAMONDS EXTRA GUARANTEED ABSOLUTELY PERFECT \$41

OWNER RECOVERS PRODIGAL \$10 BILL, 50 DISAPPOINTED

Und Poor Herr Pfeuigel! He Had Such a Chase All for Nuddings!

That founding \$10 bill that on the night of Oct. 10 last rode 'round and 'round the Times Building, leaping and swirling amid dancing eddies of dust until it was captured by Herr Wilhelm Pfeuigel of No. 1 Berlin strasse, Friederichsfelder, Berlin, Germany, and by him turned over to a traffic policeman, was awarded to John F. J. Sheehan of No. 814 Mount Prospect avenue, Newark, N. J., by Commissioner Waldo, to-day, the Commissioner being convinced that young Mr. Sheehan had the banknote blown out of his hand as he was buying tickets in the lobby of the Coban Theatre.

There are few \$10 bills that go off on such wild careers as the yellow-backed certificate that got back to Mr. Sheehan to-day. Herr Pfeuigel, who is a Berlin merchant, dashed three times around the Times Building, before he snatched the bill from the dust. He tackled low and hard and scored a touchdown, then yielded up the capture to a traffic policeman, giving his name and address and panting eagerly that if no claimant showed up, he would like to annex the handsome yellow document.

Herr Pfeuigel had no sooner turned over the captured bill than forty-nine

varied and assorted claimants swept down upon the traffic cop. None made good his claim and the money was sent down to Police Headquarters. The story got abroad and Commissioner Waldo's mind began to budge with letters from claimants, among them a brief note from Mr. Sheehan of Newark.

Mr. Sheehan wrote that the young lady he had taken to the theatre had telephoned him that she had read the article about Herr Pfeuigel's capture. She reminded Mr. Sheehan that he had had a \$10 bill blown out of his flat on the same evening. Mr. Sheehan, who is secretary to the President of the Fidelity Trust Company of Newark, had complained to the box office man in the Coban Theatre about the freak of the wind that had torn the bill from his grasp and swung it off amid the dust-spouts of Broadway.

Commissioner Waldo looked up Mr. Sheehan and his story, and was satisfied he was the man. As the money was being mailed to Mr. Sheehan to-day there came a wistful missive from Berlin signed Herr Pfeuigel. Said Herr Pfeuigel, if that money hadn't been claimed, he could use it in his business.

Recipes in Every Package THE H-O COMPANY, Buffalo, N. Y.

Doctor's Best Formula Brings Feverish Cold and Day and Night Cures Any Curable Cough.

Frost-Bites Here is quick relief for frost-bites, chapped lips, chapped hands, chapped feet, chapped skin, chapped nose, chapped ears, chapped cheeks, chapped chin, chapped neck, chapped throat, chapped lips, chapped mouth, chapped nose, chapped ears, chapped cheeks, chapped chin, chapped neck, chapped throat.

MONARCH FURNITURE CO WE TRUST YOU FURNITURE Rugs, Carpets, Bedding \$3.00 Down On \$50 5.00 Down On 75 7.50 Down On 100

KESNER'S TELEPHONE CHELSEA 6500 SIXTH AVENUE, 22d & 23d STS. Optical Department Eye examination free by our expert optician.

THIS is a History Making Silk Sale Thousands of yards of shimmering silk to be sold to-morrow at quite untold prices. Prices, indeed, which the manufacturers would have extreme difficulty in reproducing these silks for:

Ten Thousand Yards of Fancy and Plain Silks 39c Foulards, Fancy Jacquards, Crepe de Chine, Fancy Taffetas, Double width Marquissettes. All these representing values from 59c to 98c, a yard for:

Table listing various silk products and their prices, including Black Silks, Plain Colored and Fancy Silks, and Ten Thousand Bed Pillows.

One Thousand Bed Pillows Will Go on Sale Thursday at 1/3 Off Maker's overproduction on several kinds; none of these originally ordered, therefore this cut in price.

Special Notion Prices To-morrow Adjustable Dress Form (As illustrated.) Eight sections; newest model. Can be adjusted at neck, waist and hips; lowered or raised to accommodate skirt length; regular \$10.00 value.

Art Needlework Specials Crochet Doilies, Hand-made, at less than wholesale prices, as follows... 5c, 25c, 58c

Another Big Hosiery Event Our call for unheard-of values from all buyers is being responded to, and here is another opportunity for you to participate in the sale to-morrow which represents a "clean-up" from one of the largest importing houses.

Fine Cut Glass at Extremely Low Prices Rich Cut Glass Fern Dish Complete With Plateaux and Fern Large size, beautiful Star and chrysanthemum cuttings on lead blanks, silver linings.

Trunk Sale Close to a Gift We Simply Must Have the Room All of us make mistakes. We made one in buying so many trunks at this particular season of the year.

Imported Moquette Couch Covers The fact that a big importer had to have ready cash gave us the opportunity to purchase at our own figure a big lot of Heavy Imported Moquette Couch Covers.

Hudson and Manhattan Railroad Company

TO THE PUBLIC:—

On the 20th of February, 1908, the first tunnels under the Hudson River were opened to public use. Twenty-six years had elapsed since the work was begun in 1882. Two disastrous failures had occurred and many lives had been lost in the attempt to master the extraordinary difficulties involved.

The initial operation was between Hoboken and 10th Street and Sixth Avenue. A few months later 93d Street was reached; and two and a half years later (November 10, 1910) trains began to run to 85d Street.

Prior to the advent of the tunnels, any one going from Hoboken to points on 6th Avenue, paid 3 cents to cross the river by ferry, changed in New York to the surface cars, and for an additional fare of 5 cents (total 8 cents) was delivered to his destination. This is true as to every one except the railroad passenger, whose ferrage is included in his railroad ticket, but who, nevertheless, indirectly pays the ferry charge.

Before the tunnels were opened, the rate of fare was seriously discussed by the Company's directors. They believed that at least the same fare as that charged by the ferry and the trolley, namely 8 cents, should be paid for the superior tunnel service.

After long consideration, however, it was determined to try a uniform rate of 5 cents (although the Company had the right at that time to make it 8 cents) with the hope that sufficient traffic would be developed between New York and New Jersey to justify it. After almost four years of trial, it has been clearly demonstrated that the Tunnel Company is not justified in carrying passengers between New Jersey and 6th Avenue points, or uptown New York, for a 5-cent fare.

Since the uptown tunnels were opened, the Company has extended its service to the Erie and Pennsylvania Railroad stations and to Grove Street, in Jersey City. From all of these points to 6th Avenue, New York, the rate by ferry and trolley was previously, and is to-day, 8 cents, notwithstanding the Tunnel Company voluntarily made the rate 5 cents.

In the near future the tunnel service will be extended to Summit Avenue (the Heights Section) in Jersey City. Between this section and 6th Avenue points, the present combined rate by trolleys and ferry is 15 cents. It is the intention of the Tunnel Company to make the rate 7 cents between these points.

The tunnel service has marked advantages over the ferry and trolley service. By ferry and trolley from Hoboken to 85d Street the time is 90 minutes, against 14 minutes by tunnel; from the Erie station to 85d Street it is 39 minutes against 13 minutes by tunnel.

Thus we have the unusual and anomalous condition of the superior facility receiving a lower rate than the inferior facility.

The tunnel system is now practically completed, with the exception of the extension from 83d Street to the Grand Central Station. The entire interest on its bonded debt and all fixed charges must, within the near future, be charged against the earnings from the Railroad and the Terminal Buildings.

On the business thus far developed, and with a uniform 5-cent fare, the Company has not earned interest on its bonds, taxes and other fixed charges.

The burden of taxation alone (notwithstanding the particularly fair attitude of the New Jersey authorities) is enormous. For the fiscal year ended June 30, 1911, taxes aggregated \$414,588.54. For the present fiscal year on the basis of assessments already made, they will be increased to approximately \$478,281.54. If the company was exempt from taxation (like the New York Subway) it could continue to carry passengers for a uniform 5-cent fare.

Under the circumstances, a readjustment of rates has, therefore, become necessary.

The tunnel lines between Jersey City, Hoboken and Sixth Avenue involve an average longer haul, and cost decidedly more to construct than the tunnel lines to downtown New York. It seems, therefore, reasonable and logical that, in a readjustment of rates, the fare to uptown New York, should be more than the fare to downtown New York.

For these reasons, it has been decided to increase (beginning December 24, 1911) the rate between Jersey City, Hoboken, and Sixth Avenue, or uptown New York, to 7 cents. This is 1 cent less than the existing rate (8 cents) by ferry and trolley between the water front in New Jersey and uptown New York.

The rate from Summit Avenue Station (when opened) to uptown New York, will be 7 cents and to downtown New York 5 cents. This is 6 cents less than the existing rate by ferry and trolleys from Summit Avenue to uptown New York, and 5 cents less, to downtown New York.

The present rate of 5 cents between local stations in New Jersey and between local stations in New York will be maintained.

With this increase in the uptown rate to 7 cents, and with the new service put into operation between Newark and New York, and with a reasonable growth in traffic over the system, the Company will earn its fixed charges with a reasonable surplus for equipment, renewals and contingencies.

It is needless to comment on the fact that the earning of fixed charges is absolutely essential to the Company's integrity. The Company is certainly entitled to and must have a living rate of fare.

It should be remembered that the New York City Subway, a far less costly and difficult undertaking, was financed with the credit of the City of New York, at low rates of interest, and is exempt from taxation. The Hudson Tunnels, on the other hand, have been financed by private capital, at higher rates of interest, and with no exemption from taxation. This great system, with all of its hazards and risks, has received no financial aid from the State or Municipal governments on either side of the Hudson River.

We submit the facts with the hope that the justice of the company's position will be recognized, and with the belief that the public is willing to support an enterprise that has been consistently managed from the beginning in the public interest.

The Hudson and Manhattan Railroad Co. is now and has always been independent. No railroad company in New Jersey or elsewhere has ever had any financial interest in this company or any voice in its management. W. G. McADOO, President.