for the Judges, but Mr. Owens insisted on the prisoner answering for himself. Then Janer rose, a worm, cadaverous-looking man, with a retreating chin and a prominent hook nose, and said, almost inaudibly, he would prefer not to have a jury trial.

As State's Attorney Lalane opened he said the State would show that Janer had mistreated the girl at two places in Baltimore, one at Kitty Burke's, on Josephine street, and the other time at Mrs. Duke's, on Calvert street.

Drunk, Counsel Says.

Mr. Clark stated the defense to be a general one of not guilty. "Janer was drunk," said Mr. Clark. "He didn't realize what he was doing when he took her to Kitty Burke's. He never was in her room while there. But there he sobered up a little bit and realized what he was doing, and started out. He realized that he ought to find a place for her to live. He went to Wendler's on North Calvert street and asked him where to take her. Wendler told him about Mrs. Duke's place. He went to see Mrs. Duke and explained to her that he wanted a good place for her to live. She gave them a place to sleep, but Janer never offered any indignities to the child.

"He was drunk all that day, and drunker that night. We will show that Janer is absolutely not guilty and could not have been."

Tells of Arrest.

Detective Robert Cole, of Baltimore, called as the first witness, said he took up the case on February 3 on orders from Marshal Farnan. He found Janer in the bar at Wendler's at No. 400 N. Calvert street.

"He said his name was Watson," continued Cole, "and that he came from Newark. I asked him if he had a young girl with him and he said he never was with any girl. I made a search of furnished-room houses on Calvert street and found that at No. 611, kept by Mrs. Duke, the man and girl had been. The girl was in the dining-room at first and I saw her coming up the step. She was called Florence there. She denied that she had been in any way abused by Janer at any time.

BOYS "NAILED" PURSES, FAGIN GOT PROCEEDS

Four Youngsters and Youth Accused of Urging Them to Pick Pockets Held.

The four little east side youngsters who were arrested yesterday charged with being pickpockets, and the one older boy, whom they accused of being their teacher, and profit-taker in the hazardous pursuit, were arraigned together to-day in the Children's Court before Justice Mayo, and were all held until next Monday for further investigation.

Morris Cohen, ten years oul; Morris Silverman, twelve; Joseph Cassop, thirteen, and David Obzug, thirteen, were the four youngsters. They admit picking pockets, though they were charged simply with being suspicious persons. They all declare that Charles Goldstein, a fifteen-year-old youth, whi is a doorkeeper at an east side moving-picture show, not only taught them how to pick pockets and pointed out tehir respective victims, but also took the lion's share of teh results.

Goldstein made a denial of all the charges put up to him by the youngsters.

Cohen had kept a little account book, in which he had jotted down the amounts they received from Goldstein, and according to these figures, Cohen had "nailed" as he put it, five pocketbooks, and received from Goldstein fifteen and sixteen cents for each pocketbook; Silverman, who also got five pocketbooks, received a total of sixty cents, and Obzug, for three pocketbooks, received a dollar.

The boys said that their part had been to "nail" the pocketbooks, and then turn them over to Goldstein without looking in them, and then Goldstein handed them something from each pocketbook.

Miss Rusina A. Schall, principal of Public School No. 42, testified to an investigation she had made following the theft of the pocketbook of one of her teachers, and according to her testimony, the pocketbook had been traced to young Silverman, who, when confronted, promised to make good the amount in question, $3.50.

Silverman told the Justice that he had made a collection from the boys for that purpose, but when it amounted to $2.50, he said, Goldstein heard of it and took the $2.50 away from him.

GIRL FALLS THREE STORIES.

While Annie Pettino, 20 years old, of No. 421 West Thirtyfeogth street was cleaning a window on the third floor of that address, this afternoon, she fell to the pavement below. She was taken in an unconsious condition to the New York Hospital, and is not likely to recover.

A Chance To Make Money.

I read a recent article about a woman who invested $620 in improving a Mexican Homestead, and is now getting a regular income of over $1,200 a year from the sale of bananas from her orchard. I am glad to say that I know this can be done. You can get a homestead in Mexico free, and do not have to live on it. All that is required is to have 1,000 banana trees planted within five years, and the Improvement Department will prepare the land, supply and plant the trees and care for them until they come into bearing, for about $60. You can pay this in installments of $5 a month, and in three years after your trees are planted they will bring you a profit of more than $1,200 each year. If you superintend the work, but if you wish the Improvement Department will care for the trees and market your bananas cost lously, so you will not have to be in Mexico at all. They get one-third of the crop for attending to and marketing the bananas. This will give a profit [illegible] a year from an investment [illegible]. If you set as your [illegible] intendent you can make [illegible] more. I know this from [illegible] Mexico [illegible] the letter [illegible] For full details address [illegible] Land Plantation Co., Block 202, Pittsburg, Pa., as all the English literature pertaining to these free Mexican Homesteads is distributed from Pittsburg. *.*

MORE BIDDERS, B.R.T. PERHAPS, FOR SUBWAYS

Public Service Commission Jubilant Over the Outlook for New Lines.

FINANCIERS AROUSED.

Scheme for Elevated Road Along Water Front Again Brought Up.

The members of the Public Service Commission to-day were in a jubilant frame of mind over the recent developments in proposals for subway construction. Chairman William R. Willcox has been in constant communication with Governor Hughes, who sees in the rush of private capital to build subways in New York City the fruit shaken to the ground by the Public Utilities law.

To an Evening World reporter, Mr. Willcox said:

"I am glad to see these applications coming in. It looks as though there is daylight ahead."

Beyond this brief expression of satisfaction at the developments of the last twenty days the head of the Public Service Commission would not go.

"If I said more it might be misconstrued," he added, "and for that reason I deem it best to await further developments."

Members of the commission have received intimations already that there are other applicants for the privilege of expending private capital in subways and other transit improvements. First among these is understood to be the Brooklyn Rapid Transit Company, WHICH CORPORATION WILL SEEK TO RETAIN ITS DOMINANT POSITION IN KINGS COUNTY IF NECESSARY BY BUILDING AND OPERATING THE PROPOSED FOURTH AVENUE SUBWAY, AND CONNECTING IT WITH CONEY ISLAND.

Bids From Philadelphia.

Another reported applicant to participate in the transit improvements of Manhattan is the Widener-Elkins-Dolan syndicate, of Philadelphia, backed by the United Gas Improvement Company. This combination of capital was a large factor in the late William C. Whitney's organization of the Metropolitan Street Railway Company. In fact, rumor has named many applicants for the privilege of giving the people of New York the best transportation system in the world.

The recent rush to build subways began scarcely a month ago, when William G. McAdoo asked for the right to extend his Hudson River tubes from Thirty-third street and Sixth avenue to the Grand Central Station. Theodore P. Shonts next announced that the Interborough wanted to spend $50,000,000 extending the present subway south on Seventh avenue, tapping the new Pennsylvania Railroad station, and north on Lexington avenue from the Grand Central Station, besides other links in a chain of tunnels. Mr. Shonts called his project the "comprehensive subway plan," and plans drawn by William Barclay Parsons were submitted to the Board to-day.

Old Scheme Revived.

The third applicant for subway honors was a revival of the old water front scheme, launched a year ago by William G. Wilgus, former chief engineer of the New York Central Railroad, and his associates in the recently formed New Amsterdam Company.

Here are some of the chief advantages claimed for the new scheme:

(1) Solves the west side problem, securing to the city the benefits of an elimination of tracks at grade in city streets, the abolition of steam locomotives and the betterment of the park districts.

(2) Renders feasible rail connections to industries and water front.

(3) Relieves the city streets from vehicular traffic, thus reducing noise, cost of pavement repairs, congestion of sidewalks and pavements, delays to surface cars and cost of street cleaning and disposal of waste products.

(4) Relieves congestion and the uncertainties of harbor navigation.

(5) Makes practical the access to Manhattan Island of all railroads by rail connection direct to shippers.

(6) Releases docks and piers from railroad uses, thus permitting their occupation for the expansion of water-carrier traffic and thereby facilitating the commerce of the port.

(7) Affords residents of Manhattan ready access to steamship piers, and railroad and subway terminals along the water front.

Circuit Round City.

The line proposed by Mr. Wilgus will make a circuit around the city on the river fronts, from Fifty-ninth street along the North River to and around the Battery, up the East River front to Fifty-ninth street, and then across Fifty-ninth street.

Comptroller Metz to-day removed all doubt regarding his attitude toward the proposed extension of the McAdoo tunnel.

"I favor no one plan over another," said the Comptroller. "I favor the McAdoo tunnel project and the Interborough plan. Whatever is good for the people is good enough for me."

MUST SAFEGUARD CITY'S INTERESTS IN SUBWAY PLANS.

"Transportation projects of tremendous importance to the entire city are rapidly sweeping up, and every city official having the real interest of the city at heart should be alert in an appreciation of the various moves which are today being made by the great interests of the transportation companies and the even great Street which the city has at [illegible] Brooklyn President [illegible]

[illegible] and Shonts [illegible] advantage on the west side of Manhattan and [illegible] with Queens. Parsons, now the expert of the Interborough, is to come out in a few days with plans which we are told will not leave Brooklyn out in the cold. This may mean that they would like to take over the lower tracks of the Manhattan Bridge.

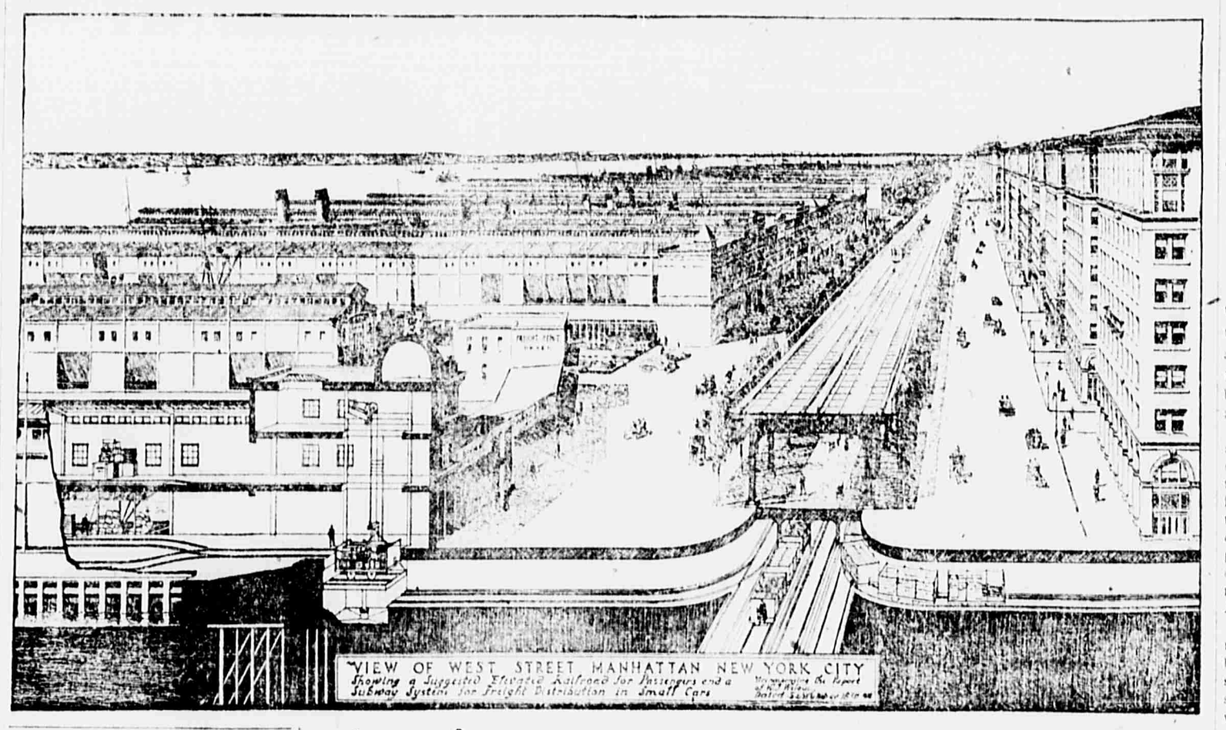
"The Mayor and the Comptroller two days ago made another move to utilize the personal prejudice of Mr. Lewis and Mr. Pendleton against the Fourth avenue subway. Mr. Pendleton has stated that it would be a crime to build any subway on Fourth avenue, and his advice to the board of Estimate on the easement bugaboo that Metz is explaining to him can easily be anticipated.

"Mr. Lewis has for a long time been bitterly opposed to the Fourth avenue subway, and it is unfortunate that the Mayor can use him as the engineer of the Board of Estimate against the well-matured contract plans as awarded.

"The Rapid Transit Board planned both the Port Hamilton and Coney Island lines with four tracks throughout. If you throw out the plans as awarded and cut the line to two tracks from Forty-third street into Fulton street we lose all possibility of an express service, which is absolutely requisite in first-class residential development.

"Mr. Lewis proposes to cut off the Willoughby street connections coming into Flatbush avenue extension, which is most unwise. His argument that two-track construction would cost less than one-half of four-track construction is applicable to only a few hundred feet of Fulton street, and he forgets to state that in the broad 120-foot stretch of Fourth avenue four tracks can be built for much less than twice the cost of two tracks."

How the Water Front Would Appear With Proposed "L" Road in Operation



M'CLELLAN BACKS PLAN FOR 2-TRACK BROOKLYN TUBES.

There is yet hope for that Brooklyn Fourth avenue subway. Mayor McClellan announced to-day that he has carefully gone over the new plans submitted by Chief Engineer Lewis, of the Board of Estimate, and that these will be presented to the Board at the regular meeting next Friday.

The Mayor says that, according to the plans, two routes can be built in Brooklyn for practically the cost of the original Fourth avenue route as planned to Forty-third street in that borough.

This new plan contemplates saving four million dollars and should, the Mayor says, receive public as well as official attention. Chief Engineer Lewis proposes two instead of four track subways for both the Fourth avenue subway and the proposed Broadway-Lafayette routes.

"Before final action is taken on the new plan," said the Mayor, "I want to sound public opinion and for that purpose public hearings will be granted at which all in favor or against will be heard."

READY FOR LAST BLAST IN THE M'ADOO TUNNEL.

Announcement was made to-day by Vice-President W. C. Fisk, of the Manhattan and Hudson River Railroad Company, that the west-bound tunnel under the North River had been partially completed, only six feet remaining to be opened. Mr. Fisk said that the final blast would be set off about noon to-morrow.

"This means the completion of the first of all the under-river tunnels," said Mr. Fisk, "and by a curious circumstance it falls on the fifth anniversary of the starting of our first tunnel construction work."

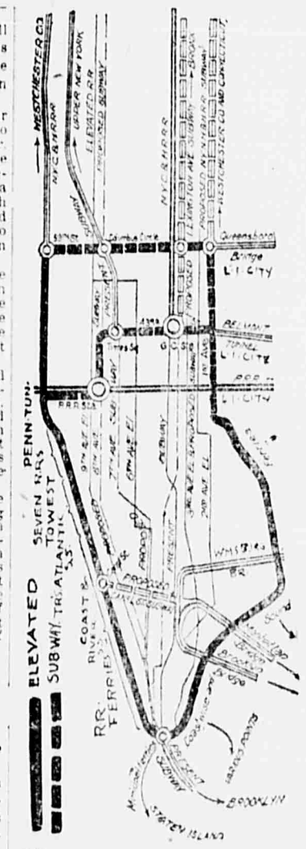
The opening of the second of the lower pair of McAdoo tunnels means the assured running of trains out from the Hudson terminal on the lower west ledge of Manhattan not later than July 1. The Fulton street section of the lower set of tunnels is 6,000 feet long and connects with the Cortlandt street or east-bound tube in Jersey City.

KING EDWARD NOT SICK—EQUERRY DENIES REPORT.

BIARRITZ, March 10.—Col. Sir Arthur Davidson, Equerry to King Edward, this evening authorized an absolute denial of the statement published in the United States that His Majesty was seriously ill. He said the King had taken a long walk this morning and had spent the afternoon driving in a motorcar.

WINS JURY, LOSES CASE.

Thrice winning in her suit against David Cohen & Company, Miss Annie Goldberg, of No. 111 West One Hundred and Seventeenth street, has again lost. She claims $200 damages against the Cohens for an alleged breach of contract by which she was to get $6 a week as a designer of waists and suits from Oct. 15, 1906. The late Justice Hascall set aside the first verdict. The Appellate Term reversed the second, and today, after the jury had found in her favor, Justice McAvoy in the City Court set aside the verdict as illegal. She went to Cohen & Co. on Oct. 1 to work for two weeks at $25 per week, after which she was to begin a contract for a year at $35. This contract was never reduced to writing, and is void, as it could not be completed within the year, from Oct. 1.



PROPOSED ROUTE OF WATER-FRONT 'L' AND CONNECTION.

DIVORCE FOR ARTHUR O. WAIT

Wife of Young Salesman Fails to Defend Suit.

On evidence obtained by her husband and others peeping through a hole in the wall, Supreme Court Justice Truax to-day granted an interlocutory decree of divorce against Mrs. Edith C. Wait and in favor of Arthur O. Wait, a young salesman. S. C. Constant was named as co-pondent by Wait.

Mrs. Wait did not defend the suit brought by her husband.

Wait told the Court he was married to Edith Colsey at Nyack on July 1, 1906. They separated early last year. Wait is now living at No. 618 West One Hundred and Thirty-eighth street.

EDITOR ROOSEVELT ON THE WAY TO HIS DAILY WORK.

ROOSEVELT LEAVING OUTLOOK OFFICE.

(Photographed Especially for The Evening World by a Staff Photographer.)

Liner Takes Passengers Off Sinking Horatio Hall

(Continued from First Page.)

the discovery of the whereabouts of the Dimock.

Carried Ten Passengers.

PORTLAND, Me., March 10.—At the offices of the Maine Steamship Company it was said at 10.30 this morning that the Horatio Hall, which sailed from here at 10.30 last night for New York in command of Capt. Frank Jewell, carried less than ten passengers and had a cargo of about 700 tons of general freight. Her crew was between forty and fifty men all told, including the steward's department.

At the offices of the Metropolitan Steamship Company, which is located on the company's pier, No. 5, North River, at the foot of West Tenth street, General Manager McGregor made this statement:

"The Dimock left here yesterday afternoon at 4 o'clock with a rather light cargo of mixed freight. According to the information which reaches us the collision must have occurred about 150 miles from New York. As under ordinary circumstances the Dimock would have been much further up the coast than that by 8 o'clock this morning, we are bound to conclude that she must have been travelling half speed, probably on account of the fog.

"That is a dangerous stretch off Vineyard Haven Sound, where the two ships probably met, with a narrow channel and plenty of bad reefs and shoals. We figure out that the vessels met somewhere between the Sow and Pigs and West Chop Light.

"There is no stronger built freighter leaving this port than the Dimock. She has a steel hull, heavily reinforced and no ordinary collision would seriously damage her. She is 224 feet long and 41 feet in the beam. Her skipper, Capt. Thompson, is a thoroughly reliable man of many years' experience, all in coastwise business."

Only an incomplete list of the passengers was available at the local offices of the line. This list included the following names: The Misses Ruth and Early Erastein sisters, Mr. San Marino, Mr. Michael Warren and Mr. Marks.

Agent Clay stated that if the Hall was badly damaged and had to be beached, no further information could be expected from her, as her wireless apparatus does not include a storage battery, as was the case with the wrecked steamer Republic, which enabled that steamer to keep messages going after her engine room was flooded. The Hall's outfit was dependent entirely upon a motor. The Dimock had no wireless equipment of any sort.

Astoria Ferry-Boat Hits Reef; Float Takes Off Passengers.

The ferry-boat Steinway, of the Astoria line, went aground on Rhinelander's Reef, 150 feet off Ninety-second street, at 9 o'clock this morning on her way into her slip. Capt. Michael Allen lost his bearings in the fog.

There is about six feet of water over the reef at low tide and the Steinway draws eight feet. She went on the reef with a mighty bump and stuck fast. There were about 150 passengers aboard and twenty of them were women. Some grabbed life preservers, but Capt. Allen sent word around that there was no danger and he would get everybody ashore safely in a very little time.

He tooted his whistle for assistance and the Fireboat McClellan came down in a hurry from her berth at Ninety-ninth street. Capt. Allen said that the boat was not damaged and that she would undoubtedly come off at high tide, but he did want to get his passengers ashore to attend to their business with as little delay as possible.

A big pile-driver owned by the New York Submarine Contracting Company was working fifty feet from the stranded ferry-boat. A line was sent aboard the pile-driver, which was then warped up to the Steinway's side. All of the passengers walked aboard the pile-driver and were ferried over to the pier at the foot of Ninety-third street and landed. The Steinway was floated successfully at high tide and went into her slip.

Panic on Two Ferryboats Near to Crash in Dense Fog

Fanned by a south wind a heavy mantle of fog settled down over the city and water front early this morning and as a consequence river traffic has been seriously hampered and ferryboats had many narrow escapes.

The most serious of these occurred when the Elizabeth, of the Jersey Central Road, loaded with an army of commuters that had crowded aboard at Communipaw, and the Cincinnati, of the Pennsylvania line, came together as they tried to enter their slips at Liberty and Cortlandt streets respectively.

Both boats were crossing the river at reduced speed. Fog horns were kept constantly blowing and the sirens from craft moored near the ferry slips and the fog bells guided them on their way. The Elizabeth swung around when just off the Starin Line pier to make her entry into her slip, when the Cincinnati loomed up in the fog, then making direct for the Elizabeth.

Passengers in Panic.

A deafening screech of whistles, accompanied by the ringing of bells, notified the Elizabeth's passengers that something was wrong, and there was a rush from the cabins to the decks. Women screamed and wrung their hands, and a number of them threatening to leap overboard were only restrained by the prompt action of men with cool heads and strong arms.

The two boats were so close at this time their sides scraped, and the thoroughly frightened passengers on one boat were able to converse with those on the other. Both boats backed water, and after some clever manœuvring a collision was averted and the boats brought into their slips without accident.

Three Liners Delayed.

Three liners scheduled to sail from New York to-day were held up by the fog. The Lusitania was to have sailed at 10 o'clock, but it was not until noon, when the fog lifted slightly, that her master decided to try to make his way down the Bay.

The Majestic, of the White Star line, was to have sailed at 10 o'clock, but her officials declared they would take no chances and would hold the ship at her pier until the weather lightened.

The Trinidad, of the Quebec Steamship Company, was to have sailed for Bermuda at 10.30 o'clock, but she, too, was held up.

All ferry lines were hampered by the fog. No boats were run on schedule and passengers reached this city anywhere from half an hour to an hour late.

Fortunately, the ferry lines had the river to themselves all morning, as the fog was so dense that few if any other craft were moving. The fog extended all the way down the bay, and conditions there were just as bad as they were around the city's waterfront. The East River lines were in operation, but there, too, schedules were abandoned, and boats put out at long and irregular intervals.

Stopped at Midnight.

The Thirty-ninth street, Brooklyn, ferry came to a stop shortly after midnight and service was not resumed again until this morning.

The fog became so dense as the morning wore on that the Revenue Cutter Hudson did not make her customary trip down the Bay with her boarding inspectors. The Ellis Island only made one trip this morning and in consequence the night shift at the Island is still marooned there, while the day shift was at 11 o'clock still waiting at the Battery to go to work.

NEW HAVEN LINE STEAMER RUNS ON ROCKS IN FOG.

VINEYARD HAVEN, Mass., March 10.—The steamer Massachusetts, owned by the New York, New Haven and Hartford Railroad and bound from Boston for New York, grounded early to-day near Cedar Tree Neck, Vineyard Sound, while groping her way through the thick fog. The steamer carried no passengers, but had a large quantity of freight on board.

She struck on rocky bottom and her forward compartment was leaking badly. The sea was smooth, however, and she was in no immediate danger.

COLDS CAUSE HEADACHE.

LAXATIVE BROMO Quinine, the World-wide Cold and Grip remedy, removes cause. Call for full name. Look for signature E. W. Grove. 25c. *.*

STANDARD OIL NOT GUILTY IN $29,000,000 CASE

Judge Decides to Instruct Jury to Bring in Verdict Favoring the Trust.

CHICAGO, March 10.—Judge Anderson to-day decided to instruct the jury in the retrial of the $29,000,000 fine case against the Standard Oil Company of Indiana, on charges of accepting rebates from the Chicago and Alton Railroad, to find the company not guilty.

The case opened to-day in a crucial state for the prosecution. In the face of repeated rulings by Judge Anderson tending to make more difficult the proving of their case, the Government attorneys had over night decided to abandon the line of additions to the bill of particulars, covering the defects pointed out by the Court and beyond arguments in the hope of inducing Judge Anderson to reverse his decision.

The decision of the Court was announced at the close of a long argument by Assistant District-Attorney Wilkerson, and the jury was immediately summoned and instructed to return a verdict of not guilty. This means that all but two of the pending indictments against the Standard Oil Company, of Indiana, are void and will be abandoned by the Government. The two cases not affected by to-day's decision are cases involving the shipment of 1,915 carloads of oil from Whiting, Ind., to Evansville, Ind., via Dolton Junction, over the Chicago and Eastern Illinois Railroad.

JEFFERSON CITY, Mo., March 10.—An appeal bond of $30,000 will be the basis upon which a writ of error to an appeal to the Supreme Court of the United States will be granted to the Standard Oil Co., of Indiana and the Republic Oil Co., of Ohio according to action taken by the Supreme Court of Missouri to-day.

ETHEL BARRYMORE SOON TO WED SON OF MILLIONAIRE.

(Continued from First Page.)

gaged, and in some instances these reports even went so far as to name the day for the wedding. Then came denials from the young actress.

So secretly has Miss Barrymore planned for her wedding that it is said only one person in New York has been told of it until to-day. That person was Col. Colt. Miss Barrymore and Russell Colt came here from Boston on Sunday and called upon the father of the prospective bridegroom. Col. Colt expressed himself as much pleased with his son's choice, and announced his intention of making a handsome settlement on the young couple.

Miss Barrymore will not give up the stage after her marriage. She will start on a trip West in the near future, and will not return to New York until next July. She and Mr. Colt will then go to Europe and spend the summer in travel.

FOR Cold in Head & Catarrh USE Omega Oil

Pour a teaspoonful of Omega Oil in a cup of boiling water, hold the mouth and nose close to the cup, and inhale the arising steam. The steam carries the healing properties of the Oil into the throat and lungs, giving quick relief. Also rub the nose and forehead with the Oil. 10c., 25c. 50c.

CANDY PENNY A POUND PROFIT (Trade Mark.)

SPECIAL FOR TO-DAY, 13th.

BLACK WALNUT BULLIES ..... POUND 10c
TURKISH DELIGHT ..... POUND 10c

SPECIAL FOR TO-MORROW, 11th.

FIG BRILLIANTS ..... POUND 10c
OLD FASHIONED GUM DROPS ..... POUND 10c

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54 BARCLAY ST. Cor. West B'way
29 CORTLANDT ST. Cor. Church St.
PARK ROW & NASSAU At City Hall Park.
206 BROADWAY Cor. Fulton St.

GRAND RAPIDS FURNITURE
HOMES FURNISHED COMPLETELY
3 ROOMS $49.98
4 " $74.98
5 " $124.98
$1 WEEKLY
OPEN MONDAY & SATURDAY EVENINGS
J. MORRIS
267 W. 125TH ST. NEAR 8TH AVE

FEARED TOTAL LOSS OF HAIR

Scalp had been Scaly for Some Time—After an Attack of Typhoid Fever His Hair Began to Fall Out by the Handful—Now It is

THICKER THAN EVER THANKS TO CUTICURA

"About two years ago I was troubled with my head being scaly, like dandruff but heavier—although I wash my head once a week always. It never gave me any trouble such as itching or smarting and I never noticed any falling of the hair. But shortly after that I had an attack of typhoid fever and I was out of the hospital possibly two months when I first noticed the loss of hair, my scalp being still scaly. I started to use a dandruff cure to no effect whatever. And I used a quinine preparation quite freely which did no good either. Whether it was the effect of the fever or some scalp disease I don't know, but I had actually lost hope of saving my hair at all. I could brush it off my coat by the handful. It got so bad that I didn't need to comb it any more—in fact I was afraid to. My brother, who had used the Cuticura Remedies with satisfaction, advised me to try them. After using two cakes of Cuticura Soap and nearly a box of Cuticura Ointment, the change was surprising. My scalp is now clear and healthy as could be and my hair thicker than ever, whereas six months ago I had my mind made up to be bald in a short time. I will have a photograph taken later and send you one. William J. Steele, 5812 Broad St., Pittsburg, Penn., May 7 and 21, '08."

Warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, assisted when necessary by Cuticura Resolvent (liquid or pills), afford instant relief in the most distressing forms of itching, burning, scaly, crusted humors, eczemas, rashes, inflammations, irritations and chafings of infancy and childhood, permit rest and sleep and point to a speedy and permanent cure, in the majority of cases, when all other remedies fail.

Cuticura Soap (25c.), Ointment (50c.), Resolvent (50c.), and Chocolate Coated Pills (25c.), are sold throughout the world. Potter Drug & Chem. Corp., Sole Props., 137 Columbus Ave., Boston.

Complete Free, Cuticura Book on Skin Diseases.

"What Is Home Without a Piano?"—Wise.

"WISE" BARGAINS

Steinway, $295 Was $725
Sohmer, $175 Was $600
Weber, $200 Was $550
Hardman, $125 Was $450
Kranich & Bach $90 Was $400
Hoffman, $75 Was $350

Terms as low as $5.00.
"Wise" Artistic Uprights $225 to $400
Wise Piano Co.
Home of the Gabler Pianos
17-19-21-23 E. 125th St.
Bet. 5th and Madison Avs. Open Evenings.

The Only Company of Its Kind in the World!
Your Old Trunk or Baggage Made Good as New!!!
CUT PRICE DEALERS IN TRUNKS, BAGS, Etc.

$22.50 Wardrobe 13.50 $8.50 Larchmont 4.69
$10.85 Hercules 5.80 $10.50 Eng. Kit 5.85
$6.00 Steamers 3.15 $3.00 Leather 1.95
$12.50 Dress 6.85 $6.00 Oxford 3.80

Fibre Cases, Sole-Leather Goods, Travellers' Outfits, Etc. 25% OFF RETAIL PRICES GUARANTEED. THOUSANDS OF BARGAINS.

LOOK FOR THE EMERGENCY BAGGAGE REPAIR CO.
25 & 29 EAST 14TH STREET, 1 Door from Union Square West on 14th St.

A Remarkable Guarantee Label with all sales. Send for Booklet. Trunks & Bags bought, sold, exchanged and made to order.

DIED.

ALLAN. At her residence, 170 Eckford st., Brooklyn, ELLEN WALKER ALLAN. Services Wednesday, 8 P. M. Interment Greenwood, Thursday 2 P. M.

DOWNS.—At his residence, 134 Bay 16th st., Bath Beach, EDWARD C. DOWNS, beloved husband of Hanna Sullivan, member of Tallahassee Lodge, B. P. O. E. Funeral Thursday at 9.30 A.M. to St. Finbar's Church, where a solemn mass of requiem will be offered. Florida papers please copy.

No Extra Charge for It.
Advertisements for The World may be left at any American District Messenger office in the city until 9 P. M.