AMERICANS AT NAVAL REVIEW.

Hundreds Will Leave Southampton to See the War Ships.

MANY ON THE NEW YORK.

The Big Liner Carrying an Enormous Crowd from This Country.

WILL HAVE THE BEST PLACES.

Wisely Arranged Beforehand for Berths and Quarters—Bourke Cockran Compelled to Start for Home.

By Frank Marshall White.

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Southampton, June 25.—Southampton is now under the full pressure of the jubilee. The town is crowded as it never has been before. Hundreds of people, with pockets full of money, will be practically homeless to-night, and driven to suburban towns to spend the night. Fabulous prices are got for cot beds in passages and small closets.

The town is in gala array, some of the decorations and illuminations rivalling and excelling those of London. Every kind of vessel capable of floating will leave here to-morrow for Spithead. Nine of the channel and island steamers will leave here for their regular destinations. All will go to Spithead. Barges that have not been in use for years will be towed out to the naval fleet. Unlike London, whose County Council was very strict in the inspection of stands, boats will be permitted to load up to their fullest extent without inspection.

Hundreds of Americans.

Americans, who are arriving by hundreds, had already ordered the best berths in the biggest steamers.

Eight special trains arrived to-day from Waterloo station for ships awaiting passengers to convey them to the naval review to-morrow. Six or more specials are expected the first thing to-morrow morning.

Treble as many Americans will arrive to-morrow as have come to-day. The steam yacht Vallant arrived here last night from America with William Vanderbilt, Mr. Hoyt and guests on board. More friends who arrived from London this morning early were taken on board and the Vallant left for Spithead at noon for the special position assigned her in the review by the Admiralty.

Mr. Vanderbilt visited the Royal Southern Yacht Club last night with his friend, Mr. Hoyt.

The big schooner yacht Yampa, with the owner, Mr. Thompson, and a party of ladies and gentlemen, left Southampton water this morning for yachting quarters in review on the Isle of Wight side.

Howard Gould, who has chartered a boat for the season, will also be on hand with many guests.

The American liner New York will be filled to her utmost capacity with English and Americans to view the parade and illuminations of the fleet. She arrived this afternoon at the Empress dock and was literally packed with passengers. She will proceed to the position allotted to her by the Commander-in-Chief at Portsmouth, where she will remain during the review and illuminations of the fleet at night. The next day she will weigh anchor and proceed for a cruise in the English Channel, returning to Southampton water that evening.

Americans on the New York.

Passengers will remain on board till Monday morning next, and then go back by special train to London. Among the Americans on board the New York are General Watson, Mr. Waring, Miss Waring, C. Wainwright, Mr. and Mrs. J. H. Tod, Mr. and Mrs. Symons, Arthur Sutton, Mr. and Mrs. James Stokes, W. H. Savery, J. H. Richardson, C. Arthur Pearson, Walter Littleton, Mr. and Mrs. Frank Harding, Mr. and Mrs. W. H. Grace, Mr. and Mrs. J. M. Drysdale and Misses Drysdale, Colonel Cutler, Dr. Owen Coleman and Mrs. Coleman, Mr. and Mrs. Spencer Castle, Lloyd Brice, Mr. and Mrs. W. Briggs, Mrs. Beebe, E. P. Bainbridge and T. O. Atkinson.

Bourke Cochran was to have witnessed the naval review from the New York, but was called suddenly back to America. He left last Saturday on the Paris. Passengers on the St. Paul, which leaves for New York to-morrow, will get a good view of one end of the fleet. Among them are the following Americans: O. S. Ackerman, J. H. Brigham, S. H. Chapin, Mr. and Mrs. H. L. Chase, L. M. Dreyfus, Mr. and Mrs. James Elverson, Henry M. Gillig, Grand d'Hauteville, Paul Grand d'Hauteville, Mr. and Mrs. Potter Palmer, C. B. Patterson, W. O. Poth, Mrs. Edward Potter and the Misses Potter, Miss Helen E. Sands, Mrs. Seabury, Barrett Tripp, ex-Ambassador to Austria; Mr. and Mrs. George F. Victor.

Others on various steamers will be Mrs. Parkinson Sharpe, Mrs. Sam Colgate, Mrs. Ronalds, Mrs. Vivian, Lady Grey Egerton, nee Cuyler, of Baltimore; Miss Flint, William Woods, Mr. and Mrs. Bean, the Misses Furness, Mr. and Mrs. Stearns, of New York; Miss Georgia D. Kenyon, daughter of Frank B. Knight, of the Bell Telephone Company; Beckles Wilson, Marcus Mayer, Mrs. George Kidd and Miss Georgette Kidd.

Fire! "Unexcelled Fireworks." Order before the rush. Depot, 9 Park Place.—Advt.

REID DINES WITH NOBLES.

The American Envoy and His Wife Entertained by the Marquis of Lansdowne.

London, June 25.—The United States Special Envoy, Whitelaw Reid, and Mrs. Reid dined with the Secretary of State for War, the Marquis of Landsdowne, and the Marchioness of Landsdowne this evening, where they met the Prince and Princess of Wales. From there Mr. and Mrs. Reid went to the ball given by the Duke and Duchess of Westminster, at Grosvenor House, in honor of the Prince and Princess of Wales.

The Lord Mayor, Sir George Faudel-Philips gave a luncheon at 2 o'clock this afternoon at the Mansion House to all the Princes and Princesses, home and foreign, who were in the Jubilee procession, to most of the special envoys with the rank of Ambassador, and to part of the Diplomatic Corps. Among those present were the United States Special Ambassador, Whitelaw Reid, and Mrs. Reid, and the United States Ambassador, Colonel John Hay, and Mrs. Hay.

The guests were entertained in the Egyptian hall. The Lord Mayor wore his ermine earl's robe, as on Jubilee Day.

The Prince of Wales toasted the Queen and met with an enthusiastic response.

The Lord Mayor toasted the foreign Envoys, and the Prince of Naples and Marshal Davoust, the Special Envoy of France, replied.

The Prince of Wales toasted the Lord Mayor and Lady Mayoress, and the luncheon ended with a toast to the Prince of Wales.

Windsor, England, June 25.—The Queen drove to Windsor Park to-day and visited 6,000 school children, who were celebrating Her Majesty's jubilee.

The Queen received delegations from fire brigades belonging to all parts of the kingdom.

Portsmouth, England, June 25.—Everything is in readiness for to-morrow's great naval spectacle. Portsmouth, Southsea and their environs are quite repeating London's Jubilee fever. Decorations are universal, profuse and distinctly naval.

A number of private entertainments are to be given, to which the officers of the Brooklyn are invited. On Monday next all the foreign officers will visit the dockyard.

14TH SEPARATE COMPANY ROUTED.

Driven from the Field of Battle by an Aged Farmer with a Hoe.

MILITIA IN HIS FIELD.

Unaided, He Started for the Blue-Coated Intruders and Put Them to Flight.

Kingston, N. Y., June 25.—Unaided, a farmer, armed with a hoe, drove an entire company of soldiers off his fields, where they were engaged in a sham battle last night.

The Fourteenth Separate Company, the crack militia company of the Hudson River district, engaged in a skirmish drill, and no permission had been given them to enter the farmer's field, but as the spot was near the outskirts of the city, no harm, it was thought, would be done.

Hardly had the skirmish line been thrown across the field, when the farmer saw the blue coats of the militia and ran hurriedly from his potato patch. At that moment a volley of shots was fired. Quickly the farmer climbed the fence and soon came up to Private James McEntee, who had just fired his rifle.

"What do you mean, young feller? Get out of my field. You've no business here."

These and other remarks, plentifully interspersed with expletives, the farmer hurled at the young soldier. Then, before a reply could be made, he hit McEntee across the ankles with his hoe. Uttering a yell of pain, McEntee turned to defend himself.

He dared not point his rifle at the old man, and so, using it as he had been taught in bayonet drill, he managed to parry many of the hard blows that the old man aimed at him. Finally he turned and fled across the field, pursued by the farmer.

"Help! Help!" yelled the soldier, as he neared some of his comrades. Looking back and seeing the farmer coming across the field with uplifted hoe the soldiers fled precipitately, and soon the entire company was ordered from the field and the march homeward was taken up.

The youths who fled from the wrath and the hoe of the old farmer had red faces to-day when the affair was told of, but said that they thought discretion the better part of valor. Meanwhile the farmer declares that he will have pay for the damage that the soldiers did to his grass by trampling it down. He threatens to sue the State.

WILL GRAND JURY INDICT THE ROAD?

Evidence of the Valley Stream Horror Laid Before That Body.

TESTIMONY NOT ALL IN.

A Legal Light Explains Just What Form the Indictment Can Take.

The presentment of the Valley Stream horror to the Grand Jury was begun by District-Attorney W. J. Youngs yesterday. Witnesses thronged the ante-rooms, and in very slow procession filed through the jury room. Coroner Myron C. Coombs, John C. Hendrickson, of Queens; T. W. Pearsall and Oliver Langdon, of Valley Stream, and several others gave their testimony, but the number still in reserve was so large that the case evidently could not be concluded in one day, and a little before 4 o'clock in the afternoon it was adjourned over until Tuesday next, at 9:30 a. m.

District-Attorney Youngs refused to say anything about the indictment he will cause to be drawn in case a true bill is found, and, of course, would tell nothing of what had taken place in the Grand Jury room.

A legal authority whose position causes him to prefer that his name shall not at present be quoted, made the following clear and exhaustive statement of the excellent grounds upon which a criminal prosecution of the Long Island Railroad Company may be based, and the specific sections of the Penal Code applicable in this case. The inadequacy of the penalty involved—a mere $5,000 fine at the utmost—makes the direct punishment seem trivial, but the moral effect of its imposition, under such circumstances, cannot but have a salutary effect upon whatever does duty as the mind of a corporation.

"In this State," said he, "a railroad company is not bound to have its crossings guarded by a flagman or gates unless the municipality through which the railroad runs compels it to do so, but this compulsion may be exercised on an application by the proper authorities of the municipality to a Justice of the Supreme Court. But then the common law makes it the duty of a railroad company to give reasonable and proper warnings for the protection of travellers on the highways when its trains are approaching a highway crossing. As they approach a crossing they regulate the speed of their trains, and give such signals to persons passing that all may be apprised of the danger of crossing the railroad track. And it has been held that, even though the statute does not require signals, yet where care and prudence dictate that they would serve to prevent the infliction of injury they should be given. But, if the giving of warning signals at any particular crossing would be necessary in order to constitute ordinary care on the part of the railroad company when its trains were approaching such crossing, then the omission to give such signals would be negligence at common law.

"In the case of Dyer against the Erie Railroad Company (71 N. Y., p. 230), Judge Miller, in writing the opinion of the Court of Appeals, said:

"There can be no serious question that an obligation devolves upon railroad companies to warn persons who may be passing—whether on foot or with a team—of the approach of trains, so that such persons may use the necessary caution to avoid danger and keep out of the way of the trains. It is not enough, in all cases, that the statutory signals have been given to absolve a railroad company from the charge of negligence.

"As a general rule it may be stated that the person who approaches a railroad crossing must exercise due care and caution. He must, before crossing, look—when looking will do any good—both ways, and must cross only when he perceives it can be done without danger of coming in collision with a train then in sight or within hearing. There is no special distance at which this looking must be done, but each case must necessarily depend upon its own facts. Thus, if the view of a traveller in crossing a railroad is obstructed this fact imposes an additional duty both upon the traveller and the railroad company. Concerning the duty of the traveller where the view is obstructed the general rule is that the question of his care, in view of the condition of things at the crossing, is for the jury to determine.

"Sherman V. Redfield, in the chapter on negligence (vol. 2, p. 285), says:

"If the view of the traveller is obstructed, through no fault of the railroad, it may impose upon the company the duty of increased care and watchfulness in running its trains at that point and giving more warning signals than are prescribed by the statute.

"The Long Island Railroad Company knew that this crossing was one continually in use, and that the view of a traveller approaching the track was obstructed, and, knowing that a person had already been killed there—at some previous time—it placed an electric signal at the crossing, showing thereby that the crossing needed more care than the mere statutory requirements of ringing the locomotive bell and blowing the whistle at the crossing, and that the company felt it a duty to use more care at this crossing than they would at other crossings in that section of country. If the Long Island Railroad Company neglected to take proper care of the crossing, in keeping the electric bell in condition, in addition to giving the signals required by statute, i. e., sounding the locomotive bell and the whistle before approaching the crossing—then the question of criminal negligence rises on the part of the company."

This being the case, the sections of the Penal Code quoted at the beginning of this article apply under existing circumstances as those under which some modicum of justice may be meted out to the Long Island Railroad Company.

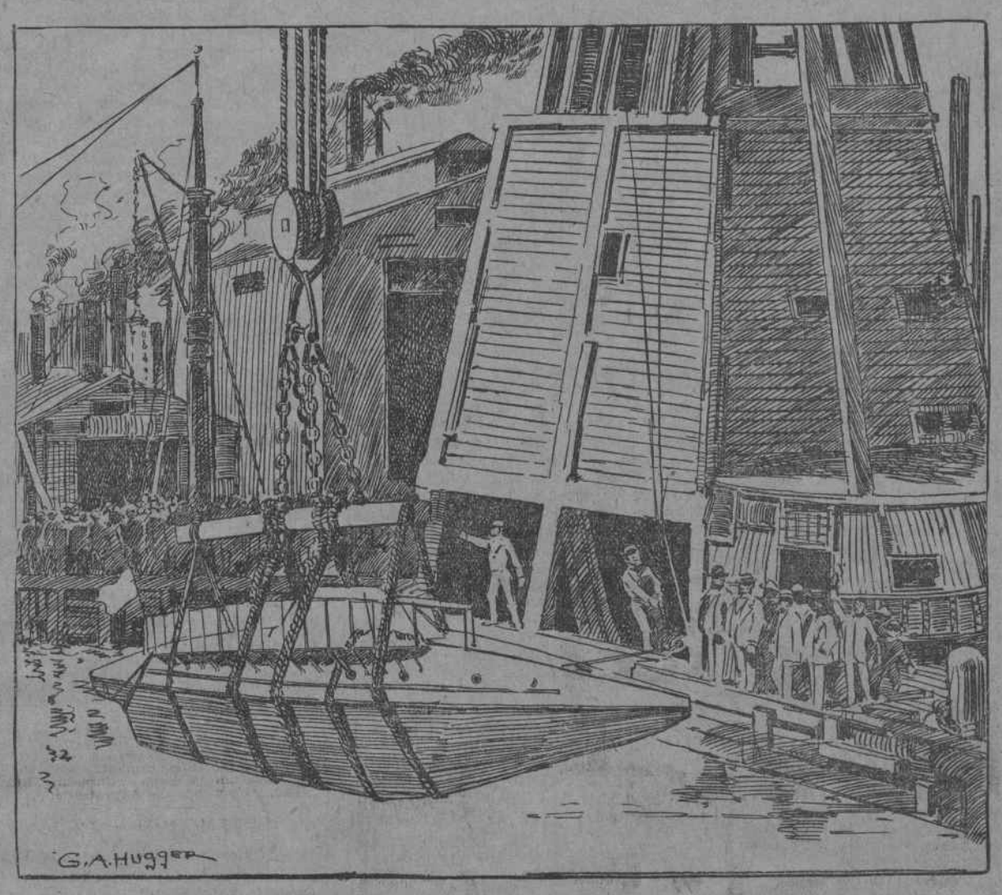
President W. H. Baldwin, of the Long Island Railroad Company, returned yesterday from Pittsburg, but when found in his office and invited to state his views of the situation he emphatically refused to say anything on the subject. When the alleged "culpable negligence" of his company was mentioned to him his lip curled in scorn, but the only expression that could be got from him was that expression of countenance.

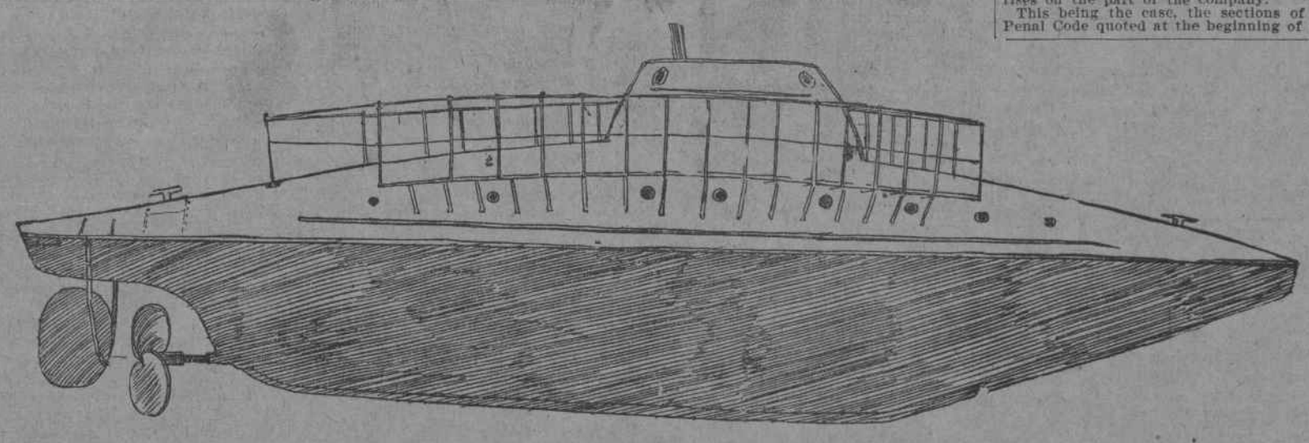
Culpable Negligence a Crime.

Homicide is manslaughter in the second degree, when committed without design to effect death, either by any act, procurement or culpable negligence of any person, which, according to the provisions of this chapter, does not constitute the crime of murder in the first or second degree, or manslaughter in the first degree.—N. Y. Penal Code, Sec. 193.

The Limit of Criminal Responsibility Only $5,000.

In all cases where a corporation is convicted of an offence, for the commission of which a natural person would be punishable with imprisonment, as for a felony, such corporation is punishable by a fine of not more than five thousand dollars.—N. Y. Penal Code, Sec. 13.





LAUNCHING THE CRAFT THAT IS EXPECTED TO GO FIFTY MILES AN HOUR.

A TEN-TON CRAFT, whose lines are patterned after those of a sharp-nosed sturgeon, was lifted by the arms of a powerful derrick from the Morgan Iron Works wharf, foot of East Ninth street, yesterday and lowered into the water. The most interesting part of the peculiarly designed vessel, apart from her remarkably sharp and shallow lines, is her propellor, which was carefully concealed from the public eye beneath many wrappings of canvas. It is to this propeller, which is entirely new in its way, that the inventor devoted most of his time and study, and with its magic workings he expects his craft to speed at the rate of fifty miles an hour.

When launched yesterday the unnamed craft could not retain an even keel and threatened repeatedly to turn turtle, only the restraining lines from the derrick keeping her afloat. This was a shock to the inventor and his backers, but he explained that with ten or twelve tons of lead ballast she will maintain her equilibrium. In the meantime she will recline in the cradle of ropes until her ballast is in position. The propeller is a two-bladed affair and so designed that the blades offer the least resistance.

RUSSIAN IRONCLAD LOST.

The Powerful Ship Gangoot Runs on a Reef During a Storm—The Crew Saved.

St. Petersburg, June 25.—The Russian turret ironclad Gangoot, one of the best vessels in the Imperial Navy, ran upon a reef near Transund this morning during a storm and sank almost immediately. The crew is reported saved.

The Gangoot belonged to the Black Sea fleet. She was of 6,592 tons displacement, 278 feet long, 62 feet in the beam and had a maximum draught of 21 feet, with two propellers and 8,300 horse power. She was built at St. Petersburg in 1890 and had a speed of 14.07 knots. Her complement was 528 men. She had one 12-inch gun, four 9-inch guns, four 6-inch guns and ten quick-firing guns, with five torpedo tubes.

HIS CYCLE SPOKES BROKE.

They Pierced Rider's Feet and Severed an Artery, Imperiling His Life.

Morristown, N. J., June 25.—George Milburn, while riding his bicycle last night, was badly injured by the breaking of one of the wheels.

Some of the spokes broke and ran into one of his feet. An artery was severed and he is in a precarious condition.

The D., L. & W. R. R. now run through sleeping cars and day coaches New York to Chicago without change.—Advt.

Sunday Excursions to Washington, Baltimore, Wilmington, Chester, Newark.

The B. & O. R. R. will sell excursion tickets Sunday, June 13 and 27, for train leaving New York, foot of Liberty street, 12:15 a. m. Sleeping cars attached, open for passengers at 10 p. m. Saturday night. Round trip rates as follows:

Washington	$5.00
Baltimore	4.00
Newark, Del.	3.25
Wilmington	3.00
Chester	2.75

Tickets valid for return passage on train leaving Washington 12:01 a. m. following Monday. Sleeping cars open for passengers in Washington and Baltimore 10 o'clock Sunday night.—Advt.

FORTY MORE CARRIERS.

Postmaster Van Cott Will Be Able to Put That Many More on in New York.

Washington, June 25.—It is said about the Post Office Department that Postmaster Van Cott has been partially successful in his mission to the capital. He wanted the department to allow him to put 140 more carriers on the force in New York City. He will be allowed to put forty of them on.

PLANS FOR ELLIS ISLAND.

More Land to Be Reclaimed and Buildings of Steel and Brick Erected.

Washington, D. C., June 25.—Commissioner General Stump, of the Immigration Bureau, in a letter to the Secretary of the Treasury gives his views as to the rebuilding of the Immigrant Station on Ellis Island.

Mr. Stump recommends that the work of reclaiming the island be outlined until about three acres more are added, making the total area about seventeen acres.

He further recommends the construction of a main building for the use of immigrants, a hospital with quarters for the medical corps, and a restaurant and kitchen. These three buildings, he says, should be of steel and brick construction, fire proof and with all modern improvements. The total improvements, he estimates, would cost about $900,000.

JOHN L. TAKES UP BOB'S GAGE.

Their Representatives Decide to Have Them in the Ring on July 5.

VERBAL AGREEMENT MADE.

If Sullivan Makes a Creditable Showing at Ambrose Park a Match Will Be Made.

A week from Monday will see John L. Sullivan and Robert Fitzsimmons facing each other in a twenty-four foot ring. Last night at the Union Square Hotel Martin Julian, brother-in-law and manager of Robert Fitzsimmons, champion heavyweight pugilist of the world, made the following proposition to Frank V. Dunn, of Boston, manager for John L. Sullivan, ex-champion:

Robert Fitzsimmons will go against John L. Sullivan for four or six rounds at Ambrose Park, Brooklyn, on the afternoon of July 5, rain or shine. If Sullivan's sparring should be deemed by the public and the sporting writers creditable and indicative of his ability to enter the ring for a finish contest, terms and conditions for such a match between the aforesaid Fitzsimmons and Sullivan may be arranged immediately thereafter. John L. Sullivan to receive as his share a certain amount of the net receipts of said bout on July 5 as may be mutually agreed upon by the representatives of said Fitzsimmons and Sullivan.

John L. Says He is Ready.

Up at Muldoon's health resort at White Plains earlier in the day John L. Sullivan had told his manager as soon as he put in his appearance that he was ready and anxious to go into the squared circle against the new champion, who had conquered Corbett, Sullivan's conqueror. Muldoon sought to dissuade him from entering the ring so soon, saying he would not be responsible for his condition by that time and would not train him if he persisted in the scheme, but John was obdurate. "I feel strong and well," he said, "and I'm out for the stuff. I can go in and spar Fitzsimmons all right." This decided Dunn, and he left for New York to keep his appointment with Martin Julian. Before he did so he asked to have the following statement published:

No Nonsense, Says Dunn.

In behalf of John L. Sullivan, whom I represent, I desire to take exception to the statements of Fitzsimmons, Brady and others relative to our plans for a championship contest with Bob Fitzsimmons. I have left my theatre and museum in Boston to come here to arrange the details for a match. John is beginning his preliminary training under Muldoon's supervision, and is working faithfully and conscientiously. We are on the level. We are convinced John L. has another stiff fight in him. Months ago I posted $1,000 to bear me out. He is younger than Mace and others were when they fought their championship battles. Already his work here at White Plains has shown his recuperative power.

We want to show his thousands of admirers that John L. Sullivan can go into the ring and do himself justice. We want no charity from Brady or anybody else. I have the money to put up in John's behalf. Muldoon is personally attending to getting him into condition, and we mean business.

As to Bob Fitzsimmons's banter about not hitting John hard, why that's all right, but he should remember that John has a lot of steam left, and can drop an ox to-day with a fair blow. John L. Sullivan, as everybody knows, wont stand for any hippodroming.

FRANK V. DUNN, Manager.

How the Ex-Champion Trains.

Muldoon said last evening: "John took the regular course of exercise prescribed for my guests here at White Plains to-day. He arose at 6 and joined the class at throwing the medicine ball for three-quarters of an hour. Then came breakfast and a short resting spell. When the others took the regulation horseback exercise John remained at home and punched the bag for twenty minutes. He ate his dinner with a relish and in the afternoon joined the class in their pedestrian exercise. He tramped three or four miles the same as the rest.

"John is clean as a whistle now, and ought to round to nicely. I am glad to have him here with me, and take a personal interest in his welfare. When Fortune seemed to smile on me, she rather shunned him, and whatever I can do for him consistently I will. In six months or so he is likely to be in the pink of condition, but with him 'Make haste slowly' will be a good motto."

After a cool bath in the Summer house John L. Sullivan sauntered slowly up the path to the rear piazza of Muldoon's spacious dwelling and sat down in a chair to await the call for supper. He glanced at the published report of Bob Fitzsimmons's talk about a match and smiled grimly. "So he is going to be gentle and careful with me, eh?" he said. "Talks about manslaughter and afraid to hit me hard. Well, it's all right for him, in the pink of condition, to talk so. I may be conceited, but I never met the man that could knock me out, and don't see what Bob means by such a crack at me as that.

"I've been here only a couple of days. When I've been here two or three weeks I'll know better what I can do. I did what I never thought I could do to-day. Muldoon took us off a few miles in carriages and then dumped us out and told us to make our way back the best we could. I ran up and down the hills with the rest of 'em, and the thermometer here on this porch in the shade was 80 degrees. It made me sweat, but I'm all right and well now.

"I wouldn't fight a finish fight for a year. I could not stand severe training till the weather is cooler. Then I could do the hardest kind of work. I punched the bag for a while to-day and enjoyed it, and the handball exercise this morning was good, but this is not regular preparation for a championship battle."

SKINS ON FIRE

Skins on fire with torturing, disfiguring, itching, burning, bleeding, scaly and pimply humors, instantly relieved by a warm bath with CUTICURA SOAP, a single application of CUTICURA (ointment), the great skin cure, and a full dose of CUTICURA RESOLVENT.

Cuticura

Is sold throughout the world. Potter D. & C. Corp., Sole Props., Boston. "How to Cure Torturing Humors," free.

BABY'S SKIN Scalp and Hair purified and beautified by CUTICURA SOAP.

A list of offices where Journal "Wants" will be accepted at office rates is published on the "Want" pages of to-day's Journal.

WANAMAKER'S

GET-AWAY DAY

News pertinent to things that add to the enjoyment of the Saturday holiday and Sunday comfort.

For the men

First thought is of Bicycles. The 1898 Continental at $50 is capturing the town. It is Bicycle perfection. A safe and comfortable mount. The remaining 1897 Continentals are to go at $45. The 1897 Continent, an honest Wheel, but different in construction from the Continental, has been reduced to $33. In tandems, the Continental at $90 and the Wissahickon at $75, please the most critical.

After Bicycles come Fancy Shirts. Stylish and delightfully cool. The regular $1 sort are here at 50c. Materials are woven madras, fine percales and cheviots. Splendid assortment of newest styles. Even Shirt makers are buying them. Curiously cheap.

With Shirts, Neckties. A lot of all-silk String Ties, always heretofore 50c each, are on sale to-day at 12½c. Four Ties for the worth of one—and desirable colors and patterns at that.

Serge Suits—ideal clothing for warm days. Cool and dressy. Prices start at $10 for an all-wool Serge Suit, blue or black, fast colors, carefully tailored. Others up to $20 and $22.50 for Suits of Genuine Clay serge. The top-notch of ready-to-wear clothing. Wanamaker ready-made clothing is unique—all the know-how gained from an experience of over thirty years is put into it. The result, Clothes that wear well, look well, keep their shape and please critical men.

We've been setting the pace in Bicycle Suits. About 50 of the $3.75 Suits that were $5. Others at $5 that are remarkable and unmatched values. A crash Suit, at $2.50.

For the women

Bicycles, of course. Same styles and prices as the men's.

Outing Suits of pique, crash and denim, at $3. Values from $7.50 to $10. Many of them beautifully trimmed—all carefully finished and made by men tailors. Only trouble, not many of them—possibly 100. You'll need to be quick to share this tid-bit of good fortune. They're too cheap to be duplicated.

Then, a lot of straw trimmed Hats for the garden or seashore are to go at $1.75, $2 and $2.50. Just chance bargains in chic headwear. Their proper level is $2.50 to $4.

For the bicycle, Spatterdash Boots. The ones shown here at $2.25 are good enough to set other makers to imitating them—too good for them to match their style and finish at the price. Of chrome-tanned kidskin, and the perfection of shoemaking.

You must be interested in this Hosiery Store. The best, gathered direct from the makers the world over. This leads to economy. Cotton Hose, fine gauge, fast black, at 25c a pair. Regular 35c goods.

About 1,800 leather Belts, leather lined, nickel, gilt and leather covered harness buckles, at 50c. Yesterday's prices $1, $1.15 and $1.25.

For the children

No one enjoys Bicycles more than they. The Keystone, 20 in., $25; 24 in., $26.50, and 26 in., $30. Made on honor. Give them your confidence—they're worthy of it.

A lot of boys' Golf Suits, two styles, of fine quality cassimere; are $6.50 to-day instead of $9 and $9.50. Sizes 7 to 19 years.

Boys' Wash Suits at 85c, $1, $1.25, $1.50 and $2; regularly and always sold at about double elsewhere.

One of the features of this Hosiery store is Hose for children. A line of good, serviceable, fine ribbed cotton Hose, fast black, 6 pairs for 40c. They have double heels and toes. Marvellous cheapness.

Chocolate covered Nougats, 20c, regular 30c. Pure, fresh, delicious.

JOHN WANAMAKER,

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.