WILL BE BURIED IN BROADWAY TO-DAY

Body of Ernest Staples, Yachtsman, To Be Placed in Vault in St. Paul's Churchyard.

IN THE OLD FAMILY TOMB

Curious Crowds of Business Persons Watch the Grave Diggers Preparing the Ground.

In the historic old St. Paul's Churchyard, at Broadway and Fulton street, this morning at eleven o'clock, will be buried the body of Ernest Staples, veteran yachtsman and member of many clubs, who died of pneumonia at Larchmont on Monday.

Situated in the southeast corner of the churchyard, within half a dozen steps of Broadway, and adjoining the monument to Thomas A. Emmet, the Staples vault is among the oldest in the little Broadway cemetery. It was originally prepared about a hundred years ago, and the first body placed there was that of John Staples, founder of the family. No interment has taken place in the vault for twenty years.

Curious crowds watched the grave diggers yesterday at their work in the very midst of the traffic and confusion of the business district of lower Broadway. P. G. Walter, the sexton, explained the presence of curious persons by saying that burials in the churchyard were not frequent, the average being not more than one each year. The only interments, he said, were of members of families who have had vaults there for generations.

Mr. Staples was the eldest son of William J. Staples, a descendant of one of the oldest Knickerbocker families, who came to this country from England with crown grants in the middle of the eighteenth century. His country house and estate was at the foot of Sixteenth street, fronting the North River, and running back to Fifth avenue. The town house was down in Wall street, from which place he moved to Bond street, where he lived many years.

During the reign of Louis Philippe William J. Staples represented this country at the court of France.

Ernest Staples was educated at Heidelberg. In 1866 he was on board the Fleetwing, in the famous yacht race, when that craft, the Henrietta and the Vesta sailed from Sandy Hook to the Needles. He joined the New York Yacht Club in 1877 and had been an active member ever since.

ROBERT S. WOODRUFF DEAD.

Former Member of Assembly Passes Away After Several Weeks' Illness.

Robert Stockton Woodruff, former Judge of Mercer county, N. J., a former member of the House of Assembly, and one of the best known lawyers in the State, died at Trenton yesterday, after several weeks of illness, from stomach trouble. He was sixty-five years old and unmarried.

Judge Woodruff was born in Newark. He served in the Trenton Common Council and as tax receiver and, in 1875, was elected to the Legislature. For many years he was one of the State leaders of his party.

At the time of his death he was the Trenton representative of Ion Perdicaris, an American who was captured and held for ransom by Raisuli, in Morocco.

Obituary Notes.

Annie Mackay Frye Lyon, of Bridgeport, Conn., widow of Hanford Lyon and mother of Mrs. Alice L. Watson, wife of General Thomas L. Watson, of New York, died yesterday in her eighty-fifth year. She was a daughter of Daniel M. Frye, of Montgomery, N. Y. Three children survive her.

News of the sudden death of Victor Klotz, senior member of Victor Klotz & Co., manufacturers of the Parfumerie Ed. Pinaud, Paris, has been received in this city. Mr. Klotz was an officer of the Legion of Honor, and the first of leading manufacturers in France to introduce a system of pensions for his employes.

Berthold Loewenthal, seventy-six years old, of Chicago, died there Thursday. He was president of the International Bank from 1870 until it was consolidated with the Continental National Bank, in 1898, and was a director of this until his death. He was president of the Chicago Sinai Congregation for ten years.

Joseph G. Siebeneck, of Pittsburg, Pa., former proprietor of the Pittsburg Chronicle and for ten years editor in chief of the Chronicle-Telegraph, died yesterday of pneumonia. Since 1900 he had lived in retirement. He was seventy-four years old, and left two daughters and one son.

Mrs. Joseph A. T. Swann, widow of former Governor Swann of Maryland, died yesterday of paralysis in Washington, D. C. Mrs. Swann was seventy years old. Her first husband was United States Senator John R. Thompson, of New Jersey. She was well known in Princeton, N. J.

Miss Fanny S. Adam, daughter of the late J. Henry and Sarah Sampson Adam, died of typhoid pneumonia, in her home, No. 13 East Fortieth street. She had a country seat at Oyster Bay, L. I., and was building another residence at Bayville.

Jeremiah Harrington, for thirty-five years employed in the marine department of the Erie Railroad, died of apoplexy, in his home, No. 486 Grove street, Jersey City.

MRS. MACKAY WITHDRAWS IT.

Picture Representing Voltaire Reading One of His Plays Removed from Public School.

Learning for the first time through the publication in the HERALD of yesterday that the picture of Voltaire recently presented to Public School No. 59, at No. 223 East Fifty-seventh street, was objectionable to the parents of some of the pupils, Mrs. Clarence H. Mackay, the donor of the picture, yesterday caused its removal from the school building, and last night the place of honor it had occupied, directly behind the principal's desk in the hall of the school, was bare.

The mezzotint is not a portrait of Voltaire, but a group picture, in which the author is reading one of his plays to members of the Court of France. Mrs. Mackay settled all discussion by removing the print.

BRADY ESCAPES HIS SHADOW.

Has Private Detective Employed in Divorce Case Placed Under $500 Bond.

Daniel M. Brady, president of the Brady Brass Company, of No. 95 Liberty street, had Harry Kennedy, a private detective, placed under $500 bonds in the Tombs Court yesterday, to keep the peace for six months. Brady, who has been sued twice for divorce, said Kennedy had followed him since the last trial, in April, 1905. His wife, a Miss Singer, daughter of a sewing machine manufacturer, made Miss McKenzie, an actress, the co-respondent. The case will be tried again in the Supreme Court on Tuesday.

Mr. Brady told Magistrate Steinert that Kennedy had followed him to Buffalo, Pittsburg and other places, and that yesterday the detective was spying on him in the Wall street district.

FINES MAN, REBUKES POLICE.

Magistrate Wahle Comments on Lack of Cuspidors in "L" Cars.

In fining Abraham Sucher, of No. 7 Eldridge street, $1 for expectorating in an elevated railroad train, Magistrate Wahle, in the Harlem Court, yesterday, said to Policeman Blake, who made the arrest:—

"Next time you see any one expectorating in a car bring some one responsible for the lack of cuspidors in the stations and cars."

PRICES HIGH IN PRODUCE MARKET, WITH QUALITY BELOW THE AVERAGE

Dealers Unable to Explain Contrary Courses of Cost and Condition of Fruits and Vegetables, Although Cold Weather Has Had an Effect.

Retail prices in the produce market continue to keep well above the normal, although the quality of vegetables and fruits is not up to the standard for this time of year. The cold spell has had its effect, particularly on the Southern fruit, and has caused a slight advance in prices all around.

No explanation can be given by dealers in the market for continued poor grade and high prices. Generally the winter has been favorable for a good production of vegetables and fruit. At this time last year, although the winter was much more severe than this season, all produce was of better quality and more plentiful and prices were considerably lower.

Florida hot house tomatoes were sold yesterday for sixty-five cents a pound. The best cauliflowers were retailed at thirty-five cents each, and cucumbers at from eighteen to thirty cents each. California asparagus has dropped in price and was sold yesterday for about eighty-five cents per bunch.

Lettuce, in varying quality, was sold for from eight to twenty cents a head. String beans were of fairly good quality and sold at thirty-five cents a quart. A like price was asked for Brussels sprouts. New beets retailed for about twelve cents a bunch for the best. The quality of mushrooms varied and the best brought eighty cents a pound.

In the fruits, Florida oranges and strawberries seemed to be in fairly good demand. Strawberries were not so good, owing to the cold wave, and were selling for about eighty-five cents a box. Oranges were a little higher than usual. Foreign fruits were of good quality and brought fancy prices.

Eggs continue to arrive in large quantities, with the price remaining about the same as for the last few days. The best eggs were twenty-two cents a dozen. The last of the storage eggs are selling at a slight advance from the extremely low prices of last week.

Butter and cheese remain about the same. The poultry market is about normal, with Philadelphia capons still the choice, selling at twenty-five cents on a fairly active demand and somewhat limited supply.

SAYS MEXICO CITY HAS TYPHUS PANIC

Henry C. Quinby, of Union League Club, Describes Conditions Attending Epidemic.

MANY DEATHS OCCUR DAILY

Disease Largely Confined to the Lower Classes and Is Propagated by Vermin and Filth.

Typhus fever is epidemic in the City of Mexico, according to Henry C. Quinby, and its ravages since the first of the year, and which reached a climax during February, show no sign of diminution, in spite of the efforts of the municipal and national authorities to check them.

None of the English newspapers of the capital and few of the Spanish journals have recorded the facts, a form of censorship having been established to prevent a panic. A report of the conditions was obtained by a reporter for the HERALD from Mr. Quinby, who returned from the Southern republic yesterday, and was seen in the Union League Club.

According to Mr. Quinby the officials blaame the presence of the scourge to extensive street openings in the process of completing the city's sewerage system. As is characteristic of the disease, it is largely confined to the lower classes, among which the mortality has been exceedingly heavy. The number of deaths a day have reached as high as fifty and it is declared that almost four thousand have died from the fever since the first or the middle of January.

As many as forty cases a day were being reported when Mr. Quinby left Mexico, with an average of thirty new foci. Somewhat along the lines of the accepted explanation regarding the propogation of yellow fever, the medical experts have adduced a theory which seems to be substantiated, which places the dissemination of the micro-organism responsible for typhus on the vermin with which certain quarters of the Mexican capital is infested.

Great public baths were hastily constructed and opened and under police surveillance the denizens of the suspected portions of the city were compelled to take "surgical baths," which are nothing more than thorough cleansing with scrubbing brushes and soap. This plan helped somewhat, but was later improved, because it found found that through the use of big tanks where several persons bathed at once the germs were not infrequently communicated from an infected subject to another who had thus far escaped.

Then, too, by a curious oversight on the part of the officials the men and women, after their baths, were allowed to resume the clothing they had momentarily laid aside and to return to their old quarters, which, in many instances, were in such hopeless condition that the severest fumigation was of no avail. Thus the good effects of the bath were often nullified.

This is the second epidemic of typhus from which the City of Mexico has suffered in recent years, the other having occurred in 1901. Typhus is also called "ship" or "jail" fever. It occurs usually in cold or temperate zones, and with the approach of hot weather id dies out. From this fact the health authorities are taking hope, as the heated season is close at hand in Mexico.

Will the two great parties in the English House of Commons break into "groups." Sir Charles Dilke thinks it probable. See to-morrow's SUNDAY HERALD.

INTERBOROUGH GETS APPEAL.

Case from Municipal Court Involving $500 Judgment Goes to State's Chief Tribunal.

Permission to take a case to the Court of Appeals was given yesterday to the Interborough Rapid Transit Company by the Appellate Division of the Supreme Court. Judgment for $500 had been obtained against the company in the Seventh Municipal Court by Emanuel A. Busch for alleged rough usage by employes of the company. The Appellate Term reversed this decision and the Appellate Division of the Supreme Court in turn reversed the reversed and affirmed the original judgment. It, however, permitted an appeal to be taken by the Interborough company.

Busch entered a station with a friend and, he said, put two tickets in the chopper box. The man in charge of the box said he had deposited only one and called a policeman to prevent his entering a train. He was allowed to ride after purchasing another ticket.

Theodore L. Waugh, of counsel for the Interborough, said in his motion that the case was of unusual importance, as many cases depended upon its decision.

HIS SKULL BROKEN BY FALL.

Man Slips Into Cellar of the Cadillac When Quarrelling with Roommate.

Edward Glavin, of No. 141 West Forty-third street, died last night in the Roosevelt Hospital from a fractured skull. He fell yesterday afternoon into an open ash lift in front of the Hotel Cadillac, at Broadway and West Forty-third street. His roommate, John J. Casey, who was with him, and Charles del Vallierre, of No. 482 East Forty-seventh street, who was working in the cellar, were arrested.

Glavin and Casey, it is said, were quarrelling in front of the hotel when Glavin slipped and fell headlong into the opening. Del Vallierre picked him up in the cellar and Casey was arrested for quarrelling with Glavin and Del Valliere was arrested because it appeared the bars around the opening were not in place.

PRIEST BENT ON TRACK REMOVAL

Father Chidwick and Associates to Plead with Mayor in Eleventh Avenue Case.

NOTABLE HEARING ARRANGED

Former Chaplain of the Maine Will Head Delegation to Urge Mr. McClellan to Sign the Saxe Bill Next Week.

It was predicted yesterday by men behind the movement for the removal of the tracks in Eleventh avenue that the public hearing on the Saxe bill to be held a week from Monday by Mayor McClellan will be one of the most notable hearings ever given at the City Hall.

Father Chidwick, who has been indefatigable in his work for the measure, and Miles W. Dawson called at the Mayor's office yesterday and arranged the date for the hearing. Senator Saxe, author of the bill, will attend it and several speakers will be present to urge the Mayor to put his signature to the bill, which went through both branches of the Legislature by a unanimous vote.

Following the appeal made to them on Thursday night at a mass meeting in the Amsterdam Opera House, persons who have worked for the passage of the bill began to plan for the public hearing. Delegations from twenty organizations on the west side have already expressed an intention of attending the hearing, and politicians and other residents of the district which has so long rebelled against the tracks in Eleventh avenue have promised to send delegations.

"We have fought for the bill with all our strength," said Father Chidwick, "and we shall not cease our efforts one mite until it has been finally disposed of. We have the greatest faith in the Mayor's attitude toward the bill and feel confident that it will become a law."

Within a week or ten days also, it was announced yesterday, plans will be perfected to send a big delegation to Albany to appeal personally to Governor Higgins to sign the bill. Accompaning this delegation there will be several speakers and a score or more women.

J. E. Seeley Is Disbarred.

By a decision of the Appellate Division of the Supreme Court yesterday a motion was granted for the disbarment of Jordan E. Seeley. Seeley was admitted to the Bar in May, 1881. The application for his disbarment was made by Egerton L. Winthrop, Jr., representing the Bar Association. It was charged that Seeley had been convicted of grand larceny in the second degree.

SPECIAL NOTICES.

TERRIBLE ECZEMA ON LITTLE BOY

Mouth and Eyes Covered with Crusts — Face Itched Most Fearfully — Hands Pinned Down to Prevent Scratching.

MIRACULOUS CURE BY CUTICURA REMEDIES

"When my little boy was six months old he had eczema. The sores extended so quickly over the whole body that we at once called in the doctor. We then went to another doctor, but he he could not help him, and in our despair we went to a third one. Matters became so bad that he had regular holes in his cheeks, large enough to put a finger into. The food had to be given with a spoon, for his mouth was covered with crusts as thick as a finger, and whenever he opened the mouth they began to bleed and suppurate, as did also his eyes. Hands, arms, chest and back, in short, the whole body was covered over and over. We had no rest by day or night. Whenever he was laid in his bed, we had to pin his hands down; otherwise he would scratch his face and make an open sore. I think his face must have itched most fearfully.

ALFONSO HOHRATH

"We finally thought nothing could help, and I had made up my mind to send my wife with the child to Europe, hoping that the sea air might cure him, otherwise he was to be put under good medical care there. But, Lord be blessed, matters came differently, and we soon saw a miracle. A friend of ours spoke about Cuticura. We made a trial with Cuticura Soap, Ointment and Resolvent, and within ten days or two weeks we noticed a decided improvement. Just as quickly as the sickness had appeared it also began to disappear, and within ten weeks the child was absolutely well, and his skin was smooth and white as never before." F. HOHRATH, president of the C. L. Hohrath Company, Manufacturers of Silk Ribbons, 4 to 20 Rink alley.

June 5, 1905. South Bethlehem, Pa.

Cuticura Soap, Ointment, and Pills are sold throughout the world. Potter Drug & Chem. Corp., Sole Props., Boston, Mass.

Mailed Free, "How to Care for the Skin."

MAYOR WANTS RATE QUESTION TO STAND

May Replace in Connecting Road's Grant Sections Eliminated by Rapid Transit Board.

CALL CORPORATION COUNSEL

In Consultation as to Action That Would Not Conflict with Interstate Commerce Laws.

That the Pennsylvania and New Haven Railroad companies have encountered another serious obstacle in the opposition of the Mayor to the terms of their franchise for the New York Connecting Railroad Company, which may prove even more difficult than that encountered in the Board of Aldermen two years ago, was admitted yesterday by those familiar with the situation.

Mayor McClellan made it plain that he would insist upon the payment of terms placed in the provisional franchise prepared by H. P. Nichols, chief engineer of the Bureau of Franchises, and indicated that he would insist also upon some of the provisions giving the city control over the rates to be charged to shippers of freight, also included in the provisional draft by Mr. Nichols, but eliminated by the members of the Contract Committee of the Rapid Transit Commission.

In consultation with the Corporation Counsel for nearly the entire afternoon yesterday, the Mayor sought to arrange sections which would give the city control and not conflict with the interstate commerce laws. The provisions prepared by Mr. Nichols on the question of rate control were not considered seriously by the Rapid Transit Committee.

Samuel Rea, president of the connecting road and vice president of the Pennsylvania, took the position that these sections were unconstitutional. The committee agreed with him and eliminated them at the first session. Mayor McClellan, however, believes that the city has the right to insist upon terms of this kind, as the franchise is merely a contract entered into by the city and the company voluntarily, and that a clause of this kind would hold.

Sections included by Mr. Nichols were sweeping, and gave the city the right at any time to fix freight rates over the entire Pennsylvania and New Haven systems, so far as freight and express matter shipped out of or into the city to points on the connecting road were concerned.

Mayor McClellan was not prepared to say yesterday just what sections of the franchise prepared by Mr. Nichols, but eliminated by the Rapid Transit Commission, he would insist upon. He made it plain, however, that he deemed the sections retaining the control of rates within the grasp of the municipal authorities of great importance.

NOBLEMAN TO STUDY HERE.

Baron von Korff to Remain in America Three Years as Student.

Baron von Korff, a young Russian who is said to own a vast estate in his native country and who has been studying civil engineering for two years in France and Germany, arrived yesterday on the Pennsylvania to continue his studies in this country. He expects to remain three years.

Accompanying him was Baron Leo von Kubek, a relative of the Austrian Ambassador, and who goes to Washington as an attaché to the embassy there.

SPECIAL NOTICES. SPECIAL NOTICES.

PENNSYLVANIA RAILROAD TOURS

PERFECT PLEASURE TRAVEL.

FLORIDA. Three Months in the Tropics.
March 6. Special Pullman train New York to Jacksonville. Independent travel in Florida. Tickets good to return until May 31.
RATE from New York.....$50

WASHINGTON. The American's Mecca.
March 8 and 22, April 9 and 19 and May 17. Three-day trips to the National Capital.
RATE from New York (all necessary expenses).....$12 or $14.50
According to hotel selected.

PINEHURST. North and South Golf Tournament.
March 30. RATE from New York.....$32
Covering round-trip transportation, Pullman berth and meals on going trip and two and three-quarters days' board at Hotel Carolina. Tickets good for eighteen days.

OLD POINT COMFORT, RICHMOND, WASHINGTON.
March 10 and 24, April 14. Six-day trips through Old Virginia.
RATE from New York (all necessary expenses).....$36
OLD POINT COMFORT (only same dates).....$17

Illustrated and Descriptive Itineraries, giving full information, will be furnished by Ticket Agents, C. STUDDS, E. P. A., 263 Fifth Avenue, New York.

ADDITIONAL TOURS.

LOS ANGELES. April. Account Meeting Mystic Shrine. Rate to be announced.
DENVER. July. Account B. P. O. Elks. Rate to be announced.
SAN FRANCISCO. July. Account Meeting National Educational Association. Rate to be announced.
YELLOWSTONE PARK. July, August, September. Rate to be announced.

GEO. W. BOYD, General Passenger Agent, Broad Street Station, Philadelphia.
J. R. WOOD, Passenger Traffic Manager

THE OPPENHEIMER TREATMENT FOR ALCOHOLISM

No Suffering. No Injection. No Detention from Business. NO BAD AFTER EFFECTS.

ALCOHOLIC CRAVING OVERCOME IN FORTY-EIGHT HOURS.

Indorsed by many prominent men and women throughout the world.

(Watch This Series.)

REV. HENRY E. COBB,

Pastor West End Collegiate Church, New York, writes:—

"I would not send this to you had I not the most implicit confidence in your treatment. It has done for one or two young men of my acquaintance whom I sent to you what I did not believe any power on earth could do."

For autograph letters indorsing the Oppenheimer Treatment, cut out this coupon and mail to the

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ITS PURITY
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Are all responsible for its enormous sale of 14,000,000 packets annually.

"SALADA"

Ceylon and India Tea

THE PRINCE OF TEAS

Sealed Lead Packets only. 60c. and 70c. per lb. At all Grocers.

HIGHEST AWARD ST. LOUIS, 1904.

WINTER TOURISTS HELD UP AT PIER

Passengers of the Orinoco Delayed While Immigration Officials Seek Three Missing Ones.

NEW REGULATION THE CAUSE

Examination as to Health and Ability to Take Care of Themselves Now Demanded.

Passengers arriving yesterday from West Indian ports by the Orinoco, of the Royal Mail Steam Packet line, were held up for fifteen minutes at the pier because of a regulation put in force a few weeks ago under which all cabin passengers must pass a verbal examination by an immigration inspector, in addition to making declarations to customs officials.

Wealthy foreigners arriving in the last few weeks have expressed astonishment at having to assure a government official that they were able to take care of themselves, and indignation when a Marine Hospital surgeon has turned back their eyelids in his search for possible causes of detention. Americans have been heard to ask if they were American citizens. Still, yesterday was the first time that a whole ship's list of passengers was held up until after the baggage was partly landed.

Three persons whose names were on the passenger list could not be accounted for, and the immigration inspectors are obliged to check off each name. This caused the delay. Those who could not be found were Mr. and Mrs. J. J. Slater and Mr. J. Covell, who, innocent of any desire to evade the regulation, had left the dining saloon after their declarations had been taken. Finally stewards found them amid their baggage on the pier and led them aboard the ship again.

The Earl of Dundonald, a passenger, said he had gone to Trinidad to look after his estates there. He will sail to-morrow on the Campania, of the Cunard line, for Liverpool.

Other passengers were Mr. and Mrs Smith Grant, who came from Southampton; Mr. and Mrs. F. W. Welsh, Mr. and Mrs. E. H. Sayre, Mr. and Mrs. J. J. Hayes, Mr. and Mrs. H. C. Lee, Mr. and Mrs. E. H. Hoyt, Captain John Page, Mr. and Mrs. C. W. Gould, Mr. and Mrs. E. S. Aldrich, Judge W. W. Wells, W. P. Hunt, Mr. and Mrs. W. M. McLean, Mr. and Mrs. C. H. Wardwell, Mr. and Mrs. Ralph M. Townsend, Mr. and Mrs. E. S. Hartman and Mr. and Mrs. Clark Bishop.

BIG COMBERS DRIVE SHIP OUT OF COURSE

The John Bright, of the Munson Line, Has Many Hours of Rough Weather.

Arriving yesterday morning forty-eight hours overdue, the John Bright, of the Munson line, from Matanzas, Cuba, with a cargo of sugar, bore many traces of the pounding of a heavy northwester into which the vessel ran on Tuesday when off Cape Henlopen.

It was about noon when the wind began to come down heavy. During the afternoon the waves grew higher, and by nightfall big "combers" were breaking over the bows. It began to snow, and it was impossible to see ahead.

One big wave curled over the port bow and tons of water fell upon the cover of No. 1 hatch, staving it in and flooding a portion of the cargo. Another struck full against the door of the pilot house, smashing it open. The storm did not abate until daybreak, and by that time the vessel was many miles out of her course.

Sir Charles Dilke forecasts the breakup of the two great English parties in the House of Commons. See to-morrow's SUNDAY HERALD.

SPECIAL NOTICES.

ARMOUR'S EXTRACT OF BEEF

supplies growing timber—gets into the hollow places of poorly developed children, whets the youngsters' appetites; gives them play-spirit and energy. There's a world of difference between Armour's and the other kinds.

Sold by all druggists and grocers.

ARMOUR & COMPANY,

Chicago.

Self Charging Electric Launch

Independent of all outside electrical supplies

On exhibit at the

Motor Boat Show

Also our

35 Ft. Elco Speed Launch

"It will serve you on water as the automobile does on land."

ELECTRIC LAUNCH CO., BAYONNE, N. J.

Established Over Fifty Years!

Reliable in every respect and celebrated throughout the world.

Dr. Tobias' VENETIAN LINIMENT

IS ABSOLUTELY THE BEST.

For Rheumatism, Neuralgia, Lumbago, Sciatica, Pains in the Limbs, Back or Chest, Sore Throat, Sprains, Bruises, &c., &c.

Guaranteed to give perfect satisfaction or the money refunded. A bottle has never yet been returned. Sold by all druggists. Price 25 and 50 cents. Depot, 40 Murray st., New York.

Jayne's Sanative Pills promote good health.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the city of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
THIRTY-FOURTH STREET ROUTE.

Public notice is hereby given that pursuant to the provisions of chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said railway or railways forms a part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York:—In the Borough of Manhattan:—34th Street from the Hudson River to Avenue C; Ninth Avenue from 14th Street to Gansevoort Street; Greenwich Street from Gansevoort Street to Spring Street; Washington Street from Spring Street to Liberty Street; Liberty Street from Washington Street to William Street; Park (University) Place from 14th Street to Washington Square; Washington Square East; Wooster Street from Washington Square to Canal Street; Canal Street from Wooster Street to Centre Street.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine after public hearing of all parties interested whether such railway or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be), shall, when confirmed by said Court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York, February 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, By
ALEXANDER E. ORR, President.
BION L. BURROWS, Secretary.

SPECIAL NOTICES.

In the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York:—

In the Borough of Manhattan—From the Williamsburg Bridge the route passes underground to Delancey street, near Norfolk, and then runs west under Delancey street to the Bowery and under the proposed extension of Delancey street to the corner of Centre and Grand streets. The line then continues southerly through Centre street and William street.

Provision is made for three tunnels, which may be described as the Old Slip Tunnel, the Maiden Lane Tunnel and the Beekman Street Tunnel.

The route of the Old Slip Tunnel is under William street and Old Slip.

The Maiden Lane Tunnel begins at the corner of William street and Liberty street and then passes under Maiden Lane.

The Beekman Street Tunnel passes under Beekman street.

Each of these three tunnels passes under the East River to the easterly boundary of the County of New York.

There are several spurs forming part of this route. One spur begins at Grand and Centre streets, in Manhattan and runs west under Grand street and and Desbrosses street to the Desbrosses street ferry. Another spur forms a connection by means of a line under Canal street with the Manhattan end of the Manhattan Bridge. A third connects with the City Hall loop of the present subway by means of a line under Beekman street.

The object of the aforesaid application is to obtain the appointment of Commissioners who shall determine, after public hearing of all parties interested, whether such railway or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be), shall, when confirmed by said Court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York, February 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, By
ALEXANDER E. ORR, President.
BION L. BURROWS, Secretary.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
VAN CORTLANDT PARK ROUTE.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said railway or railways forms a part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York:—In the borough of the Bronx—East 138th street from Third avenue to Walton avenue, and Gerard avenue from 138th street to Jerome avenue, near Clarke place.

The object of the aforesaid application is to obtain the appointment of commissioners, who shall determine after public hearing of all parties interested whether such railway or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be), shall, when confirmed by said court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York, February, 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, By
ALEXANDER E. ORR, President.
BION L. BURROWS, Secretary.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
GERARD AVENUE ROUTE.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York:—In the Borough of Manhattan:—14th Street from the Hudson River to Avenue C; Ninth Avenue from 14th Street to Gansevoort Street; Greenwich Street from Gansevoort Street to Spring Street; Washington Street from Spring Street to Liberty Street; Liberty Street from Washington Street to William Street; Park (University) Place from 14th Street to Washington Square; Washington Square East; Wooster Street from Washington Square to Canal Street; Canal Street from Wooster Street to Centre Street.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine after public hearing of all parties interested whether such railway or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be), shall, when confirmed by said court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York, February 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, By
ALEXANDER E. ORR, President.
BION L. BURROWS, Secretary.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
FOURTEENTH STREET ROUTE.

Public notice is hereby given that, pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York:—In the Borough of Manhattan:—14th Street from the Hudson River to Avenue C; Ninth Avenue from 14th Street to Gansevoort Street; Greenwich Street from Gansevoort Street to Spring Street; Washington Street from Spring Street to Liberty Street; Liberty Street from Washington Street to William Street; Park (University) Place from 14th Street to Washington Square; Washington Square East; Wooster Street from Washington Square to Canal Street; Canal Street from Wooster Street to Centre Street.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine after public hearing of all parties interested whether such railway or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be), shall, when confirmed by said court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York, February 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, By
ALEXANDER E. ORR, President.
BION L. BURROWS, Secretary.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
BROOKLYN AND MANHATTAN LOOP LINES, Manhattan Route.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison avenue and 25th street, Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three Commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition