

HEARING ON REMOVAL BILL.

Mayor Strong Listens to Arguments of Citizens for and Against It.

ROTHSCHILD IN OPPOSITION.

He Condemns the Measure as a Partisan Scheme and Predicts Disaster.

"TURN 'EM OUT," SAYS JOHNSON.

The Colored Republican Advocates Its Passage in a Vehement Speech.

Contrary to Mayor Strong's expectations, a crowd of worthy citizens gathered in the city hall today to hear and to be heard on the subject of the Mayor's Power of Removal Bill.

As in the case with most public hearings, there were a number of people in the crowd who, although they had positive ideas for or against the measure, did not give voice to their sentiments except sotto voce.

There were about fifty persons in the office when Mayor Strong told Private Secretary Hodges to announce that he was ready to hear any arguments opposing the bill. Those who wanted to favor the bill could speak afterwards.

Mr. Hodges made his little speech, and the first citizen to step up was M. D. Rothschild, who said that although he was a member of Good Government Club B, he was not there as the representative of any organization, but as an individual.

Mr. Rothschild produced a manuscript from which he said he would read, because he didn't want to say anything he didn't mean.

He began by saying that as the bill now stood it was a direct blow at the non-partisan principles which the present administration was supposed to represent.

It gave the Mayor power to remove from office faithful servants, who had been appointed in good faith to serve their terms, without the formality of preferring charges and for strictly partisan reasons.

Mr. Rothschild declared that the first piece of reform legislation enacted had been a partisan bill pure and simple.

"If passed," Mr. Rothschild declared, "this bill bids fair to bring into existence a system of patronage which has not existed heretofore, even under our most corrupt administration of municipal affairs."

"I have faith in Mayor Strong, but what of his successors?" asked Mr. Rothschild. "The Mayor of the power which a bill of this nature would give to a Democratic administration should there be a change in the political sentiment of the public."

It would, he said, prove a boomerang which would sweep away the good work which had been done by the present administration. He reminded the Mayor of the power which a bill of this nature would give to a Democratic administration should there be a change in the political sentiment of the public.

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WRECK COST FOUR LIVES.

Express Runs Down a Gang Digging Out a Snow-Bound Train.

HARRISBURG, Pa., Feb. 8.—While digging out a snow-bound train on the Pennsylvania Railroad near Lucknow yesterday afternoon ten men were run down by a section of the Pacific express.

Two were killed instantly, two injured so badly that they lived but a short time and a fifth is at the city hospital, with a fractured skull. The dead are John K. Larr, Noah Nye, George W. Stroup and John Crossley. Benjamin Ostot is the man in the hospital.

WASHINGTON, Feb. 8.—Three trains on the O. & O. Railway were wrecked at Hellsville, twelve miles from this city, yesterday. No lives are reported lost. The noon train was stopped at Hellsville by snowdrifts, and the 2.10 train on the same line ran into it from behind.

While efforts were being made to clear the track the 2.45 train came up and ran into the other trains, also doing great damage. There were fifty passengers on the trains all told, and none of them was injured. Most of them took refuge in the houses, a few came on to this city on foot. They suffered severely from the cold.

SNOW WILL COST \$100,000.

Street-Cleaning Department Hampered by Lack of Seaws.

With between three and four thousand men at work, Col. Waring, of the Street-Cleaning Department, has made considerable showing, when it is understood that all the forces that a good stiff blizzard is capable of have been against him.

The clearing away of this snow," said Supt. Robbins this morning, "will take ten days' hard work to clear the city about this morning."

Mr. Robbins then went on to tell why the work will cost this much, and why the work will be greater than that following the blizzard of 1888.

"The other blizzard," said Mr. Robbins, "was followed by warm weather and the greater part of the snow melted. The cold continuing after yesterday's storm gives us no such advantage as the Department had seven years ago. It will take ten days' hard work to clear the snow away. The cost of extra labor alone will be \$200,000 a day, \$600,000 for men and the remainder for trucks and horses."

Commissioner Waring was at his office this morning after yesterday's storm gives us no such advantage as the Department had seven years ago. It will take ten days' hard work to clear the snow away. The cost of extra labor alone will be \$200,000 a day, \$600,000 for men and the remainder for trucks and horses."

The cold last night demoralized the force sent out to clear the streets. Fully 600 men deserted.

The Department is in another quandary over the fact that it has no extra large seaws. The work of removing snow and garbage was this morning practically stopped.

Commissioner Waring communicated with President Wilson, asking the Board, and asked his assistance in getting permission to dump garbage in the vacant lots adjoining the slips where the seaws are moored.

Mr. Wilson telephoned to Supt. Byrnes and asked him to issue an order to that effect.

Street-Cleaners' Back Pay. The third judgment for the back pay of the drivers and sweepers of the Street-Cleaning Department will be paid next Wednesday, and the judgment for the hostlers is now in the hands of the Commercial Bank.

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WARM WAVE FAR AWAY.

(Continued from Third Page.)

STORM-SWEPT CAPE BRETON.

The Gale Was the Worst Known There in Thirty Years.

HALIFAX, N. S., Feb. 8.—The latest information from Cape Breton indicates that the recent storm has been the most destructive experienced there in thirty years. Great damage was done at South Ingonish and for thirty miles along the gulf shore.

The fifteen houses and three stores midway and nearly several miles from the harbor, which dikes the sea from the harbor. The houses were blown down, the hamlet. The houses were exposed to the full fury of the waves and unusually high tide. No great was the force of the sea that big rocks were driven through the frail houses. They were soon undermined and swept to sea. Their contents were lost, but no lives are known to have been lost.

Houses occupied by thirty families at New Haven, sixteen miles up the coast, were also washed away, while Middle Head and other places fish-houses, huts and fishing gear were destroyed.

STEAMSHIPS HELD IN PORT.

Low Water on the Bar Prevents Their Departure.

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All the larger and silver steamers which were to have put to sea to-day have been delayed, and it is probable that only a small number of them will venture out until after the weather abates.

At the Cunard office this morning it was stated that the Aurania, which was scheduled to sail this afternoon at 3 o'clock, might not venture out on account of the low water on the bar. It is feared that she will be delayed until to-morrow, but the passengers were notified to board her, but at this afternoon it may be decided to let her go out.

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OUR NEW LOAN.

U.S. BANK

UNPOPULAR 3% LOAN NOW READY

POPULAR 3% LOAN POSTPONED

SPECIAL FOR BANKERS AND FOREIGNERS

It May Be the Best That Can Be Done, but What a Pity!

Slowly working her way towards this port. This relieved the anxiety of those ashore.

The Umbria had sailed from Liverpool on Dec. 18, 1906. She arrived at Sandy Hook on Dec. 21, early in the morning.

The accident to her shaft, which had been broken at the thrust, occurred on Dec. 21, when she was five days out. For the next three days the ship drifted while efforts were being made to repair the broken machinery. During the time she spoke the steamship Umbria, which towed the disabled vessel as far back as the course, when the latter part and the big Cunarder, with over 600 persons aboard, was airlift again.

Then the Umbria's sister ship, came into sight and was signalled to be to, but her captain refused to stop on the ground that he was carrying the mails. Finally the broken shaft was repaired and the machinery put in motion again, and she was enabled to make her way to port without further assistance.

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