"SCHEDULES MUST BE CHANGED," CENTRAL'S REPLY TO THE WORLD.

Only One Objection Advanced to One-Train-at-a-Time Tunnel Scheme.

City and State Officials Endorse the Plan, and Railroad Authorities in All Probability Will Order It Adopted.

President Newman, of the New York Central Railroad, said to-day that he had received The World's letter and referred it to a board of experts and engineers, who will report as soon as possible.

"I must decline to express any opinion," he said. "At the proper time I will announce the decision of the Board."

Supt. Franklin, who arranges all the schedules, said:

So far as The World's plan of a single block is concerned, it is entirely a question of the operation of trains.

"The adoption of such a system would mean the entire rearrangement of all trains coming into and going out of the Grand Central Depot.

"It would mean also the rearrangement of all the time schedules of other roads which make connections with the New York Central and the New York, New Haven and Hartford Railroad."

"The best time now made by a train going through the tunnel is four minutes. With a clear track this might be reduced to three and one-half minutes. But it would take a minute also for the signal operators to adjust their signals at each end of the tunnel.

"We now operate during the busy hours of the morning and afternoon a train almost every minute."

"The New York Central," Mr. Franklin added, "is very willing and anxious to add to the safety of the tunnel."

The New York Central said that very same thing in 1891 after a smash-up in the tunnel which sacrificed five lives. The horrible record of Jan. 8, when seventeen lives were snuffed out, shows how much they have added to the safety of the tunnel.

The argument that the schedules must be entirely rearranged is hardly worth answering. Is a schedule to stand in the way of the safety of the thousands carried through that dark tunnel daily?

Of course the time table will have to be rearranged. If it is necessary to the safety of human life it must be done.

"The best time made by a train through the tunnel is four minutes. We operate during the busy hours almost a train a minute."

The tunnel is just two miles long. Mr. Franklin's own testimony was to the effect that trains ran through the tunnel at twenty-five or thirty miles an hour.

With a clear tunnel the speed could be considerably increased. The time consumed could be reduced to three minutes. With two tracks in operation this would average the time of trains through the tunnel to about one minute and a half. Allowing a two-minute schedule for each train, thirty trains could be sent out of the Grand Central in an hour. The Central does not send out more than that during the rush hours.

Should Mr. Newman and his associates refuse to adopt The World's plan voluntarily, there is a strong probability that they will be compelled to adopt it by the city and State authorities, who have given it their unqualified indorsement.

The World's plan is fully explained in the following letter, which has been sent to President Newman:

NEW YORK, Jan. 17, 1902.

Mr. William H. Newman, President New York Central and Hudson River Railroad Company, Grand Central Depot, New York City.

Dear Sir: The World offers the following plan to make the Park avenue tunnel perfectly safe without reducing the volume of traffic:

1. Allow but one train at a time on any one track in the tunnel.

2. Make the entire tunnel a single block in the signal system now in use.

3. Increase the speed of trains in the tunnel, still keeping within the limit of safety for a clear track.

The World has already received sufficient evidence of public approval of this plan to indicate that there is a very strong sentiment in its favor. Railroad men say it is practicable, and a strong point in its favor is the fact that it could be put into operation almost immediately.

As widespread interest has already been shown in this suggestion, The World asks for your candid opinion as to whether or not you regard it as practicable from the New York Central Railroad Company's point of view, and if not, why?

If you consider the plan practicable, will you kindly inform The World whether or not steps will be taken at once to put it into operation?

The World writes you this letter in behalf of a great number of its readers who have occasion to use the Park avenue tunnel route daily. Yours very truly,

THE NEW YORK WORLD.

ADVANTAGES OF THE PLAN.

The World's plan will make the tunnel absolutely safe, and it has the following distinct advantages.

It is the only plan so far suggested which will effect an immediate improvement in tunnel conditions.

It will not interfere with or reduce the present volume of traffic.

It requires simply a readjustment in the schedule of arriving and departing trains, but no reduction in total number.

It will avoid all blocks in the tunnel. This means a shorter time in the darkness and foul air of the tunnel for all incoming and outgoing passengers.

It obviates the necessity for any lantern signals in the tunnel, so that under this plan there can be no objection to lighting the whole tunnel with electricity as bright as day.

It will do away with all torpedoes and other automatic devices in the tunnel.

It will make the tunnel perfectly safe in all kinds of weather.

It will reduce the running time through the tunnel to less than four minutes, at the same time making it one of the safest stretches on the road instead of the most dangerous.

It will take less than a fortnight's time and practically no additional outlay to get the plan in practical operation.

AT THE TUNNEL'S MOUTH.

INDORSEMENTS OF PLAN.

The following public officials have indorsed The World's plan:

Dr. E. J. Lederle, President of the Board of Health—The plan has my indorsement. It is the only feasible idea I have seen for immediate relief, and I shall present it to the Board of Health at its next meeting.

Gov. Odell—I shall have the Railroad Commissioners give the plan full consideration.

District-Attorney Jerome—Such an arrangement would make rear-end collisions impossible and would make tunnel travel safe.

Jacob A. Cantor, President of the Borough of Manhattan—It is a simple way to end the awful danger of that tunnel. The effectiveness of the plan can be easily, quickly and cheaply tested.

Alderman McInnes, Vice-President of the Board of Aldermen—I commend The World for suggesting a plan for immediate relief.

Charles V. Fornes, President of the Board of Aldermen—It is an excellent plan and will certainly minimize the danger of collision.

I. D. Barton, former superintendent of the New York and Harlem road, which owns the Park avenue Tunnel—The plan would prevent sending trains in and out of depot as frequently as at present, otherwise it is all right.

Mayor B. R. Lansing, of Albany—Any tunnel plan looking toward more safety for passengers is commendable.

John Carroll, President of the village of Mamaroneck—I heartily indorse The World's plan. It would give increased safety to the travelling public.

F. G. Zeinsser, Mayor of Hastings-on-the-Hudson—If this system is carried out and applied to the tunnel there can be no collision.

Col. Michael C. Murphy, for three years President of the Health Board, said to-day:

The World's plan to make the tunnel safe would beyond doubt eliminate the present dangers at once.

President Lederle unquestionably has the authority to order the change made. If he will examine the records he will find many precedents.

In the "Dead Man's Curve" case the Metropolitan Street Railway Company was forced by the Health Board to make a change.

Send a health inspector to the tunnel. If he finds it dangerous to have two trains on the same track in the tunnel at the same time let the Health Board order the New York Central to stop it.

President Lederle would be justified in issuing a prohibitory order.

Samuel Condell, Mayor of Cold Spring—The plan meets with my hearty approval.

Bridge Commissioner Lindenthal—Increased speed of trains may offset the delay that might be caused by holding trains for such a long block. In any event, when the question is one of real danger inconvenience should not be considered.

State Railroad Commissioners—As we are to make official inquiry we cannot express any opinion on The World's plan.

MAY ASK WISKAR TO TESTIFY AGAINST CENTRAL OFFICIALS.

District-Attorney Jerome told an Evening World reporter to-day that he did not believe the wreck inquest would be completed before Wednesday.

"I am very well satisfied," said Mr. Jerome, "with the progress we are making. I believe we are getting at the facts, and that is the real object of this investigation."

"Will Wiskar be called as a witness?" he was asked.

"I cannot say now whether the engineer will be summoned to testify against the railroad officials. You know he cannot be compelled to give evidence, but if he is willing to testify he may be called."

Lame Shoulders

Omega Oil A person with lame shoulders comes pretty near being helpless. A lameness in the arms or leg or back is just about as bad. Some men have to stop work while suffering in this way, but a woman usually has so much to do around the house that she just *has to* keep going as best she can. The best remedy for lameness is rest, and a cure is reached quicker when the lame spot is bathed and rubbed freely with Omega Oil. It is an oily liniment of a green color, and is so much better than other liniments, and so different in all ways, that you should never lose time fooling with something else. All good druggists sell Omega Oil, but if you happen to go where it is not on sale, please tell the druggist he ought to get a supply of his wholesaler. If you want any pain or ache to be quickly cured, Omega Oil is the remedy that will do the work. 50c. a bottle. 776

ARCTIC L'ENVOI TO SOUTHERN ROMANCE

BABY GIRL IN ALASKAN HOME OF LIEUT. MATHER.

Baltimore Girl's Wedding Hurried by Uncle Sam—Four Thousand-Mile Honeymoon.

BIRTHS.

MATHER—Born at Sitka, Alaska, Dec. 27, to the wife of Lieut. George H. Mather, U. S. M. C., a girl, MARGARET HERBERT MATHER.

This announcement, made public to-day, will be of interest not only in naval circles but especially to Baltimore society, which recalls the romantic circumstanes of the wedding on March 15, 1900, which was followed by a 4,000-mile honeymoon into icy climes.

Lieut. Mather, of the United States Marine Corps, and Miss Eleanor Robertson Poe, a well-known Baltimore society girl, and daughter of Dr. William C. Poe, of that city, were to have wedded in mid-April. But the Lieutenant was unexpectedly assigned to duty at the naval station at Sitka, Alaska. He was then in Boston, from where he telephoned his betrothed and begged for an immediate wedding.

Miss Poe consented in spite of the fact that it was Lent. Two hours after their wedding at the Memorial Protestant Episcopal Church, of Baltimore, the happy pair started on their honeymoon to distant shores.

NEW POLICE RULE.

Only One Month Now for Probationary Men.

Police Commissioner Partridge received a communication from the Civil-Service Commission to-day stating that the rule regarding probationary policemen has been amended. Instead of serving three months on probation, men aspiring to be policemen will serve but one month in the future.

The change was made at the suggestion of Commissioner Partridge. He thinks a month is sufficient time in which to determine whether a man will make a policeman or not.

At the request of the Mayor, Commissioner Partridge will arrange to have a detail of police to guard the Thirty-fourth street pier, off which the royal German yacht will be anchored during the visit of Prince Henry. Other matters connected with police business during the visit of the German Prince were talked over by the Commissioner and the Mayor this afternoon.

DIED AT HIS BIER.

Widow of Jeremiah Sweeney Expired Suddenly—Double Funeral.

SARATOGA, N. Y., Jan. 18.—While mourners were gathering to attend the funeral of Jeremiah Sweeney, formerly of New York City, at the family residence in Oak street to-day, the widow, Mrs. Hannah Sweeney, dropped dead.

She had been in comparatively good health.

A double funeral has been arranged for Monday.

SHIPPING NEWS.

PORT OF NEW YORK.

ARRIVED.

Philadelphia	Southampton and Cherbourg
La Savoie	Havre
Drachenfels	Calcutta
Californian	Philadelphia
British Prince	Antwerp
Noordam	Rotterdam
Carthaginian	Glasgow
Hecla	Copenhagen
Columbia	Genoa
Alamo	Galveston
Buenaventura	Newport News
Etonian	Pernambuco
Panama	Bordeaux

INCOMING STEAMSHIPS.

DUE TO-DAY.

Drachenfels, Algiers.	Adana, Gibraltar.
Pawnee, Gibraltar.	Aureole, Shields
Aquileja, Gibraltar.	Manin, Algiers
Burgundia, Malaga.	Ajax, New Orleans.
Richmond Castle, Algiers.	Philadelphia, Southampton.
Panama, Bordeaux.	Seneca, Havana.
Bona, Huelva.	Comanche, Jacksonville.

OUTGOING STEAMSHIPS.

SAILED TO-DAY.

Etruria, Liverpool.	Ponce, Porto Rico.
Trave, Naples	Maracaibo, Curacoa.
Palatia, Hamburg.	Alene, Jamaica.
Manitou, London.	Cherokee, San Domingo.
British King, Antwerp.	Proteus, New Orleans.
Trinidad, Bermuda.	Concho, Galveston.
Morro Castle, Havana.	Jefferson, Norfolk.
Talisman, Guadaloupe.	

WAS DRUGGED AND THEN MARRIED.

MRS. LONSDALE DECLARES IN SEEKING ANNULMENT.

Also Says Her Husband Was Living at the Time Nathan Wed Her.

Justice Maddox, in the Brooklyn Supreme Court, signed an order to-day for the service by publication of a summons and complaint in the suit of Miss Nettie Lonsdale for the annulment of her marriage to Johannes Nathan.

She alleges that while her first husband was still living she was drugged by Nathan, a boarder in her house, and was married to him by the Rev. S. D. Starkdall, of Brooklyn. When she came back to herself five hours after the ceremony and Nathan told her what he had done she drove him out of the house.

She says that she has not seen him since. She had only known him nine days when the marriage took place last May. She thinks he is in Los Angeles, and that's why she wants to serve the summons by publication.

She maintains that she is still the lawful wife of Mr. Lonsdale.

ROGERS RECEIVERS REPORT.

Cash Balance of $176,613 Shown for Locomotive Works.

(Special to The Evening World.)

NEWARK, N. J., Jan. 18.—Col. William Barbour and John C. Pennington, receivers of the Rogers Locomotive Works, in Paterson, filed their first report and accounting in the Court of Chancery in Newark to-day. It covers the time since the receivers' appointment, on Feb. 4, 1901, and shows a cash balance of $176,613.11, which includes $102,000 paid on account of the purchase price of the plant, $92,000.

A mortgage of $200,000 on the property secures the balance of the amount. A rule to show cause why the report should not be confirmed is returnable Feb. 1.

The estate will have to be settled before the New York Museum of Arts can secure the bequest left by the late Mr. Rogers.

CAR TOWS HORSE BY HEAD.

Women Faint, Plug Hat Smashed, Milk Spilt and Horse Shot.

The meditative horse of Harris Davidson, a Canarsie milkman, while left in front of No. 443 Rockaway avenue, Brooklyn, this morning heard a noise behind him. He turned around leisurely just in time to stick his head through the window of a passing trolley car.

The care was going pretty fast and the meditative head was jammed in tight. The horse in consequence was jerked from his feet and with the wagon was dragged half a block. A man's plug hat was ruined, two women passengers fainted, the horse had to be killed and Mr. Davideon lost the milk in the wagon.

The Height of Realism.

(From the Chicago Tribune.)

"You know you promised me," sobbed the soubrette, who was partaking of a luncheon in the third act, "that these should be real victuals!"

And stepping over to the rear of the stage, she wept real tears into a real tank.

The Accidents that lead to Colds will not be so serious as they might be if you will remember in time that Hale's Honey of Horehound and Tar is a certain and reliable cure. Ask your druggist. 25c., 50c., $1.00 per bottle.

Pike's Toothache Drops Cure in One Minute

MONEY POUCH DISAPPEARS.

IT IS BELIEVED TO HAVE CONTAINED $1,000.

Former Employee of the Adams Express Company Arrested on Suspicion.

HARTFORD, Conn., Jan. 18.—The office of the Adams Express Company in the Union Station was robbed early this morning of a transfer money pouch which was to have been shipped to Boston at 2 o'clock.

The pouch contained all the money shipped from points on the Highland Division as far west as Poughkeepsie, N. Y.—probably about $1,000.

William Oliver, a former employee of the company, was arrested this morning on suspicion and was held in bonds of $2,000 pending an investigation.

The pouch disappeared during the temporary absence of the employee in charge of the money department.

Kaiser Receives Coquelin.

BERLIN, Jan. 18.—Emperor William this morning received Coquelin, sr., the French actor, who is now playing at the Royal Theatre here.

HALLENBECK INDICTMENTS.

THE VAN WORMER BOYS AND BRUCE PLEAD NOT GUILTY.

Are Assigned Counsel—The Trial Will Take Place Next March.

HUDSON, N. Y., Jan. 18.—In the Supreme Court to-day, with Judge D. Cady Herrick presiding, the Grand Jury brought in an indictment of murder in the first degree against Willis, Fred and Bert Van Wormer and Harvey Bruce for killing Peter A. Hallenbeck at Greenport on Christmas Eve.

The prisoners were arraigned and pleaded not guilty.

Alonzo H. Farrar was assigned as counsel for Fred aVn Wormer and former Judge J. Rider Cady was named as counsel for Willis and Burton Van Wormer, and to act as general counsel in the case for George H. Daly, appointed as counsel for Harvey Bruce.

After the indictments were handed in, District-Attorney Chace applied to Gov. Odell for an extraordinary session of the Supreme Court for the trial of the Van Wormer brothers and Harvey Bruce and the Governor will convene the special session of the court the last week in March with Justice Herrick presiding.

TRUSTED EMPLOYEE ACCUSED OF THEFT.

DAVID ROACH ARRAIGNED AS AN EMBEZZLER.

Gardiner Hall, Jr., & Co. Alleges His Books Are Short $2,300—Ten Years with Firm.

David Roach, thirty-four years old, a bookkeeper for the cotton thread manufacturing firm of Gardiner Hall, jr., & Co., No. 59 Walker street, was held in $3,000 bail in Centre Street Court to-day by Magistrate Brann on a charge of embezzling $2,300 from his employers.

The police allege that Roach confessed his guilt to them, but in court he made no plea, and the case was adjourned until Jan. 23 at his request.

Roach has been in the employ of the firm for ten years and one of its most trusted employees. Members of the company allege that his peculations have been continuous since last May.

Ernest E. Perrin, manager of the firm, went over Roach's books last night and alleges he discovered a shortage. The arrest of Roach at his home, No. 539 South Tenth street, Brooklyn, at once followed.

FIRE CHIEF RYAN SERIOUSLY HURT.

THROWN FROM BUGGY GOING TO PLAZA BLAZE.

Now at His Home in a Serious Condition from His Injuries.

Edward F. Ryan, acting battalion chief of the Fire Department, is in a serious condition at his home, No. 336 East Fifty-fifth street, as the result of injuries received while on his way to fight the fire in the Hotel Plaza yesterday afternoon.

He was thrown from his buggy while making a corner at Fiftieth street and Fifth avenue at a very high rate of speed and struck on his head. He sustained a probable fracture of the skull, and it is feared that he also has internal injuries.

He was unable to go on to the fire, and after his injuries were dressed he was driven to his home, where he is likely to remain for some time.

Advertise houses, homes and apartments for sale in the Sunday World.

SHIP STRUCK OFF NEWPORT NEWS.

STEAMER ASHORE WITH PASSENGERS AND FREIGHT.

Little Sea Running, and the Vessel Is in No Danger—Tugs Are at Work.

NEWPORT NEWS, Va., Jan. 18.—The Merchants and Miners' Transportation Company's steamer Howard, bound in from Boston with passengers and freight, went ashore this morning at Sewell's Point, opposite Newport News.

There is comparatively little sea running and the vessel is in no danger.

Tugs are working on the Howard.

INSURGENTS GIVE UP.

365 Filipinos Take the Oath at Tagbilaran.

WASHINGTON, Jan. 18.—The War Department is advised of the surrender of 365 insurgents to Brig.-Gen. James F. Wade at Cebu, Philippine Islands, Jan. 14.

On Jan. 15 they took the oath at Tagbilaran, Bohol.

DR. KRAUSE IS FOUND GUILTY.

SENTENCED TO TWO YEARS' IMPRISONMENT.

Charged that He Incited the Murder of John Douglas Foster, of Lord Roberts's Staff.

LONDON, Jan. 18.—Dr. Krause, ex-Governor of Johannesburg, was found guilty of inciting to murder to-day.

He was sentenced to two years' imprisonment.

The trial of Dr. Krause opened at the Old Bailey yesterday.

He was accused of inciting Cornelius Breocksman, the Public Prosecutor of Johannesburg (who was executed by the British authorities in South Africa, to murder John Douglas Foster, an English lawyer who was on the staff of Lord Roberts.

CANAL REPORT READY.

Isthmian Commission's Findings Submitted to the President.

WASHINGTON, Jan. 18.—The Isthmian Canal Commission has completed its report and it was submitted to the President this afternoon.