

CROWDS OF STATEN ISLANDERS SWARM INTO DOCK COMMISSIONER HAWKES'S OFFICE AND DEMAND BETTER SERVICE AND CHEAPER FARES THROUGH THE ROGERS FRANCHISE

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Crowds Applaud Attack on Present Transportation Franchise Holders in Hearing Before Dock Commissioner Hawkes.

Half a hundred residents of Staten Island appeared before Dock Commissioner Hawkes at Pier A this morning to urge upon the Commissioner the advantages that would arrive to them if the Rogers ferry franchise was granted.

The Rogers franchise, by the way, is backed by the Standard Oil Company, Mr. H. H. Rogers being the head.

This company proposes to give the residents of Staten Island more boats, better boats, faster boats, a five-cent fare and a commutation of three cents per trip as well as ferry landings at Tompkinsville and West New Brighton, which will be nearest the city of the thickly populated section.

The granting of the franchise is, of course, opposed by the Baltimore and Ohio Railroad, which company is now in control of the ferry to Staten Island.

People Want a Change. The company's franchise runs out in June, 1904. The Rogers company wants the franchise decided now, so that the Rogers Company will have ample time to build new boats and landings and be in readiness for the task of transportation.

The Baltimore & Ohio Company have agreed to run one or two boats to West New Brighton on Staten Island, but they have said nothing about reduced fares. The people want a change for the reason that the present holders of the franchise have done little for the convenience and comfort of the traveling public.

A hundred thousand dollars will be expended by the Sinking Fund Commission for the purchase and improvement of the ferry terminal at St. George, S. I., now owned by the Staten Island Rapid Transit Company. In addition to the ferry landing two additional piers will be purchased and the terminal made complete in every respect.

Faster boats, better service and lower fare will be the benefits to the residents of Staten Island by the acquisition of the property, as the Commission now owns both the Manhattan and the Richmond terminals.

A fare of three cents to Staten Island seems to be one of the certain results of the movement. The Rogers syndicate has already agreed to carry passengers for three cents if given the franchise, and it is understood that the Baltimore & Ohio will make a like proposition.

Crowd Yelled "Good! Good!" During Mr. Lauterbach's speech he was interrupted several times by the people with shouts of "Good! good! good!"

"Back it to them!" "That's it!" "Give them some more!" and various expressions showed that they were very much enthusiastic over the question of hand.

Mr. Lauterbach reviewed the situation briefly, stating that the Baltimore & Ohio Company offered and what the Rogers Company proposed.

"We do not want to get the ferry of either the B. & O. or people like them. We want any ferry company to have the franchise, and we will give them double and twin screw steamers with upper decks, and give them a three-cent commutation. We will give boats every three minutes during the day."

"We propose a ferry at Tompkinsville and another at West Brighton. While Mr. Orr was speaking Borough President Cromwell came in and took a seat beside Commissioner Hawkes."

Mr. Lauterbach stated that Staten Island had been at a standstill for many years, and that the ferry had actually been depopulated because the people could not stand any more of the fees afforded by the present holders of the franchise.

He said the trolley companies had gone to the ferry company and offered to run a loop at the St. George landing, but the favor was denied.

light in the open. That is why I now call upon Borough President Cromwell to let us know where he stands upon this question."

Mr. Cromwell was placed where he is by the votes of the people, and by virtue of that compliment he owes it to the people to protect them.

"If there is any way under heaven that we can get our rights, we are going to get them."

Ex-Assemblyman George Metcalf said that he had tried time and time again to find out what stood in the way of the acceptance of the Rogers franchise, and he found that there was nothing standing in the way.

Mr. Clark attempted to show that the Rogers Company would lose \$200,000 a year by their three-cent commutation fare, and that they would be in a worse position than they were in their lease.

"What are we here for?" interrupted one of the crowd. "Are we here to listen to dissatisfaction or to hear money the Rogers Company will lose, or are we here to press the interests of Staten Island?"

"We are all business men," replied the crowd.

"Well, then you know that insolvency will surely follow and that Rogers will have to break the contract."

"What if it is?" cried the crowd. "He must know what he is about."

All Grieved Speaker. Commissioner Hawkes said that the crowd must be quiet while Mr. Clark was speaking.

"I feel very sorry that Mr. Rogers—according to Mr. Clark—is standing on the brink of a precipice. He was told that a warning had come from a friend. Mr. Clark, unfortunately, views things from a different method. Mr. Rogers lives in the twentieth century. He is not alive in the nineteenth. He sees ahead."

Mr. Lauterbach answered by saying that Mr. Clark was the solitary object of his scorn.

Mr. Lauterbach went on to say that everything would be fair and honest and just, and that Mr. Rogers was a worthy man.

Mr. Lauterbach said that the Rogers Company was ready to step aside if any other company would do as well as they could do.

Mr. Lauterbach spoke of the commutation fare proposed and said that some doubt had been expressed as to the ability of the company to carry the people at a profit at that rate.

"The Board looks upon the matter of commutation very favorably," said Mr. Lauterbach.

A citizen then asked about the question of color.



HOBBOES POSE AS MILLIONAIRES.

Wierd Procession of Subway Dwellers Present Subpoenas Bearing High-Sounding Names to Collect Witness Fees.

NEEDED BOOZE MONEY.

Had a High Sounding Name.

Might Be in Disguise.

SAVED DROWNING HORSES.

Man Plunged Into Ice Water, Cut Traces, and Tosses Swan Ashore.

MASCAGNI IN A SNOW FIGHT.

COAL PRICES STILL SOAR; BIG SHIPS ARE DELAYED

be investigated. Charges have repeatedly been made that coal carrying roads have discriminated against certain localities and also that through mutual agreements the railroads have managed to control not only the price, but the supply as well.

General Grosvener, of Ohio, is chairman of this committee, and while not a "trust buster" himself there are other members who, if given permission to investigate the question, will make it thorough.

The Committee will ask for full authority to send for persons and papers.

COAL NOW QUOTED AT \$10 A TON BY THE WHOLESALER.

"So anxious are we that the public shall receive in good faith the benefit of this reasonable rate (\$5 a ton) that if any customer who has been charged an extortionate price for coal will come to me and show that the middleman, agent or dealer who overcharged him is a purchaser from either the Philadelphia and Reading Coal and Iron Company, I will promise you that the concern that has made such overcharge shall be stricken from our list of customers and we will not sell him another pound of coal."

Not even selling to the retailer at \$5 a ton all of their coal. This wholesale concern gets some of it and sells it for \$10 a ton.

Neither Sales Agent Edmonds nor Sales Agent Helmer, when seen at their respective offices in the Jersey Canal Building, had received instructions from President Baer, who is in Philadelphia, upon the receiving of complaints.

There has been much talk in the trade of relationships between men in the office of the coal companies and men who are listed as speculators.

There is much mystery in the disappearance of Albert Archer from the home at No. 177 Main street, West Farms. He started for the harbor on the evening of Dec. 23, and has not been seen since.

BELMONT MAKES GROUT ANGRY.

Writes to President Orr that by Not Paying for Extra Work the Comptroller is "Holding Up" Subway Construction.

August Belmont, President of the Subway Construction Company, in a letter to Chairman Alexander E. Orr, of the Rapid Transit Commission, complains that Comptroller Grout has been delaying work on the subway, indirectly, by holding up money due the contractor for extra work.

Comptroller Grout flared up when the letter was read.

This does Mr. Baer help keep up the price of coal for the public, while giving out some generously glittering statements at the Waldorf-Astoria.

The shortage of coal, caused by the high arbitrary price, is having a serious effect. The tenement dweller is a physical sufferer, while the commercial interests are financially injured.

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LAWSON TELLS OF SUBWAY TRIP

Explains to the Rapid Transit Board How He Explored the Tunnel at 104th Street and Central Park West.

John Lawson narrated for the benefit of the Rapid Transit Commission at its meeting to-day the result of his perilous trip through the rock-hewn subway tunnel at One Hundred and Fourth street and Central Park West for the purpose of ascertaining the grade, said to be an objectionable feature to the establishment of the passenger station at that point.

Comptroller Grout—I would suggest that counsel for the board prepare a resolution calling for the payment of, say, one million dollars for the work of construction.

When the cold wave flag is up, freezing weather is on the way. Winter is here in earnest, and with it all the miserable symptoms of Catarrh return—blinding headaches and neuralgia, thick mucous discharges from the nose and throat, a hacking cough and pain in the chest, bad taste in the mouth, fetid breath, nausea and all that makes Catarrh the most sickening and disgusting of all complaints.

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READING SOLD TO ITS RIVALS.

Control Passes into the Hands of the Baltimore and Ohio and the Vanderbilt Railroad Interests.

PLAN TO DODGE THE LAWS.

The reported purchase of a majority of Philadelphia and Reading stock by the Baltimore and Ohio and Lake Shore Railroads was confirmed here to-day. The transaction was financed by J. P. Morgan Co. and is a thing of the past, as no syndicate will be forced to carry the stock.

The shares were bought in the open market and were divided equally between the Baltimore and Ohio and the Lake Shore. The understanding is that the Reading will be operated in the interest of the purchasers, but that its policy will not be antagonistic to other lines.

President Loree, of the Baltimore & Ohio Railroad, also officially confirmed the published report of the purchase. The control of the Reading was secured by the Pennsylvania road, on behalf of the Baltimore & Ohio road, through Kuhn, Loeb & Co. of a total of 2,800,000 shares of this firm secured between \$2,000,000 and \$4,000,000 shares in the interest of the Pennsylvania. This was largely preferred stock.

Then the Vanderbilts and the Baltimore & Ohio were invited to take these purchases between them. This was to bring the Reading into the community-of-ownership scheme originated by the Pennsylvania Railroad and the New York Central without conflicting with the laws of the State of Pennsylvania, which prohibit the Pennsylvania Railroad from owning control of a competing line.

The Vanderbilts nominated the Lake Shore and Michigan Southern Railroad to take up their share of the purchase, and the transaction involved the issue of about \$5,000,000 Pennsylvania stock.

Entire collection, including a quantity of Spangled and Jetted Gimps, in black and colors, we offer to-morrow at 1/2 former prices.

Paris Hand-Made Dress Trimmings, in beautiful pompadour, pearl, and novelty opalescent and spangled effects, designs especially adapted for application on materials used for stage, wedding, reception and ball-room gowns.

at 1/2 former prices. Lord & Taylor, Broadway & 30th St.

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