

EXPERTS HEARD ON BRIDGE CRUSH

Engineers Give the State Railroad Board Suggestions as to Ways of Relieving Terrible Congestion at Manhattan End of the Big Structure.

Experts in handling railroad passenger traffic gathered to-day in the rooms of the State Railroad Commission in the Federal Building to discuss plans for relieving the disastrous crush at the Manhattan terminal of the Brooklyn Bridge. Commissioners F. M. Baker and Joseph M. Dickey held the meeting. The experts were from most of the railroads entering New York and Jersey City. All have made a study of the conditions at the bridge.

The first plan shown was that of Nicholas Foulson, which has been so often explained in the Evening World. Mr. Foulson was not present, but his plan was demonstrated with the aid of a big map by C. L. Rowland.

The plan showed a set of platforms similar to that in the Grand Central Station, where the trains arrive side by side and are unloaded and loaded on parallel platforms. Mr. Rowland held that the time saved in the case of each train would amount to more than two minutes.

Questions the Plan.

General Manager Stewart, of the Erie Railroad, questioned this statement. He said that it only bridge trains, run on the shuttle system, were used on the bridge. The plan would be ideal. These trains could follow one another closely and could be loaded from all platforms. But with a through train service, he asserted, the plan left openings for a greater crush than now exists. He said it was proposed to regulate the bridge bound for the various Brooklyn lines.

Mr. Rowland responded that the idea was to have a different platform for each branch, properly placarded. "But the through trains do not run on any regular schedule," asserted Mr. Stewart. "They are subject to delays from causes almost numberless. A delay of fifteen minutes to a train on any one division may pack a platform with its passengers."

C. L. Addison, general superintendent of the Long Island Railroad; Charles A. Barnes, an electrical expert; O. F. Nichols, engineer of the bridge; F. W. Curtis, of the New York, New Haven and Hartford, who has a plan of his own, and Chief Engineer Wilgus, of the New York Central, were all asked for an opinion on the Foulson plan. They agreed it would handle traffic more rapidly than present conditions allow if the trains would smoothly, but said it would be infinitely more dangerous.

Might Be Made Safe.

Mr. Wilgus said that upon closer study he might modify his opinion as to the danger, but that railroad experience had shown that accidents are more likely to happen under the Foulson plan, where cross-switching from six tracks is contemplated, than under the present plan, which provides for switching back the station, instead of in front of it. Mr. Wilgus said a complicated and perfect system of lock signals would have to be installed to make the plan at all feasible.

John Cade, president of the Federal Railway Signal Company, testified as an expert on the interlocking feature of the plan. He agreed that the Foulson plan would be very dangerous.

"Under the present plan," he said, "should a collision occur it must be between an empty and a loaded train. By the plan under consideration a collision must necessarily be between two loaded trains, no matter where in the terminal it might occur."

"The plan provides for six grade cross overs, all trains to cross loaded. Some trains in pulling out would have to cross five tracks. Do you doubt an interlocking system could be installed to handle this situation, but it would take a lot of study to make it a safe system."

Chief Engineer Nichols, of the Bridge Department, said he had a plan for the bridge which would be safe, but he said, "This plan of Foulson," he said, "cannot operate as many trains as we now operate. We are handling only two cars at a time and the limit under the Foulson plan is forty-five trains an hour."

A. Curtis, of Brooklyn, submitted his plan. He would put more cars on the bridge, have them operated by the cable system and have moving platforms at the terminals. A job, each end of the bridge was the feature of the plan, so that the trains would be able to cross in both directions. The only congestion, he claimed, would be at the stairways, and these he proposed to widen.

After Mr. Curtis finished the meeting closed.



THE REAL BRIDGE HOG.

NEW YORK AND BROOKLYN BRIDGE

TRAIN PLUNGES FROM BRIDGE INTO DITCH

Speeding at Seventy Miles an Hour Eight Cars Are Piled in a Heap.

DES MOINES, Ia., Feb. 9.—Two men were killed, twenty-four persons were injured, eight passenger cars and an engine are piled in the ditch and a 200-foot bridge wrecked, as a result of a train wreck on the Chicago, Milwaukee and St. Paul Railroad, near Melbourne, today.

The wrecked train was the Overland Limited No. 1, which left Chicago at 8:30 Wednesday night. There were nine coaches, pulled by two engines. The wooden rail was three feet east of the bridge and the first engine passed over safely.

The other engine and eight coaches following it left the track and plied into the ditch beneath the bridge, which was 38 feet high. The bridge was destroyed by the impact of the derailed car. The observation car in the rear of the train kept the rails.

Intelligence of the wreck was taken to Rhodes, a few miles west of the wreck, by engineer Nichols, of the first engine, who ran his engine to that point, and wrecking trains and medical aid were immediately despatched to the scene.

The injured were taken to Rhodes and Melbourne, the two points nearest the wreck on either side.

The killed were: H. M. Marsh, conductor, and C. A. Morris, brakeman.

The injuries sustained by the passengers consist mostly of bruises and cuts, although some have broken legs. None of the injured is reported as likely to die.

CHICAGO, Feb. 9.—General Superintendent D. J. Bush, of the Chicago, Milwaukee and St. Paul road, speaking here, and the police have the names of other victims.

"This girl is really a beauty. She does not appear to be over nineteen years of age, but her complexion is faultless and she has a profusion of soft yellow hair. In repose her face is that of a cherub. But her conversation is that of the pool-room, race tracks and resorts for 'wise' people."

"There's more than me in this," she said to an Evening World reporter. "There's a man and a woman mixed up in this business, but I wouldn't snitch if they pulled my eyelashes out one at a time. Even if I have to go up the river I'll keep my mouth shut. I'll take all the blame."

When the girl was arraigned the detectives discovered that there was no representative of the West Side Bank in court today addressed her as Madam Barlow held her in \$1,000 bail until to-morrow.

FATHER GOPON LOSES POST OF CHAPLAIN.

Russian Strike Leader Now in Switzerland, Formally Removed from Office.

ST. PETERSBURG, Feb. 9.—Father Gopon, the strike leader, who is reported to be in Switzerland, and who was excommunicated Jan. 21 by the Metropolitan of St. Petersburg, has been formally removed from the post of chaplain of the Deportation Prison.

Notice to Bronx Advertisers.

The following branch offices have been established in the Bronx. "Want" advertisements will be accepted at the same rates as at The World's main office.

W. M. BLOOMER, 735 Westchester av. ST. ANTHONY, 510 Morris av. G. M. KELLY, 1104 Freeman st. G. M. KELLY, 1104 Freeman st. G. M. KELLY, 1104 Freeman st. G. M. KELLY, 1104 Freeman st.

Gunboat Newport Reported Safe.

At Anchor Twelve Miles Off Cape Henry Waiting for a Government Tug.

NORFOLK, Va., Feb. 9.—The British steamship *Impra*, reported to be the United States gunboat Newport twelve miles east by south of Cape Henry. She is now at anchor waiting for a Government tug.

TO CURE A COLD IN ONE DAY, Take Laxative from the "World." All druggists refund money if it fails to cure. W. G. W. signature on each box. 25c.

SEVENTY-YEAR-OLD WIFE WINS \$50,000 SUIT

Mrs. Williams Gets Judgment for Alienation of Husband's Affections.

Mrs. Sarah B. Williams, wife of George A. Williams, a millionaire wire dealer at No. 85 Fulton street, to-day obtained a judgment for \$50,000 damages against Miss Eugie H. Wright for the alienation of Mr. Williams's affections. Mrs. Williams is seventy years of age, while her husband is fifty years and the daughter of a man who was Mr. Williams's lifelong friend.

The suit was instituted, and when the decree in favor of Mrs. Williams was handed down in Part IV of the Supreme Court, in Brooklyn, she and her attorneys were the only persons interested in the case present. Williams entered a general denial through an attorney to all of his wife's charges.

Too Friendly with Spinster.

Mrs. Williams's affidavit in support of her claim against Miss Wright recited that the intimacy between her aged husband and the spinster began in July, 1899, immediately following the death of Miss Wright's father, who was a prominent lumber man of Williamsburg and who left his daughter an estate worth \$400,000.

The Wright family and the Williams family had made it a custom for years, according to the record, to spend their summers at a hotel at Hudson, N. Y. The heads of the two families had been friends since boyhood and the relations of the women, in all respects, were more those of kinship than friendship.

"But," says Mrs. Williams, "immediately after Mr. Wright died I observed the undue attention Mr. Williams began to pay Miss Wright. Excluded from Husband's Table.

"It was in the summer and we were at Hudson. My husband had a private table arranged for himself and Miss Wright, from which I was excluded. While he sat there with her before everybody, I was compelled to sit at the board for strangers."

"Finally one day the proprietor of the hotel came to me and said that he had been notified by Mr. Williams that he would no longer be responsible for my expenses nor any bills which I might contract. I was forced to leave the hotel, and in November, 1901, took up my residence in Brooklyn to live upon the charity of friends."

There were other allegations in furtherance of the basis of the suit on the grounds of mental anguish and humiliation.

Mrs. Williams is at present living at No. 1329 Pacific street, Brooklyn. All of her children—two sons and a daughter—were married. The sons are members of the father's firm. The aged husband and wife, whose ways have fallen apart, were married on June 12, 1854.

The original claim of the wife against Miss Wright was for \$100,000, but the Court, in giving judgment, said it considered, in view of all the circumstances, that an assessment of half that amount would be ample.

NO SLEEP FOR MOTHER

Baby Covered With Sores and Scabies. Could Not Tell What She Looked Like.

MARVELOUS CURE BY CUTICURA

"At four months old my baby's face and body were so covered with sores and large scabies you could not tell what she looked like. No child ever before had such a case. Her face was being eaten away, and even her finger nails fell off. It itched so she could not sleep, and for many weary nights we could get no rest. At last we got Cuticura Soap and Ointment. The sores began to heal at once, and she could sleep at night, and in one month she had not one sore on her face or body. — Mrs. Mary Sanders, 709 Spring St., Camden, N. J."

For many years it has been a fixed rule among the standard houses of Wall street, to insist that the minority stockholders shall receive the same terms as the majority in transactions involving the change of control of corporations. J. P. Morgan & Co. have never departed from this rule. Belated notions of conscience may have finally overtaken the somebody connected with the deal, with courage enough to rectify a wrong. At any rate, there seems to be something done in it, O. & W.

All to whether the gold export movement has reached its end, the foreign exchange experts are unwilling to commit themselves, though the signs point favorably to its cessation at an early date at least. At the Assay Office several firms made inquiries as to whether gold bars could be secured. They were unwilling, however, to agree positively to take the metal on any fixed date, it at all, and they were told that some would be reserved tentatively.

There has been some confusion over the value of the rights on the new auction bonds. Here is a simple method of computation. As stockholders may subscribe to 10 per cent of their holdings their rights are worth 10 per cent of the difference between

WALL STREET

Thursday, Feb. 9.

There is something rather more significant in the upward movement in New York, Ontario & Western yesterday and to-day than in the strength shown by some of the specialties. The activity of the latter is due in a great measure to the manipulation of the people, which are trying to arouse some public interest in the movement of values.

In the case of O. & W. there seems to be evidence of a change of heart, or at least of policy on the part of the good old gentleman who has been the mainstay of the majority stock on the New Haven road, or a reversal of policy of this system toward the small fry who were left outside on the threshold of a bleak winter. It is many years since there has been a deal in Wall street that has provoked as much criticism as has this transaction, whereby a majority of stock of the Ontario & Western was turned over to the New Haven interests, participation in the benefits of the deal being absolutely denied to the minority stockholders.

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LAST HEARING ON R. T. ROUTES

Commission Holds a "Round-Up" Session to Hear Views on Various Plans for Brooklyn, Queens and the Bronx.

The plan of The Evening World for a Gates avenue subway to relieve traffic conditions in Brooklyn was again considered at a hearing before the Rapid Transit Commission to-day. A strong delegation was present from Brooklyn to urge the advantage of the proposed Gates avenue-Broadway route.

The board also heard advocates of other routes, not only in Brooklyn, but in Queens and the Bronx.

The Allied Civic Associations of Queens came to the front with a subway plan for their borough, which contemplates a connection with the Manhattan subway at Fourteenth street, then crosses under the East River to North Crossway street, running to Broadway, thence to Jamaica.

The Harlem Board of Commerce sent a letter to the Board advocating a third avenue subway to the exclusion of any other east-side route.

Advocating an "all the way" Fulton street route a coterie from the Fulton Street Subway League presented claims for recognition.

Amusement

When our work is done We must all have fun— Let us dance and sing and play. If you don't know how Begin right now— World "Instruction" Ads. show the way.

Teachers

of all the arts and sciences make known their vocations, terms and locations every day through Morning World Wants.

TO CURE A COLD IN ONE DAY, Take Laxative from the "World." All druggists refund money if it fails to cure. W. G. W. signature on each box. 25c.

Why Women Are Weak

To any Womanly Sufferer, I Offer a Full Dollar's worth of my Remedy Free.

Only one woman in 100 has perfect health. And almost all womanly sickness can be traced to a common cause—the nerves are weak. Not the nerves you ordinarily think about—not the nerves that govern your movements and your thoughts.

But the nerves that, unaided and unknown, night and day, keep the heart in motion—control the digestive apparatus—regulate your liver—operate the kidneys—the forces on which all the vital functions depend.

These are the nerves that worry weary out and work heavy down. And when they are weak, the digestive apparatus—the rebellious stomach—the deranged kidneys. They are not to blame. But to lack to the power that control them. There you will find the seat of the trouble.

My remedy, Dr. Shoop's Restorative—is the result of a quarter century of endeavor along the lines of research and study. It will deaden the pain—but it does not get at the nerve—the matter pervades the system and makes it well—and that is the very cause which produces it. Write today.

In more than a million homes my remedy is known. It has cured womanly weakness not once, but repeatedly—over and over again. You may not have heard of it—or heard of it in a way that would lead you to make this offer to you a stranger, that every womanly sufferer should have it. Write today. Send me no money—make me no promise—take no risk, simply write and ask. If you have not tried my remedy, I will send you an order on your druggist for a full dollar's worth of my remedy. It will be sent to you in a sealed package, and you will not be troubled with bottles he keeps constantly on his shelves. The druggist will require no receipt. He will accept my order as cheerfully as though your dollar had before him. He will send you a free trial of my remedy.

Will you accept this opportunity to learn the cause of your weakness, and to rid yourself of all forms of womanly weakness, to be rid not only of the trouble, but of the very cause which produces it? Write today.

For a free order for Book 1 on Dyspepsia, a full color bottle of Book 2 on the Heart, and a full color bottle of Book 3 on the Kidneys, Shoop, Book 4 for Women, Book 5 for Men, Book 6 for Men, Book 7 for Men, Book 8 for Men, Book 9 for Men, Book 10 for Men, Book 11 for Men, Book 12 for Men, Book 13 for Men, Book 14 for Men, Book 15 for Men, Book 16 for Men, Book 17 for Men, Book 18 for Men, Book 19 for Men, Book 20 for Men, Book 21 for Men, Book 22 for Men, Book 23 for Men, Book 24 for Men, Book 25 for Men, Book 26 for Men, Book 27 for Men, Book 28 for Men, Book 29 for Men, Book 30 for Men, Book 31 for Men, Book 32 for Men, Book 33 for Men, Book 34 for Men, Book 35 for Men, Book 36 for Men, Book 37 for Men, Book 38 for Men, Book 39 for Men, Book 40 for Men, Book 41 for Men, Book 42 for Men, Book 43 for Men, Book 44 for Men, Book 45 for Men, Book 46 for Men, Book 47 for Men, Book 48 for Men, Book 49 for Men, Book 50 for Men, Book 51 for Men, Book 52 for Men, Book 53 for Men, Book 54 for Men, Book 55 for Men, Book 56 for Men, Book 57 for Men, Book 58 for Men, Book 59 for Men, Book 60 for Men, Book 61 for Men, Book 62 for Men, Book 63 for Men, Book 64 for Men, Book 65 for Men, Book 66 for Men, Book 67 for Men, Book 68 for Men, Book 69 for Men, Book 70 for Men, Book 71 for Men, Book 72 for Men, Book 73 for Men, Book 74 for Men, Book 75 for Men, Book 76 for Men, Book 77 for Men, Book 78 for Men, Book 79 for Men, Book 80 for Men, Book 81 for Men, Book 82 for Men, Book 83 for Men, Book 84 for Men, Book 85 for Men, Book 86 for Men, Book 87 for Men, Book 88 for Men, Book 89 for Men, Book 90 for Men, Book 91 for Men, Book 92 for Men, Book 93 for Men, Book 94 for Men, Book 95 for Men, Book 96 for Men, Book 97 for Men, Book 98 for Men, Book 99 for Men, Book 100 for Men.

Dr. Shoop's Restorative

Plantation BonbonsLb. 10c
Chocolate MolassesBlow
CandyLb. 15c
SPECIAL FOR FRIDAY.
Pineapple CreamsLb. 10c
Assorted Fruit and Nut
ChocolatesLb. 15c

Forsythe's Dress Waists

Friday and Saturday

SPECIAL SALE—Exquisite Chiffon Taffeta Waists, elaborately trimmed in Lace and Insertion.

\$16.50 Value \$28

John Forsythe THE WAIST HOUSE

865 Broadway, 17th and 18th Streets.

SHARP & CO.

FIFTH AVENUE HOTEL ONLY

Our discounts are real. The goods offered are neither shopped nor marked. They are not old styles and patterns. We want to reduce our winter lines so as to make room for the Spring goods.

Our space is worth to us the large discount we now offer you. This reduction will last during the time of our inventory.

Suits that were priced at \$55 now \$25.

PHILADELPHIA POLICE GET A BIG SHAKE-UP.

PHILADELPHIA, Feb. 9.—Mayor Weaver in an effort to eradicate vice from this city to-day issued orders to the Director of Public Safety Smyth transferring every police officer from lieutenant to patrolman from the districts in which the evil is said to exist.

The Mayor's order places the responsibility of selecting the districts in which these wholesale transfers are to be made upon Director Smyth.

Democrats Praise Roosevelt in Giving Support to Escrow Townsend Measure.

(Special to The Evening World.)

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Before taking up the Townsend-Escrow measure the House disposed of minority substitute known as the Davey bill, which was defeated by 188 to 151.

Less than twenty-five members were in their seats when the debate on the two measures was opened by Mr. Pierce (Conn.), who, after announcing that the President, on the subject of rate legislation, was the greatest leader that has lived in the Republican ranks since the civil war, said he would support the Escrow-Townsend bill.

He, however, based his support upon the fact that William J. Bryan and the Democratic party had declared for just such legislation.

Roosevelt Democratic.

Debate ceased at 3 o'clock, the hour agreed upon to take the vote. FIFTY minutes were consumed in this process, when the big majority for Townsend-Escrow bill was announced.

The Townsend-Escrow bill enlarges the Interstate Commerce Commission from five to seven members and empowers it to declare any existing passenger or freight rates unreasonable or unjustly discriminatory, and to fix a just and reasonable rate, which becomes operative thirty days after notice has been given, but at any time within sixty days the carrier may appeal to a "Court of Transportation," which is created by the bill.

A penalty of a fine of \$5,000 a day is imposed for each day parties violate the rulings of the Commission.

A Court of Transportation, which is created, is to be composed of five United States Circuit Justices designated by the President, and the additional Commissioners shall be appointed in the same manner, but not more than four Commissioners shall be from the same political party.

In every suit or proceeding brought in a Court of Transportation to enforce orders, the findings of fact reported by the Commission shall be received as prima facie evidence. Both the Court of Transportation and the Commission are empowered to compel attendance of witnesses.

Appraisals may be taken to the Supreme Court within thirty days from the date of entry of the decree of the Court of Transportation.

The bill is to take effect April 1, 1906.

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