"A Five Cent Fare from the City to the Sea."

BUSINESS MEN OF CONEY ISLAND IN 5-CENT FARE FIGHT

Resent Statement of President Winters that They Are in Favor of B. R. T. Extortion—Unanimous for Cheap Rate from City to Sea.

ALL REGARD DOUBLE FARE AS IMPOSITION ON PUBLIC.

Declare that Legal Rate Would Attract More Residents and in End Prove a Benefit Even to Railroads—Will Give Every Aid to Evening World's Fight.

The best known and most influential business men of Coney Island have given the direct lie to E. W. Winter, President of the Brooklyn Rapid Transit Railroad Company, who recently declared they favored the extortionate fare of ten cents from the city to the sea.

In view of the unwarranted statement scores of merchants at the resort have joined in The Evening World's fight for a five-cent fare and are strong in their denunciations of the bold corporation hold-up.

When a reporter for this newspaper asked Mr. Winter the other day if the ten-cent tariff was not an outrage and an injustice to those who invested thousands at the island, which had to be made back during the few short months of summer, he made a long statement in which among other things he said:

"Public sentiment is not all in favor of a five-cent fare to Coney Island. On the contrary, the owners of many places of resort on Coney Island have recorded their opposition to a reduction of the railroad fares, holding that a cheaper fare will bring them a much less desirable class of patrons."

To ascertain the correctness of this statement The Evening World selected the names of 197 representative merchants and property owners of Coney Island and to each sent an impartial letter inquiring if it were true that the present tariff was to their liking. It appears the letters hardly reached those to whom they were addressed when each suddenly became indignant and answered the assertion. These missives have been pouring into The Evening World office ever since, and in each instance not alone is Mr. Winter's statement denounced, but the hold-up is attacked in scathing terms.

Each writer immediately became a member of the League and joined The Evening World in its fight against the extortion.

Several said that if it were not for the fact that a few of the fares charged only the legal fare of five cents on week days they would not earn sufficient money during the Coney Island season to pay their expenses. The Sunday crowds, of course, are always enormous, but their expenditures in a single day are not sufficient to give a profit on the week.

Following is a copy of the letter which The Evening World sent to business men:

"Dear Sir:

"In its agitation for a five-cent fare from the city to the sea, The Evening World seeks to promote transit facilities to Coney Island for the greatest number. An official statement issued by the Brooklyn Rapid Transit Company says: 'The owners of many resorts on Coney Island have recorded their opposition to a reduction of the railroad fare.' Does this mean you?"

President Winter was not in the city to-day, and could not answer those who denounced his attitude. Mr. A. N. Dutton, assistant general manager of the system, was seen, but he said it was a matter which the President alone could discuss.

CONEY ISLAND DOES WANT A FIVE-CENT FARE, MR. WINTERS.

The replies to The Evening World's query have been most prompt and UNANIMOUSLY IN FAVOR OF A FIVE-CENT FARE and an ending of the double fare extortion. A few of the replies are given herewith:

E. Alexander Williams, Attorney, No. 925 West Twenty-second street, writes—"I am very much in favor of a five-cent fare to Coney Island. As a member of the Thirty-first Ward Board of Trade I can say that I believe nearly all the business men and property owners favor it also."

Rev. William D. Hughes, Pastor and Superintendent the Non-Sectarian Coney Island Church and Rescue Association, writes—"For the good of the many by all means let us have a five-cent fare to Coney Island. The present fare to many is prohibitory. With a five-cent fare thousands of families, including sick children, will receive benefits now denied them. Coney Island business men will welcome the reduced fare, which cannot militate against their interests."

James C. Rogers, Principal of Public School No. 100, sends a letter favoring the five-cent fare, signed by teachers from his own and other schools, and writes: "For months I have been doing what I could to secure five-cent fares for my teachers and those of other schools affected by the present double fare plan. If you can get a five-cent fare for all it will certainly be appreciated by Public Schools Nos. 100, 38, 95 and 80. For outlying schools like these the double fare often prevents the teachers wanted from coming, and leads to speedy transfers of those appointed."

Burt G. Lewis, Coney Island agent for Ulmer's brewery, writes: "The second fare is, in my opinion, a gross imposition on Coney Island people and their millions of visitors and patrons. The railroad companies appear to me a band of nickel highwaymen, centred near Coney Island Creek, to hold up all who approach the People's Popular Breathing Resort."

James A. Palummeri, of Surf avenue, writes: "I am a Coney Island storekeeper and a property owner of Gravesend, and I believe it simply outrageous and a detriment to Coney Island business men and property owners in general to impose on the public by charging them a ten-cent fare to the city by the sea."

A. Hamburger, of Surf avenue, writes: "It is decidedly wrong to charge a second fare."

F. P. Gallagher, of Twenty-third street, Surf avenue, writes: "I think the action of the B. R. T. is an outrage on the public. We are entitled to a 5-cent fare to all parts of the borough."

Paul Boyton writes: "I consider the 10-cent fare highway robbery."

E. A. Ancelin, Surf avenue and Sixteenth street, writes: "I am in favor of the 5-cent fare from the city to the sea."

Leo I. Ramene, of Stratton's Walk, electrical contractor, writes: "As an employer of a number of men who live in the city, I think the B. R. T. is robbing them of 60 cents each a week. All thieves ought to be in jail."

Charles N. Brewster, of No. 2721 Henry street, writes: "My opinion based on the double fare matter is that the B. R. T. managers have taken as their motto, 'The public be damned.' I hope you succeed in your efforts and secure a 5-cent fare."

Richard Ravenhall, Surf avenue, writes: "We are in favor of the 5-cent fare."

Joseph H. Vendiz, Seagate, writes: "A 5-cent fare by all means."

Louis G. Richman, Neptune avenue and West Third street, writes: "I consider the 10-cent fare extortion, more so because it touches the working people particularly. The richer classes can afford to go to the country for the hot spell. The only chance the poor have to get the fresh air is to pay this 10-cent fare to Coney Island. Not only grown people suffer from this, but the children, too, for there are no half fares on the Rapid Transit lines."

Harry P. Hoagland, proprietor of the Beverly Hotel, Surf avenue and Eighth street, writes: "In voting for the 5-cent fare I do so not only as a property owner but as a business proposition. Having been in business here for the past twenty-five years, I feel very certain that the 5-cent fare is what we want every day of the week and all the year round. By all means give the 5-cent fare which will fill up the vacant property between Brooklyn and the Island, and not only benefit us greatly but will mean larger earnings for the railroads, too."

R. Garms, of Surf avenue, writes: "I am in favor of the 5-cent fare."

S. S. Guggenheim, a real estate agent, writes: "I am heartily in favor of the five-cent-fare idea, and will do all in my power to assist it. The railroads should be compelled to accept a five-cent fare and employ more conductors and motormen and fewer special officers and bouncers."

Aaron Blakeman, West Third street, writes: "I am in favor of a five-cent fare to all parts of the borough."

Anderson Reid, of Luna Park, writes: "We are in favor of a five-cent fare."

W. F. Mangels, of West Fifth street, writes: "The Coney Island people regard the B. R. T. with its 10-cent fare as a robber."

Frederick Napier, real estate, Surf avenue and Twenty-first street, writes: "It costs 30 cents for round trip from Sea Gate to the city. Give us a five-cent fare and the B. R. T. would have cars filled the year round. People would build and live here, and the railroad would benefit as well as others."

James Fuzio, Surf avenue, writes: "I favor the five-cent fare all the time."

J. Manheimer, of No. 2710 Henry street, writes: "My entire family joins in wishing the Evening World success in its five-cent-fare fight."

A. W. Lott, of No. 288 Van Sicklen street, writes: "I think it an imposition for the B. R. T. to charge a second fare to the residents of this part of the city."

A. E. Marsh, No. 109 West One Hundred and Thirty-seventh street, Manhattan, writes: "The B. R. T. is in the historic position of straining the patience of the people to the breaking point. If sentiment is sufficiently aroused they will either have to yield gracefully or risk the consequences from an outraged public."

M. Friedman, No. 94 Reid avenue, says: "I consider that, owing to the large crowds taken to Coney Island in summer, a five-cent fare is even far too much."

E. B. Varian, of No. 201 East Eighty-third street, Manhattan, says: "It is an outrage. Many a poor person would like to take a family for a day's outing, and would be greatly benefitted by a five-cent fare."

P. Kingston Post, of No. 110 Aetna street, says: "The action of the B. R. T. is utterly indefensible, especially so by reason of the fact that Coney Island is chiefly patronized by the great rank and file and is their nearest ocean-front resort. The people should rise en masse and demand their rights."

Dr. A. Maimone, president of the Columbus Italian Republican Club, of No. 181 Bleecker street, Manhattan, writes: "Kindly enroll me as a member of the Five-Cent Fare League, and you can count on the hearty co-operation of every member of this club in working for the success of your efforts to relieve the people from the oppression and injustice of this double fare robbery."

Frank O'Connor, of No. 29 Sterling place, Brooklyn, writes: "The fight for a five-cent fare to the sea is a good one and deserves success. It should meet with the hearty approval of every citizen."

Aaron B. Bernstein, of No. 837 Park avenue, Manhattan, writes: "I think it is the duty of every citizen to join you in the excellent crusade against the B. R. T.'s extortion of an extra nickel to Coney Island. That extortion is a good example of the methods the trusts use to rob the public."

Five-Cent Fare League.

The Brooklyn Rapid Transit Company assumes the right to charge 10 cents for the trip to Coney Island—the lungs of New York—the hold-up for the extra nickel being made at Kings Highway.

The company HAS NO ESTABLISHED RIGHT to collect this extra fare, and the courts HAVE NOT passed finally upon this question. Now is the time to protest against the exaction. Join the FIVE-CENT FARE LEAGUE. Sign your name to this blank and mail it to the Five-Cent Fare League, Room 49, Pulitzer Building, New York City.

To the Editor of The Evening World:

I desire to enroll myself as a member of the FIVE-CENT FARE LEAGUE to protest against the Brooklyn Rapid Transit Company's and allied lines' illegal exaction of an extra five-cent fare to Coney Island.

Name.....

Address.....

SOME ARE ROBBED TWICE ON THEIR WAY TO ISLAND.

Since The Evening World began its fight for a five-cent fare from the city to the sea numbers of letters have been received from persons who declare they were not fortunate enough to get away even by paying the illegal tariff, but have been boldly held up for fifteen cents.

When the matter was called to the attention of A. N. Dutton, assistant general manager of the B. R. T., he admitted that the company, like any other concern, had dishonest employes, but added that in most cases when fifteen cents was paid it was through an error on the part of the passenger.

An example of the extortion is shown in the following missive—a sample of the many which arrive by almost every mail:

To the Editor of the Evening World.

I am sending you my name to join the Five-Cent Fare League for the reason that I think that all should enter their protest against the injustice of the extortionate fare charged from New York to Coney Island. A few days ago, with my family, on my way to Coney Island I saw the sign which read, "Buy through tickets to Coney Island to avoid relay." I went to the window and purchased four tickets, boarded the train on the bridge, and when we reached the Brooklyn side we had to change cars and, before boarding the train there, deposit our tickets in the box for the first five-cent ride. After we had ridden for some time the conductor came along and took up our second tickets. Supposing that was the end of the fare business we settled ourselves as comfortably as we could by hanging on to the guard-rail. A short distance out from Coney Island Collector No. 386 came along and asked for another fare. I protested against paying another fare, as I had already paid two, but he insisted that he must have another. I recognized the fact that it was either pay or get out. I paid the third fare as my wife being nervous, I did not want to make a fuss. I give you these facts as I feel that a great injustice is being done.

JOHN I. JACOBUS.

Caldwell, N. J.

When the letter was shown to Mr. Dutton he said:

"This is simply an instance of the passenger who does not know how to travel. In all probability he deposited one of his tickets in the box on the New York side and took a bridge train. It was his error, and naturally when he got on the Coney Island train with but one ticket for each member of his party he was called upon to pay another fare.

"At times, of course, dishonest employes collect a third fare. We do all in our power to stop this, but on days when there are enormous crowds it is an exceedingly hard matter to catch the offenders."

"Your employing system is bad then?" was suggested.

Mr. Dutton replied it was not.

"We have 13,000 men," he went on, "and it is a task to look after all of them."

CITY BOARD PASSES UP "L" LOOP PLAN

No Action Taken on Committee Report for Williamsburg Bridge Relief.

The Board of Estimate decided to-day to take no action on the report of the committee appointed to consider the proposition of Bridge Commissioner Stevenson that an "L" loop be constructed along Delancey street to relieve the bridge passenger congestion. With the exception of Borough President Ahearn, of Manhattan, the committee is in favor of the plan. Resolutions to recommend it to the Rapid Transit Commission were before the board when Acting Mayor McGowan, presiding, suggested that the report be laid over for a week.

"It's been laid over now for about six years," protested the Comptroller. "We want relief for the Brooklyn people who are compelled to come to Manhattan. The question has been hanging fire long enough."

"The matter will lie over for one week," ruled Mr. McGowan. "By that time we expect to have a plan that will give Brooklyn the assistance it is entitled to and will meet the objections that have been raised by the President of Manhattan."

Alderman Dowling asked the board to take some action in the Chelsea Park improvement area. For nearly two years the section has been in course of condemnation for a park. Last summer $2,250,000 was appropriated, and the city bought many of the parcels of land by private sale. Other parcels are awaiting the report of the commissioners in condemnation. In the mean time the property acquired by the city, leased to speculators, has gone to practical ruin, and the Citizens' Union, the Board of Health and the Tenement-House Commission have protested.

The matter will come up again next week.

BOUND TO WIN, SAYS UNION LABOR PAPER

The Central Federated Union of New York has unanimously indorsed the fight of the Evening World, which it is now waging vigorously against the unlawful payment of a double fare to Coney Island and adjacent resorts. Have heard that many of our members have enrolled in this fight, which is bound to be won, as there is no established legal right for the Brooklyn traction companies to exact an additional fare for a continuous ride on roads operated by trolley system.—The Laborite, official organ of the Newspaper and Mail Deliverers Union.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises 4.30 | Sun sets 7.33 | Moon sets A.M.

THE TIDES.

	High Water. A.M.	High Water. P.M.	Low Water. A.M.	Low Water. P.M.
Sandy Hook	0.16	1.11	6.44	7.17
Governor's Island	0.32	1.12	7.18	7.50
Hell Gate	2.25	3.15	8.47	9.22

PORT OF NEW YORK.

ARRIVED.

Baltic.....Liverpool
Italia.....
Virginia.....Naples
Beatrice.....Trieste
El Norte.....Port Antonio
Gera.....Galveston
Republic.....Curacao
.....Naples

INCOMING STEAMSHIPS.

DUE TO-DAY.

Germania, Gibraltar. Prometheus, Hamburg
La Lorraine, Havre. Trinidad, Barbados.

OUTGOING STEAMSHIPS.

SAILED TO-DAY.

Cedric, Liverpool. Colorado, Mobile.
Seneca, Nassau. Apache, Galveston.
Daggry, Campeche. Vaderland,
Hamilton. Parcels Post.

Hampton Roads.

KANN PAINTINGS TOO COSTLY FOR MORGAN TO BUY

Rutherford Stuyvesant Tells of Trip Abroad for Art Treasures.

On board the steamship Baltic, of the White Star line, which arrived to-day, was Rutherford Stuyvesant, a director of the Metropolitan Museum of Art, who, with J. P. Morgan, had been in Europe for several months viewing art collections, among them some of the finest works of the great masters. Mr. Stuyvesant told an Evening World reporter that Mr. Morgan recently purchased the great Augustine collection of miniatures, which has been on exhibition at the Bibliotheque Nationale, Paris.

It is said that Mr. Morgan paid more than $100,000 for this famous collection, but Mr. Stuyvesant would not confirm this rumor. He did say, however, that he understood Mr. Morgan paid a large amount of money for the paintings.

Mr. Stuyvesant said that he and Mr. Morgan went to Europe with the express intention of purchasing the magnificent Kann collection of paintings for the Metropolitan Museum of Art, but that the owner demanded $6,000,000 francs, making it impossible to secure the collection for the Museum.

"I am quite sure that Mr. Morgan was not purchased any paintings for the Metropolitan Museum of Art," said Mr. Stuyvesant. "I viewed several art collections in London and Paris, but the only one that seemed available for the museum was the Kann collection. Most of the works Mr. Morgan purchased are of the French and English schools of the eighteenth and nineteenth centuries, and some of them are really magnificent."

Another notable passenger on board was Charles Major, the novelist. Mr. Major is returning to this country after a long trip through Holland and Switzerland. Most of the time he spent motoring.

"The roads and boulevards of Holland are the best I have ever seen for automobiling," said Mr. Major. "They are away ahead of the roads and boulevards in this country. We made a trip of several hundred miles through Holland and had a grand time all during the journey."

Mr. Major said that his play, "Dorothy Vernon of Haddon Hall" was making an immense hit at the New Theatre, London, and that the house was packed to its capacity nightly. Mr. Major declared that reports to the contrary notwithstanding, Londoners were not prejudiced toward plays by American authors.

On June 25 Miss Julia Ann Frawley, a steerage passenger, whose home it at No. 203 Tremont street, New Britain, Conn., died of heart failure and the following day was buried at sea.

TRAINS DASHED THROUGH FLAMES

Jersey Central Cars Were Hurried Over Burning Woodwork in a Tunnel.

BAYONNE, N. J., June 29.—Passengers on New Jersey Central trains that to-day passed over the tunnel that is being built at West Eighth street, were startled to see flames shooting up around the cars.

The tunnel is being constructed under the New Jersey Central tracks by Brennan and McCloud, of Elizabeth, for the accommodation of passengers wishing to cross from one side of the road to the other. Above the tunnel there are several holes about four feet wide.

Sparks or hot coals from a passing locomotive, it is supposed, fell through the holes as the shaving and other rubbish in the bottom of the tunnel blazed up in different places at the same time.

The four men who were at work in the tunnel made their escape by climbing up a ladder at one end of the underground hole. Before the fire was extinguished flames burst from the holes and the trains were rushed through at full speed.

There was really little or no danger of the cars catching fire, but the passengers, not understanding the situation, showed considerable alarm while the trains were speeding through the flames.

WOMAN SAYS LAWYER THREW BRICKS AT HER.

Court Orders Complaint Made Against Waxenbaum and Adjourns Case.

"It seems to me that a lawyer could be in better business than throwing bricks at a woman," commented Magistrate Breen, in the Essex Market Court to-day, when he had listened to the story of Mrs. Kae Kaufman, of No. 162 Essex street.

The lawyer referred to was Adolph Waxenbaum, twenty-four years old, of No. 124 Stanton street. Mrs. Kaufman is a milliner. The yards behind the residences of Mrs. Kaufman and the lawyer adjoin. Mrs. Kaufman told Magistrate Breen that Waxenbaum threw bricks at her windows, breaking them.

Then the Magistrate ordered a complaint made against Waxenbaum and made his comment on the case.

Waxenbaum denied the charge, but Mrs. Kaufman asked for time to produce witnesses and the bricks. The case was adjourned until to-morrow morning.

THE BETRAYAL!

"The Betrayal," a stirring romance of love, adventure and mystery, by E. Phillips Oppenheim, will appear serially in The Evening World, beginning to-morrow. The first instalment will be issued as a special fiction supplement, handsomely illustrated in colors.

BROADWAY GARAGE BLOWS UP; MEN AND WOMEN FLEE

Shattered Windows Rained on Street Cars and People.

Two violent explosions that sent plate-glass windows flying in pieces upon men and women passing in street-cars and cabs occurred in the Packard Automobile Company's storage and show rooms at No. 1540 Broadway this afternoon. Gasoline was the cause. So great was the shock that twenty workmen on the second floor and five young women were startled and ran over the roof. One of the men leaped to Broadway, dislocating his shoulder.

The Packard storerooms contain $200,000 worth of cars, it is said, and probably much gasoline. The men in charge were anxious to keep out the police and firemen who responded to the alarm sent in after the explosion.

"We can fight the fire ourselves," was the greeting given firemen as an attempt was made to bar them out of the smoke-filled place. But the firemen paid no heed to this and investigated, finding a brisk blaze in the basement, where workmen were plying extinguishers on it. With the help of the firemen it was confined to the cellar.

There was the greatest excitement in the neighborhood when the explosions occurred. The Packard place is in the heart of the "gasoline district," being in Long Acre Square, opposite the Hotel Astor. Two street cars and a number of automobiles and other vehicles were passing the long two-story building when the plate glass windows blew out with a roar. The shower of glass was sent almost across the square and several men and women were cut about the face and hands.

The workmen on the second floor ran to the flat roof. Richard La Faye, of No. 510 West Thirty-first street, jumped from a window and landed on his back. He was picked up unconscious and taken to Roosevelt Hospital, where he was found to be suffering from shock and a fracture of the shoulder.

After all the workmen had disappeared, the great crowd shouted at the sight of five young women, who came up through the scuttle and ran across to the next roof. They appeared to be less excited than the workmen. They were employees of a telephone switchboard in the rear of the second floor.

Great clouds of black smoke poured from the windows, which are level with the sidewalk and large enough to display a full-sized touring car. Through the broken windows and amid the smoke a dozen workmen and volunteers from the crowd dragged out five machines and parked them over in the middle of the square.

After the fire was out the police managed to find out how it had started. The cellar was flooded to-day and a plumber was sent to investigate it. He took a gasoline torch and was gone but a few minutes when the explosion occurred.

He came out, with his hair singed and blackened, and ran north on Broadway. The Packard management said they believed the leak that filled the cellar was from a sewer, and that floating gasoline may have exploded from the torch. The presence of gasoline in sewers has been the cause of the manhole explosions in the district, and the firemen and police think this a likely explanation.

SET VANDERBILT'S CHAUFFEUR FREE

Harriman's Newly Imported French Article Is Fined $2 by the Court.

Two millionaires' chauffeurs were prisoners in Yorkville Court to-day. One was Cornelius Vanderbilt's, the other E. H. Harriman's.

Mr. Vanderbilt's chauffeur, Henry F. Front, was arrested yesterday by Patrolman Bernard, of the Traffic Squad, who charged him with going twenty miles an hour.

Bernard said he timed Front with his stop watch and was sure he was going twenty miles an hour. Mr. Vanderbilt was in the automobile. He said that Front refused to stop when ordered, and that he had to pursue the machine several blocks.

"Let me explain," said former Magistrate Ommen, counsel for the chauffeur, and he presented a diagram of Fifth avenue at Fifty-third street to the court, and went on.

"My client had been following a horse drawn carriage for six blocks. At Fifty-second street he started to go ahead of the carriage. As he was doing so another carriage came down the avenue. To prevent a collision he put on speed and darted ahead through the narrow space. He may have gone twenty miles an hour for a block, but it was for no greater distance, and by doing so he saved a collision and perhaps a life."

The police agreed as to the facts, and the chauffeur was discharged.

Mr. Harriman's chauffeur is Emil Hoelkez, a Frenchman, who cannot speak a word of English. Mounted Patrolman Fresch arrested him at Thirty-third street and Fifth avenue, charging him with violating a city ordinance in going on the wrong side of the avenue.

Through an interpreter, Hoelkez said he didn't know the rules of the road, and didn't understand what the policeman was saying to him.

"It seems to me," said Magistrate Finelite, "that chauffeurs ought to know the rules of the road and the language of the country before they are permitted to drive automobiles. You are fined $2."

1 KILLED, 3 HURT IN COLLISION OF AUTO AND CAR

Herman Schnibbe Was Crushed to Death Under His Machine.

One man was killed and three others were badly injured in a collision between an automobile and a trolley car which occurred at Troy avenue and Pacific street, Brooklyn, early to-day. The dead man is Herman Schnibbe, a wealthy grocer, forty years old, of South Third and Berry streets. He sustained a fractured skull and died before an ambulance could be summoned.

The injured are:

Herman Muller, twenty-seven years old, of No. 703 Wythe avenue; cuts upon head, sprained back and internal injuries.

Samuel Olden, forty-one, of the same address; right leg broken, scalp wounds and probable internal injuries.

Charles Hutching, fifty-one, of No. 582 Bedford avenue; left arm broken and wounds upon the scalp and face.

The accident followed a merry evening spent at the beaches. Schnibbe, the owner of the car, had invited his three friends on a motor trip to Coney Island and Manhattan Beach, and the party did not start for home until after midnight. All of the men live in the Williamsburg section, and Schnibbe, who was driving the car, was making fast time toward their homes.

Couldn't Hear Trolley Car.

Once into Brooklyn proper he swung his machine into Pacific street and started down that thoroughfare at a fast clip. When he reached Troy avenue the rumble of his own car prevented Schnibbe from hearing other sounds, and when nothing appeared in sight he started across the tracks. There is a sharp down grade at this point, and Motorman Henry Frank, in charge of a Sumner avenue trolley car, was bowling along at good speed on his way to the barns.

As he neared the Pacific street crossing the automobile flashed into view. Frank applied the brakes, but the car skidded, and before he could bring it to a stop it had crashed into the automobile just in front of the tonneau. The automobile was hurled a dozen feet and rolled over and over. The trolley car was thrown from the tracks.

The force of the collision threw Frank backward through the front door of his car. He was not injured, and, picking himself up, ran to the assistance of the motorists. Two lay upon the ground unconscious. Hutching, although stunned, was not senseless, but Schnibbe, who had been caught behind his steering wheel, was pinned under the auto.

Policeman Gatlin, of the Atlantic avenue station, summoned Dr. White from St. John's Hospital, and with the assistance of Frank pulled Schnibbe from beneath the automobile. When the ambulance arrived, however, the man was dead. After temporarily dressing their wounds and reviving Muller and Olden, Dr. White took them to the hospital.

Before entering the ambulance Hutching asserted to Policeman Gatlin that the trolley car had been travelling at the rate of nearly thirty-five miles an hour. Gatlin arrested Frank and took him to the Atlantic avenue station, where he charged him with homicide.

The body of Mr. Schnibbe was also taken to the police station.

EXTRADITED YOUNG CUBAN FOR BIGAMY

Says He Has Married Twice Since He Married His First Wife.

Charged with having twice committed bigamy since his first marriage at the age of fifteen Sermah Osiel, a good-looking young Cuban, arrived in New York to-day after having been arrested in Havana and extradited. He was arrested on a bench warrant and taken to District-Attorney Jerome's office for an investigation into his record.

Osiel, according to the police, on Nov. 11, 1894, married Annie Blasker, nineteen years old, of No. 89 Essex street. Since he now gives his age as twenty-seven he was then about fifteen. The next marriage was to Sadie Brandar, of Mermaid and Stillman avenues, Coney Island. Osiel took her to Newark for the ceremony.

Wife No. 2 discovered Osiel's former marriage and had him arrested in 1904. In July, of that year, Judge Alfred S. Skinner, of Jersey City, sentenced him to four years at hard labor. Nine months later he was paroled, and, according to the police, started in to woo and win another girl. They charge that on Dec. 17, 1905, he married Miss Ernestina Muller, of No. 309 East Seventy-fourth street, by Rabbi Gabriel Hirsch, of No. 337 East One Hundred and Fifty-second street.

Osiel disappeared some time later and was arrested May 23, of this year, at the Hotel Ingleterra, Havana. A young woman was with him there, but she fled to New Orleans just before his arrest. Osiel was brought from Havana by Detective-Sergeant John Farley.

GOVERNMENT LOAN CALLED.

WASHINGTON, June 29.—The Secretary of the Treasury has written letters to the various national banks which some time ago received a special deposit of $10,000,000 of Treasury funds asking them to return the same to the Treasury between July 10 and 20. This is in accordance with the conditions imposed at the time the deposits were made.

SAILOR SHOT BY POLICEMAN DIES IN NAVY-YARD

Victim One of a Party of Jackies Patrolman Says Attacked Him.

Hugh T. McCarron, a sailor on the cruiser Pennsylvania, is dead, and Policeman Michael J. Flanagan is nominally under arrest in Brooklyn on a charge of homicide, as a result of a fight the officer had with several sailors on Sands street, near the Navy-Yard entrance, early to-day.

McCarron was boisterous and the policeman, who is attached to the Fulton street station, attempted to arrest him. Twelve of the sailor's mates rushed to his assistance and some one struck the policeman in the head with a stone. The officer drew his nightstick, but it was taken away from him.

He drew his pistol as he staggered under the blows being rained on him and fired. McCarron was in the path of the bullet and was wounded in the thigh. This seemed to frighten the sailors and, picking up their companion, they took him into the navy-yard. The reserves from the Fulton street station were called, but the commanding officer of the navy-yard refused to surrender McCarron, who died later from his wound.

Flanagan was injured about the head and face, and Dr. Snyder, of the Cumberland Street Hospital, attended him.

This afternoon Capt. Gallagher and Roundsman Murray, of the Fulton street station, notified the officer at his home, No. 64 Hicks street, that he was under arrest. He is unable to get out to-day, but it is thought will be able to appear in court to-morrow.

ROOSEVELT THE GREATEST, SAYS LORD CURZON

Marlborough Also Lauds President at Reception to His Daughter.

LONDON, June 29.—The Society of American Women gave a luncheon to Ambassador Whitelaw Reid and Mrs. Reid and Mr. and Mrs. Longworth at the Hotel Cecil to-day. The large banqueting hall of the hotel was filled with the American Women and their guests, who included besides the Reids and the Longworths Lord ROBERTS, the Duke and Duchess of Marlborough and Lord Curzon of Kedleston, the former Viceroy of India.

Mrs. Webster Glyne, who presided, in proposing the health of Mr. and Mrs. Reid said the welcome was arranged last year, but unfortunately was deferred on account of the death of Secretary Hay. But although delayed it was of the warmest nature.

The Ambassadorship of the United States to Great Britain has been referred to by the British as not being a foreign but a British institution. But they knew that Mr. Reid was still an American.

In reply Mr. Reid thanked the ladies and excused himself for not making a speech.

The Duke of Marlborough in proposing the health of Mr. and Mrs. Longworth spoke of the interest Englishmen took in the political utterances of President Roosevelt and in his great political career, saying that the President's high aims, courage and manliness commanded the admiration, good will and enthusiasm of the British.

Recognizing the President's great qualities the British had gladly welcomed his daughter, and now that they had met her they regretted her early departure and hoped she would retain for England the kindly feeling and interest which England would retain for her.

Mr. Longworth replied, thanking the American ladies for their courtesies and expressing the pleasure experienced by himself and his wife at the kindnesses they had met with on every hand.

Lord Curzon, speaking for the guests, said it had been a great pleasure for them to meet the daughter of the greatest statesman of the day, not only because she was the daughter of the President, but because of herself. President Roosevelt, he added, was making an enduring mark on the history of his times, but, above all, the British had to thank him for cementing the good relations existing between the two peoples.

Mrs. Reid and Mrs. Longworth afterward attended a reception of the Lyceum Ladies' Club.

ICE BARONS RAISE PRICES IN PATERSON

PATERSON, N. J., June 29.—The ice "barons" of this city have again raised the price of ice to the dealers, and as a result the consumers will be compelled to pay more than ever before. The people are indignant, but they will very likely have to submit.

It is claimed that the ice men were making a handsome profit when they sold at $4 a ton, but last night they again raised the price and from July 1 the price to dealers will be $5 per ton.

The minimum price to families will be 50 cents a week, and saloonkeepers will have to pay 50 cents a hundred pounds while butchers will be charged 45 cents a hundred pounds.

Some of the "barons" who attended a meeting last night tried to fix the price of ice to dealers at $6 per ton, but after some wrangling the price was finally made $5.

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