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THE WAY TO DO IT.



MR. JEROME is taking an effective way of closing the pool-rooms by cutting off the exchanges which distribute racing information. Next to indicting the directors and other high officials of the Western Union and the New York Telephone Company the course Mr. Jerome is now pursuing will bring the most results.

Betting on horse races will never be stopped by putting little hand-book men in a cell. The ostentatious raids in which furniture was smashed with axes and doors broken open with crowbars stopped pool-room horse betting about as little as the shooting off of firecrackers or the beating of tom toms. Interfering with the little men, the underlings and hirelings, never breaks up any system of organized and profitable crime. So long as the big men are unmolested, so long as men of wealth, influence and pull find it harmless and profitable, betting on the horse races will continue.

It was quite a step in advance when Mr. Jerome abandoned his tragical raids and disbanded the crowbar and axe brigade. The seizure of the books in the Fulton street office building, with their interesting records about "Sen. G. Azelina" and the rest, the seizure of the switchboards and private lines into Broadway office buildings, and the closing of the distribution headquarters at Ossining, actually prevent betting because information as to the entries and the odds and the starters and the results is essential for horse race betting to be conducted.



It is comical that after every one of these seizures the officials of the telegraph and the telephone companies come forward with protestations of their ignorant innocence. Some time ago the Western Union directors passed formal resolutions that their company would no longer transmit racing information for betting purposes. The telephone company proclaimed that no pool-rooms or racing bureaus could obtain its instruments or service.

Yet at every one of these headquarters there were switchboards, trunk lines, private wires and telephones all using the Western Union and the New York Telephone for gambling purposes.

Is it possible that the officials of these big corporations were wholly ignorant of the uses of the instruments they installed and for which they received many thousands of dollars in compensation?

If they were ignorant why did they charge an extra rate? Why were special contracts made?

Of course the thing to do is to indict these big corporations for being accessories in the commission of a crime. That would really put a stop to racing bureaus and pool-rooms, which otherwise will be reopened as soon as new headquarters can be established.

Stealing is a much worse crime than betting on a horse race. One of the great evils of pool-rooms is that they lead their frequenters to theft. It is quite as important to break up organized theft as to close up pool-rooms.



And the way to put a stop to stealing is not by arresting the little thieves from time to time and sending to Sing Sing, Blackwell's Island or Elmira the underlings who have no money or friends. Just as the conviction of one Western Union director would do more to close the pool-rooms than a thousand crowbar raids, so the conviction of one multi-millionaire, one high financier, one president of a big corporation would do more to make stealing unpopular and unprofitable than the ordinary chain gangs which every few days take their way from the Tombs.

Letters from the People.

My Fines Are Inadequate.

To the Editor of the Evening World: I look upon laws which inflict mere fines on guilty corporations as another form of condoning a felony. We should amend the law, and if found necessary, amend the law. There should be imprisonment for directors and other officials and for public officers found guilty. I wish to say, very plainly, that I do not agree with the views expressed in recent reports to Secretary Root and Chairman Knapp. We are not to be turned from a determined course by the hackneyed plea of business interests.

Michael Corcoran.

Horse or Man? To the Editor of the Evening World: I have heard that some professional pedestrian can beat a horse on an endurance run from New York to Chicago. Will some one who knows tell me if this is possible?

We Eat Pommes de Leather.

To the Editor of the Evening World: Apples and tannin are the component parts of leather. I read once that the average man eats as much leather

each year as would go into the making of a pair of shoes. This is the way according to the amusing accounts that it is done. Tea and coffee contain quantities of tannin. Milk contains albumen. The two combining make tiny bits of leather. The average heavy tea and coffee drinker thus swallows in little particles many pounds of leather.

For Higher Pensions.

To the Editor of the Evening World: I read the letter of the veteran's widow pleading for higher pensions for us and I, too, think we should receive an increase in our pension. Eight dollars a month is not enough to support us. We deserve an increase of money to keep us from want in our old age.

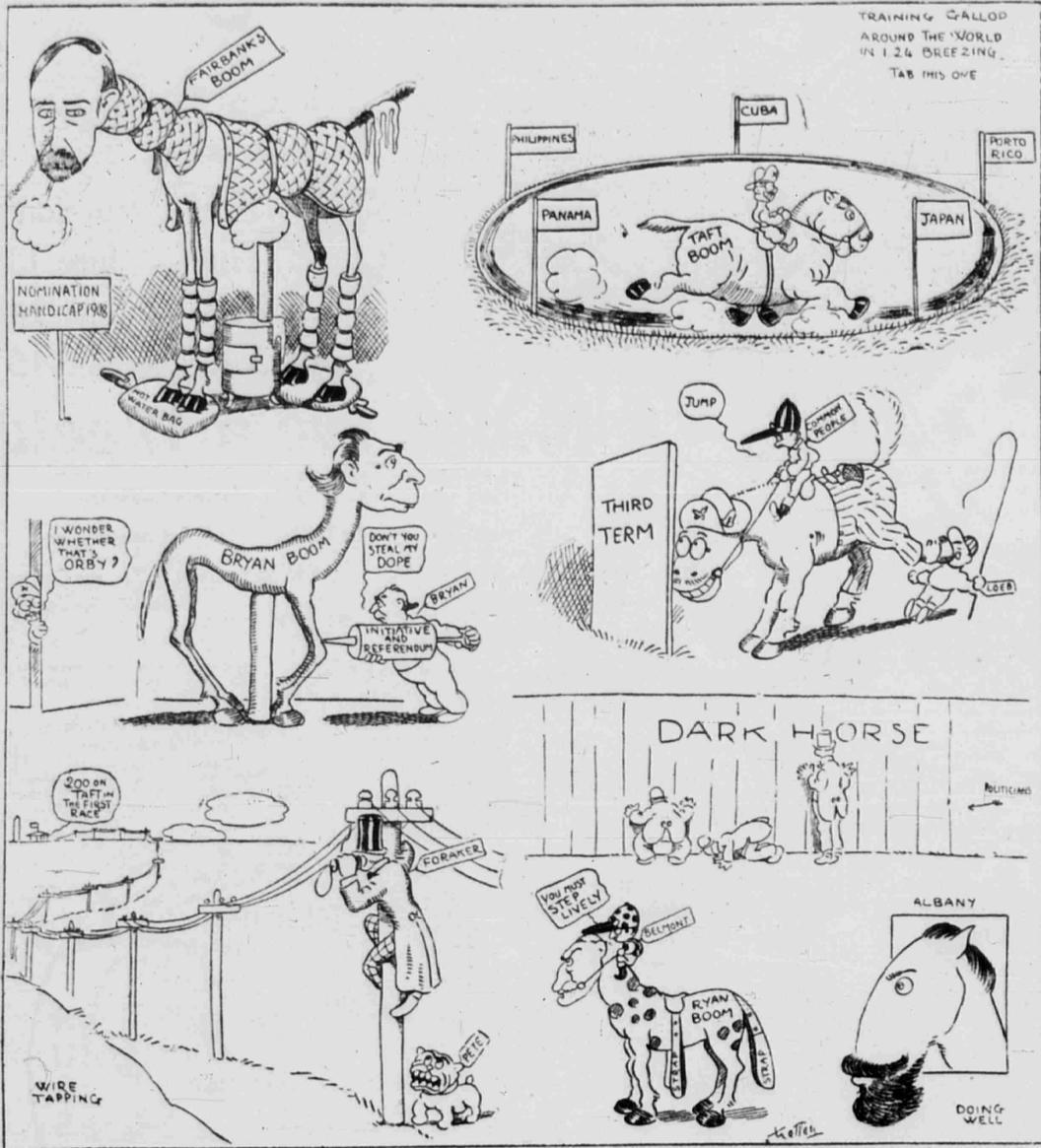
To Board of Health.

Laborers are working at night with a compressed air machine on an east side street and the noise keeps people of the neighborhood awake. Where should one apply to have the nuisance stopped?

Are white and black oak? R. R.

Race-Track Sketches.

By Maurice Ketten.



The Danger of Writing Love Letters

By Helen Oldfield

THE strictly punctilious person who would object to letters between lovers, whether confessed or acknowledged, would be hard of heart indeed; also, what is quite as much to the purpose, any such objection would be useless and in vain. What, pray, would become of parted lovers if they might not write to one another? Telling one's love on paper may be an unspeakable comfort when it cannot be told by word of mouth. Nevertheless, it is well for even fond lovers to remember that sweetest are apt to be valued in exact proportion to their rarity. We are told by divers philosophers, most of them men, that it is unwise for any woman to love her lover too well, or, if that be self-control beyond her power, the love of self-preservation strictly ordain that she shall not allow him to discover her entire dependence upon his affection.

A man resembles one's shadow in that if one follows him he follows close upon one's footsteps. The woman, even though she be a wife, who surrenders too much may find herself bankrupt without tangible return for her outlay. It is not well for a woman to protest too much, especially upon paper, and it is worse when she is in earnest than when she is not—for herself, at least, that is, affection should, if possible, be tempered with discretion. Assurance of affection in a woman's letter ought to be like the seasoning to a salad, carefully proportioned and not too strong. The love which shows between the lines is much more alluring to most men than that which is openly expressed. Neither is it well to commit one's self too strongly on paper with regard to what one will or will not do in future. There

was a clever story recently in one of the magazines concerning a man who kept the letters of his fiancée, filled with all manner of good resolutions and fair promises for their married life, to confront her with them after the knot had been tied, greatly to her confusion and anger. Verbal promises are inoperative, but written ones—oh, my!

It is useless to urge prudence upon people who are deeply in love. Passion and prudence have little to say to each other. "To love and to be wise in love is scarcely given to the gods above."

What, then, can be expected from mere mortals? There are said to be engaged couples who after parting from each other at 11 P. M. write a long letter before going to bed that night containing all they had not time to say. If they have the time and energy to spare it is their own affair, but it seems a pity to make a rule of this sort, as keeping it up indefinitely is apt to become a tax, and the breaking of it on either side may cause pain, if not friction.

When daily or even frequent meetings are impossible the love letter has a most important part to play in the course of true love, a part which it were difficult to omit without discomfort. Still if people, women especially, could only remember that engagements are not always irrevocable, and that those for whom letters are not intended sometimes see them, it might save infinite annoyance and mortification later on.

In any case, the letters which pass between an engaged couple ought to be kept strictly private. The sweet nothings which go to make up the typical love letter ought to be held as sacred. For the one to whom they are written they will be sublime, or ought to be; to the outsider they probably will be only ridiculous.—Chicago Tribune.

Calamity Jane

By W. J. Steinigans



THE RAPID TRANSIT PRIMER BY DEXTER W. MASON

No. 4—Running Surface Cars in Pairs.

WHAT are these two cars running together for? Is one of them disabled, as usual?

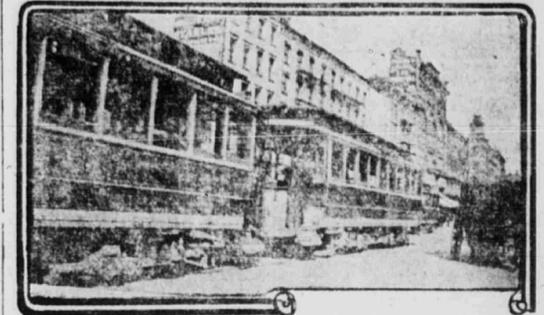
No. They are coupled together purposely, as an experiment. The New York City Railway Company wants to see if the running of these twenty-third street cross-town cars in pairs will not make it easier to get them across the north and south bound tracks at street junctions.

Does the company intend to furnish more seats in this way? Probably not. They are merely going to run the same number of cars, only in pairs, instead of singly, as now.

But could not all the surface cars in the city be run in pairs and more seats furnished that way? Perfectly well. The plan has been very successful in a great many cities. Where, in this country?

Boston has experimented with great success. Washington has long had trail cars. Columbus, O., runs cars in pairs in the rush hours.

But is it perfectly safe to run cars in pairs? Has it not been a failure in Chicago? The Chicago cars were not properly run. They must be handled very carefully and have power brakes on each car. In Europe three cars are often run together



in the largest cities, like Berlin and Vienna, with perfect safety, too, and without unusual precautions.

How many seats are sometimes furnished by one unit of three surface cars? In Berlin sometimes 100 seats, where one single-deck motor car hauls two double-deck trailers.

But are there not already too many cars in the streets of New York? Could any more be run, even in pairs?

The number of surface cars in New York is very small, considering the traffic. The company has never attempted to run all the cars it could. On Boylston street, Boston, 29 cars are run each way in the rush hours. The number of surface cars scheduled over the Brooklyn Bridge has been as high as 55 an hour, and is probably over twice as many as the largest number found in New York. The public has been deluded too much with the idea that no more cars could be run, that overcrowding was unavoidable.

If cars were run in pairs in the rush hours, how many more seats could be furnished then? About twice as many, or a seat for every passenger.

How many people have been found to ride through one New York street in a rush hour? A count made once on Madison avenue showed 7,500 people riding north in 150 cars, with seats for only a little over half the passengers.

How many pairs of cars could have given every passenger a seat? One hundred and five pairs, which would have left ample room in the street or teams. If new cars were used only seventy-nine pairs would have been needed. The present cars seat only thirty-six people. If desired, forty-eight seats could be put in the same space.

Would not trailers be more economical to operate than two motor cars? Slightly cheaper, but they are not as feasible in New York, where cars often have to be switched back quickly. They would be better in Brooklyn.

The Story of The Streets of New York.

By J. Alexander Patten,

An Old New Yorker.

No. 7—The Downtown Streets.

THIS advertisement from the Commercial Advertiser, of Oct. 2, 1871, of the stages for Philadelphia, Albany and Vermont, is interesting reading in this day of fast railroads. For seats in these stages inquiry was made of W. Vandervoort, No. 3 Courtlandt street, and of B. Many, No. 22 John street.

Business took possession of the East River side of the city from the earliest times. Before the appearance of the ocean steamers all the wharves were lined with sailing vessels, from the largest to the smallest craft, and a "forest of masts was presented to the view." Even the Hudson River sloops came into the East River. A voyage to Albany took from one to two weeks in Dutch times.

When the early English steamers Great Western and British Queen came they used to go up as far as Clinton street. They were small vessels, painted black, with white-brown English sails. My father took me on board as a boy when the steamers were thrown open to the public, for there was great curiosity to see a steamer that had crossed the Atlantic. I remember that these sailors frightened me, as I thought they were pirates. The books of that day had much to tell about pirates, and it was not forgotten that "Capt. Kidd once lived in Liberty street. Later two German steamers docked on the Hudson River near the Battery.

Bowling Green and Broadway were residential thoroughfares, with costly mansions, as were the west side streets, gradually extending northward, and the east side streets from Blackman up to Chatham square, but lower Pearl street, with Water, Front and South streets, was strictly devoted to commerce. Front had the grocery trade; Water, Beaver and South William, Importers; Pearl and Manover square, dry goods; Wall street, banks and the exchange and stock brokers, and South street the shipping merchants, shiphandlers and sailmakers. The "Black Ball Line" of Liverpool packets that brought cabin passengers and immigrants and were called "hells" by the sailors, docked at Heckman street and landed the immigrants there. At the foot of Wall street were the packets of Collins, who founded the famous and unfortunate "Collins line" of American steamers. The last thing that went up the gangplank of the packets was a can of provide milk for the voyage, as condensed milk was then unknown.

Grinnell, Slinburn & Co., N. L. & G. Griswold, Howard & Aspinwall, B. Aymar & Co., Goodhue & Co. and Moses Taylor were all on South street, with their fine ships in front of their doors, and when these were clippers the berths extended far over the street. The clippers went around Cape Horn to California and China and astonished the world in fast voyages. Up at Corlears Hook were tarry shippers, where anything could be built from the yacht America to a clipper or a warship. Christian Bergh, the father of Henry Bergh, who founded the Society for the Prevention of Cruelty to Animals, had a shipyard, and his home and office were on the corner of Scammel and Water street—property that his son inherited. Trade and shipping went to the west side when they were crowded out of the east, and by degrees the residences of the whole lower section disappeared forever.

No Nightingales There.

THE nightingale favors some districts and shuns others. Scotland it does not visit; but a century ago a patriotic Scotsman tried to establish the nightingale in that country. He commissioned a London dealer to purchase nightingales' eggs, one shilling each being given for them. These were well packed in wool and sent to Scotland by mail coach. A number of men had previously been engaged to take special care of all robin redbreast's nests in places where the eggs could be hatched in safety. The robin's eggs were removed and replaced by those of the nightingale, which were hatched and reared by their foster mothers. When full bedded the young nightingales seemed pecked at home near the place where they first saw the light, and in September, the usual period of migration, they departed. But the nightingales never returned to Scotland. It has been suggested that it was not the climate they objected to so much as the difficulty of acquiring the accent.

Plenty of Woman Inventors.

THE United States Patent Office is not a repository for masculine ideas alone. The doors of that institution were scarcely hung on their hinges when the Government swung them wide to the first woman inventor who applied for admission. There have been others ever since. In a vast room where the Patent Office has stored its old models there are two cases that represent the work of woman inventors. The interest value of this exhibit depends altogether upon whether you look at it as genuine or junk.

The Queerest Factory.

MRS. ANNA F. COSTON has on Staten Island the oddest laboratory and factory known. It is where the distress signals, her own invention, used in the army and navy, the revenue service and the life saving and light-house bureaus are manufactured. The signal burns with a strong red-white flame for two minutes and is visible twenty miles away. The formula for the signal light is kept in a vault, and there is no danger of its being lost.