

**Guardmen in Civil Service Restored to Former Status.**  
WASHINGTON, March 21.—President Wilson has issued an executive order restoring to their former civil service status all National Guardsmen who, as a result of border service, lost their rating in the Department of Commerce stated today.

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**SEVEN QUESTIONS ON RIVERSIDE PLAN STILL UNANSWERED**

So to Clear Up All Doubt Evening World Asks Them Over Again.

To clear up existing doubt and misunderstanding respecting the scope and effect of the Riverside Improvement contract between the city and the New York Central Railroad Company, The Evening World during the month of February instituted a public forum and printed a list of the ten questions relating to the various phases of the proposed agreement, which it asked the Board of Estimate to answer.

On behalf of the City Administration Comptroller Prendergast volunteered to respond to the queries so that the public might be enlightened on the real meaning and effect of the proposed improvement.

Taking up the questions in their regular order, the Comptroller made reply to the first three in written articles of considerable length, setting forth clearly and very ably the views of the Board of Estimate on the controverted points.

The last response of Mr. Prendergast was printed in The Evening World on Feb. 21. Since that time no further responses have been received from the Comptroller or other city officials, so that questions from No. 4 to No. 10 still remain unanswered.

The Evening World therefore reprints the entire ten questions as originally propounded in the Forum, seven of which still await the attention of the Board of Estimate.

Question No. 1—Is it a fact, Mr. Mayor and gentlemen of the Board of Estimate, that under the proposed contract the city gives title to permanent property ownership instead of franchise right of occupancy, so that in the future no special franchise tax can be imposed or collected on this part of the railroad?

Question No. 2—Would not the interests of the city be better protected if there was inserted in the contract this clause: "All conveyances of permanent easement, permanent overhead, surface and underground rights affecting lands granted to the railway company by the City of New York shall be deemed special franchises for the purposes of taxation?"

Question No. 3—Is the city conveying for \$4,105,599 (the difference in real estate exchanges, not a dollar in cash actually passing to the city) twenty-one miles of property with any assurance of a special franchise tax on the basis of the city's own valuation of special franchises of the railroad on Park and Eleventh Avenues?

Question No. 4—How far is the city protected against damage suits that may be brought by property owners along the Riverside Improvement?

Question No. 5—Has the appraisal of the west side property been made on the basis of real estate valuation without consideration of the railroad as a business proposition and its future earning power?

Question No. 6—How good is the railroad company's title to all the lands, valued at \$11,000,000, it proposes to sell to the city?

Question No. 7—Is the city getting proper compensation from the New York Central for the franchise rights granted, as compared with recent grants to other companies?

Question No. 8—When the city sells to the New York Central does it receive the lowest price; when it buys from the Central does it pay the highest price?

Question No. 9—What reason

has the city to expect increased tax revenues in the future from the New York Central west side line, as claimed by Comptroller Prendergast under the proposed improvement contract, when special franchise tax assessments on these same tracks have been contested by the company annually for ten years in courts and are still unsettled?

Question No. 10—Because of clauses in deeds limiting much of the New York Central's right of way on the west side to railroad uses only, will not the land revert to original owners without consideration when it is abandoned by relocation of the tracks?

**LEGISLATURE WILL INVESTIGATE CITY'S WEST SIDE DEAL**

(Continued from First Page.)

a telegram from New York?" interrupted Senator Burlingame.

"No," shouted Brown. "I don't wonder," sarcastically rejoined Burlingame.

Senator Brown then denied that he represented the Mitchell Administration, charging that the New Yorkers were trying to force the coming city campaign on to the floor of the Senate and urging that a committee of seven prominent men should be named by the Governor to settle the West Side contract. He said that political bias of the Senators would make it impossible to get a fair investigation committee.

"I know," he added, "that my statement to the press is responsible for all of this outbreak. It was not inspired by the officials of the City of New York. It was not consented to by them directly or indirectly. If the City of New York has reached the

point where they cannot trust seven prominent citizens, then God save New York."

"May I begin where the Senator ended," said Burlingame. "God save New York." The Senator says we are opposed to this deal and that shows he is in cahoots with the city administration."

**ASKS BROWN TO TELL WHAT PRENDERGAST SAID**

Burlingame was standing directly before Brown. He leaned over the flushed leader, shaking his finger angrily almost in the face of the big chief of the Senate.

"I ask him," roared the Brooklynite, "what Comptroller Prendergast said to him in the privacy of his room and if what Prendergast said to him had anything to do with his present position?" Senator George F. Thompson said the people of New York would not be satisfied until they knew all the facts behind the deal. Senator Sarge against an investigation, and Senator Gilchrist for one, closed the cyclonic fight and the amended resolution went to the Finance Committee.

As a big side issue to the fight, Senator Thompson introduced in the Senate a bill repealing Chapter 777 of the Laws of 1911. This act gave to the Board of Estimate the right to make the New York Central contract.

**WHOLE WEST SIDE PLAN EXPECTED TO BE SENT BACK TO LEGISLATURE**

It is probable that the report of the Public Service Commission, made to Gov. Whitman yesterday, condemning the proposed contract between the city and the New York Central in the matter of the west side and Riverside Park improvements, will result in the whole matter going back to the Legislature. The Public Service Commission holds that while the proposed contract is bad the underlying reason for the objection-

able features is Chapter 777 of the Laws of 1911.

This is the law which was passed for the purpose of allowing the city and the New York Central to get together in negotiations. The Public Service Commission says the law was written by railroad lawyers for the benefit of the railroad. It is recommended that Chapter 777 of the Laws of 1911 be replaced and a new law adopted covering the following general lines:

First—Providing for changing the grade of the New York Central Railroad as at present established upon streets and highways and abolishing the use of steam as a motive power; Second—Requiring the company, within a specified time, at the company's expense, to construct its road to conform to the newly established grade and to operate the same by electricity.

Third—A declaration that the present operation upon streets at grade with steam power constitutes a public nuisance; Fourth—Requiring the company, within a fixed period, to abate such nuisance by removing its tracks from the grade of streets and operating its road by electricity.

Fifth—Authorizing the city and company, within a certain time, shorter than that above specified, to agree upon and carry out an alternative plan as to the new grade and location of its tracks, upon terms and conditions, including provision for additional facilities, as set forth in the act or in accordance with provisions of existing general laws; and Sixth—Providing that, if within the period specified this company does not construct its road to conform to the newly established grade, the proper local authorities shall remove the present tracks.

Hills will be introduced in the Legislature shortly, embodying the recommendations in the Public Service Commission report, and the opponents of the proposed contracts say the bills will be passed. Mayor Mitchell and Comptroller Prendergast prophesy that the railroad will proceed leisurely to attack the constitutionality of new legislation, with the result that the west side improvement will be held up for several more

years and eventually will be settled on about the same terms as those of the present agreement which the Public Service Commission criticizes. The chief objection raised by the Public Service Commission against the proposed contract is that it gives the New York Central a grant to a perpetual monopoly of freight facilities on the west side of Manhattan. This consideration, the report says, is of far more importance than the disadvantage which will accrue to the city by the trade of real estate. The commission can see no way under the existing law by which the interests of the city can be adequately protected.

**DR. CHARLES W. ELIOT 83.**

CAMBRIDGE, Mass., March 21.—Dr. Charles W. Eliot, President Emeritus of Harvard, was eighty-three yesterday. He was busy and his interest in the world's activities is as keen as ever. In one respect, Dr. Eliot has changed a habit of years. He has given up the morning bicycle ride that he was accustomed to take with Mrs. Eliot. This change is not due to any weakness, but because increasing motor traffic makes bicycle riding unpleasant, if not dangerous.

Dr. Eliot resigned the Presidency of Harvard in 1905, after forty years of service in the university.

Harvard Gives Instruction in Military Medicine.

BOSTON, March 21.—Instruction in military medicine to students of the medical schools of Harvard University, Tufts College and Boston University was begun today.

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- Buckwheat Flour—Ballard & Ballard—pkg. .11
- Bran Food—Purina—pkg. .14
- Stewing Figs—Finest Spanish—recent importation—lb. .14
- Marmalade—Fancy 16 oz. Jar. .24 Pappy's Florida Orange.
- Chocolate for Baking—Maillard's—3/4 lb. cake. .18
- Ox Tongue—Rolled—A. M. & C.—1 1/2 lb. Jar. .99
- Mustard—Lout Freres—large Jar. .28 A French product of superlative merit.
- Dill Pickles—Libby's—large tins. .16 Increasing sales prove popularity of this item.
- EGGS, New Laid—Maplehurst Brand, dozen. .34 Eggs will not be delivered except with purchases of other goods.
- Scotch Oatmeal—Grant's—2 lb. tin. .38 A hearty food for hearty people.
- Peanuts—Salted—Jumbo—lb. .24 Prepared with care and properly salted.
- Cheese—Brie—Special size cake—12 Sufficient for two or three portions.
- Mackerel—Pall containing four to five fish. .94 Special fat white.
- California Ripe Olives—Roeding's—8 oz. Jar. .24 Large Size Fancy Fruit.
- Grape Fruit—Medium large size—4 for. .25 Luscious and heavy with juice.
- Apples—Spitzenbergs—dozen. .31 Extra Fancy Table.
- Coffee—Mauna—"Mountain"—lb. pkg. .35 An aromatic blend of high grade coffees.

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regulars 33 to 46 shorts 34 to 40  
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Overcoats fashioned of Imported and Domestic all-wool materials of superior quality; faultlessly tailored; the attractive models proclaim them a wonderful value; sizes 34 to 42. Extraordinarily low priced.

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<b>NECKWEAR</b> 95c Scarfs made of fine quality Silk and rich Satins in a large variety of styles and patterns.	<b>Shirts</b> 1.10 Madras and Mercerized Materials—various models and sleeve lengths <b>Silk Shirts</b> 2.95 Made of fine quality Tub Silk, with plain or satin stripes. <b>Silk Shirts</b> 3.95 Made of extra heavy silks in neat and novelty stripes. <b>Silk Shirts</b> 4.95 Silk Shirts, made of fine quality Crepe and heavy Silks; new Spring patterns. No Charge for Sleeve Alterations	<b>NECKWEAR</b> 55c Four-in-Hand Scarfs in a large range of Silks and Satins, also Crepe Faille—"McCreery Special." <b>Pajamas</b> 1.45 Pajamas made of Madras and Mercerized materials; plain and fancy colors. <b>Pajamas</b> 1.10 Pajamas made of good serviceable materials, in stripes and plain colors; low cut model.
<b>Coats</b> 14.75 "Kenneign" Gabardine Coats made in Raglan or box models; sleeves and yokes lined.	<b>Raincoats</b> 10.50 Rubberized Raincoats.—Raglan or set-in sleeves.	<b>Lisle Union Suits</b> 1.20 White Lisle Thread Union Suits; quarter sleeves and ankle length.
<b>Umbrellas</b> 3.65 Umbrellas of extra fine quality Taffeta Silk, with natural or sterling silver trimmed handles.	<b>Terry Robes</b> 4.95 Robes made of Terry Cloth with shawl collar; in Blue, Gray, Lavender and Tan.	<b>Madras Union Suits</b> 95c Made of White plaid Madras; Athletic styles.

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