TO IMPROVE THE CANALS.

THREE BILLS MAY GO TO THE LEGISLATURE ON TUESDAY.

Albany, March 30 (Special).—Governor Odell is resolutely pushing forward his plan of continuing the work of canal improvement. Three bills for the further improvement of the canals of the State have been prepared at his suggestion, and possibly all of them will be submitted to the legislature on Tuesday next. Each one involves a proposition for the improvement of the canals which may be submitted to the voters at the polls this fall. These bills have been drawn up by State Engineer Bond and Colonel John N. Partridge, the Superintendent of Public Works, while Attorney-General Davies has attended to the wording and constitutional features of the measures. Under one bill a proposition to expend $19,797,828, or $25,143,241, if interest be added, for canal improvement is suggested. This proposition would be submitted to voters at the fall election. It would provide for the completion of the $9,000,000 plan of improvement, which was begun, but not finished, in 1896 and 1897, the $9,000,000 being exhausted. The plan provided that the Erie and the Oswego canals should have a depth of nine feet, except in the case of aqueducts and culverts, where the depth would be only eight feet.

The second bill provides for the deepening of the Erie and Oswego canals to a uniform depth of nine feet and the lengthening of one tier of locks so as to accommodate two boats of 125 feet in length, and the other tier of locks so as to accommodate one boat of 125 feet in length. The canal boat men could thus run three boats together, two canal boats and a steamer, for instance. Under this plan of improvement $25,000,000, or $32,000,000 if the interest be added, would be expended. This proposition may be submitted to the voters at the fall election if the others fail to meet with the approval of the legislature.

The third bill is similar to the second, except that it adds to the improvements the abandonment of the sixteen locks on the Erie Canal at Cohoes, and a change of the route of the Erie Canal from Rexford Flats eastward. Then only three locks would be necessary. Under this plan $28,000,000, or $35,000,000 if interest be included, would be needed. The bill provides for the submission of the proposition to the voters.

The bill in relation to the first plan, under which $25,000,000 would be expended, follows generally the lines of the bill of 1895, which provided for the submission of the proposition to expend $9,000,000 for the improvement of the canal system, and the supplementary bill of 1896, which provided for the expenditure of the money voted by the taxpayers at the election in the fall of 1895.

In addition to these provisions others have been added for the protection of the State in the matter of reclassification of excavated material and in every other way until it is believed that the contract drawn under this act will be too comprehensive for any contractor to get in any extensive bill for extra pay. The improvement called for by the bill follows closely the recommendations of Governor Odell in his special message on canals, which were for a 9-foot ditch on the Erie and a 7-foot ditch on the Champlain Canal, the whole improvement, with interest charges and all, to cost about $25,000,000.

The three measures will be submitted to Attorney-General Davies on Monday, for him to make a final examination of them, to determine their constitutionality. It is not probable that more than one of the propositions to improve the canals mentioned will come before the voters this fall.

JUDGE APPROVES WHIPPING.

TELLS PRISONER HE DID RIGHT IN LAYING RAWHIDE OVER MAN'S SHOULDERS.

Judge William C. Kellogg, of Yonkers, yesterday afternoon surprised a courtroom full of lawyers and witnesses by approving the act of a prisoner who was arrested for horsewhipping a man. Frank Jones, living at No. 26 West One-hundred-and-fifteenth-st., this city, was charged with horsewhipping and threatening to shoot Samuel Walters, of No. 707 Palisade-ave., of the firm of Kerr & Walters, proprietors of the Putnam House, Fourth-ave., this city. Jones worked for Walters's aunt, a Mrs. Owens, in her shoe store at Seventh-ave. and One-hundred-and-twenty-eighth-st., this city. About three weeks ago he obtained a place in a Sixth-ave. shoe store. He referred his new employer to Mrs. Owens. He was laid off, the superintendent saying that the letter from Mrs. Owens was unsatisfactory.

He suspected Walters had written the letter, so he bought a rawhide and went to Yonkers accompanied by his mother. He visited Walters's home, where Mrs. Owens also lives, but was unable to see her. Walters ordered him from the house. As he was about to leave Jones says he became so incensed at this that he drew the whip and laid it over Walters's shoulders. When several of the household ran at him he pulled a silver shoehorn from his pocket and said he would shoot the first one who touched him. Walters, thinking the shoe horn was a revolver, called in the police.

Judge Kellogg, after the testimony, handed the whip and shoehorn to Jones, and, telling him he did right to whip any man who maligned his character, discharged him.

THE NORTH RIVER BRIDGE TERMINALS.

Charles H. Swan, the secretary of the New-York and New-Jersey Bridge Company, said yesterday that he did not know who induced State Senator John Raines to introduce the bill to grant power to the company to build an elevated railroad along the North River front to connect with the proposed bridge.

"Financiers are ready to build the bridge," he said, "if terminal facilities can be provided. The bridge could not be made to pay unless it had terminal facilities. A whole continent is waiting for entry to New-York by way of a bridge, but the bridge would be of no benefit without connection with the steamship piers. Passenger traffic alone would not make a bridge pay. It must have connections for the transfer of freight direct to the steamships. If the terminal facilities are provided and the bridge is built the commerce of New-York will be greatly increased. All the railroads that now end on the New-Jersey side of the North River can run trains over the bridge direct to the steamship wharves."

Mr. Swan declared that it was the purpose of the bridge company not to discriminate against any railroad. As to the need for legislation, he said that the Sinking Fund Commission of the city had not taken action to give to the bridge company the terminal facilities it needs. The company, he said, offered to pay any reasonable sum to the city for the privilege of constructing the elevated road along the river front. The Sinking Fund Commission had demanded 8 per cent of the gross receipts of the bridge for the right of way. That was considered prohibitive.

"Other cities," Mr. Swan said, "are willing to spend large sums for increasing their terminal facilities, but New-York demands a prohibitive tax on such facilities."

WINDING UP ITS AFFAIRS.

NEW EAST RIVER BRIDGE COMMISSION PREPARING TO RETIRE.

The New East River Bridge Commissioners are winding up the affairs of the commission and preparing to go out of business. Their duties will be performed by Commissioner Shea, of the Bridge Department. The Charter Revision bill provides for the abolition of the board. The Commissioners are Lewis Nixon, president; Julian D. Fairchild, treasurer; James D. Bell, secretary; James W. Boyle, Smith E. Lane and John W. Weber. Messrs. Bell, Fairchild and Weber are from Brooklyn; the others on the Commission are from Manhattan. Mayor Van Wyck appointed them to office early in 1898, removing another board in order to do it. The Commissioners receive a yearly salary of $3,000. The commissioners were content to remain in office, in that they were not different, of course, from the ordinary officeholder. But the Charter Revision Commission noticed that Bridge Commissioner Shea had sufficient office force to take care of all the business done by the commission.

UMBRELLA DIPLOMACY.

From The Chicago News.

First Stranger—Say, that's my umbrella you've got there.

Second stranger—All right. Just come with me to the police station and I'll return it to you.

First Stranger—But why is it necessary to go to the police station?

Second Stranger—Oh, merely as a matter of self-protection. You see, this umbrella was left in my house by a burglar a few nights ago, and—

First Stranger—I-er-that is-er-now that I look at the handle more closely, I see-er-that I am mistaken. Pardon me, sir. Good day.

Second Stranger (aside)—Gee, but that was a close shave! I forgot to tell him the burglar left it probably because he didn't happen to see it.

COLER ON TUNNEL PLANS.

LET JOHNSON BID FOR PRESENT ROUTE AND TALK OF EXTENSIONS LATER, HE SAYS.

C. M. Bates, the business associate of A. L. Johnson, in the Empire Building, said yesterday that Mr. Johnson would be back from Cleveland to-day, more than ever determined to build the extension of the Rapid Transit tunnel to Brooklyn.

"I called Mr. Johnson up on the telephone," said Mr. Bates, "and read to him Mr. Orr's letter. He doesn't consider that Mr. Orr and the commission wish to ignore him. In fact, he won't be ignored. While in Cleveland he examined tunnel system plans drawn in 1893 for a line under Broadway. A tentative proposition was considered at that time, the terms of which provided that the city was to furnish $30,000,000 and the Johnsons and R. T. Wilson $15,000,000 to defray the cost of building the system. That plan came to nothing, but Mr. Johnson had a lot of figuring done on it that he can make use of in case he becomes tunnel bidder again, as he expects to be."

Controller Coler, who has been sick for several days and yesterday was confined to his house in Brooklyn, in speaking of rapid transit matters said:

There ought not to be any further delay in providing rapid transit by the tunnel route to Brooklyn. As I understand it, Mr. Johnson does not object to the present tunnel route, but he wants it extended according to his plans. I am not opposed to other tunnels. Let Mr. Johnson bid for the present route, and if he can demonstrate that he can make it pay, especially on a three cent fare basis, all the money to pay for the extensions Mr. Johnson wants can no doubt be readily obtained.

Increased and efficient traffic facilities will enhance the value of property, which means higher assessments, and higher assessments mean more taxes.

The borrowing margin of the city will be greater, too. I am an advocate of tunnels at other points, but the proposed tunnel to Brooklyn connecting with the underground road, in course of construction in Manhattan and The Bronx, it seems to me, will afford immediate relief for the conjested traffic in the crowded parts of Brooklyn.

All the passenger traffic in Brooklyn centres at the two points, and to reach these by an artery connecting with the underground road in Manhattan is the object of the Rapid Transit Commissioners and their engineers. To deflect the tunnel to any other point might serve a certain district, but would be of little general advantage.

Most surface and elevated railroad cars in Brooklyn pass the Borough Hall, or within a block or two of it. The Brooklyn Rapid Transit Company's cars carry, according to the last annual report of the State Railroad Commissioners, 272,560,074 passengers annually, and distribute besides 42,051,904 transfers. The Coney Island and Brooklyn Railroad, which controls all lines not in the rapid transit system, carried in 1900 32,558,280 passengers and issued 5,843,871 transfers. With the exception, perhaps, of those who travel on the Vanderbilt-ave., Hamilton and South Ferry lines, and a few of the less important scattering lines, all pass close to the Borough Hall, at which point they will be enabled to connect with the rapid transit system across the river.

A tunnel to South Brooklyn would perhaps afford better accommodation to the residents of the Eighth, Twelfth, Twenty-second and Thirtieth wards, but would be of little or no advantage to the rest of the citizens. The population of these wards, according to the federal census of 1900, is as follows: Eighth, 52,414; Twelfth, 30,364; Twenty-second, 66,575; Thirtieth, 24,700; total, 174,043. The population of the other wards of Brooklyn, all of whom would be directly benefited by the proposed tunnel, is 992,539, or close to 1,000,000.

And yet, the proposed tunnel will be of immense advantage to the residents of South Brooklyn. The lines on which they travel will connect with the tunnel at the Flatbush-ave. terminus, from which a few minutes will suffice to start them travelling on the underground system in Manhattan Borough, whence they can reach any points of destination on the island.

Above all, the vexatious delays and unhealthy overcrowding on the Brooklyn Bridge will be avoided. The cost of a tunnel to South Brooklyn would be immensely greater than the cost of the proposed tunnel under the river from Battery Park to Joralemon-st.

All things considered, no equally good solution of interborough transportation can be found than the proposed tunnel, not only from a financial but from a practical point of view. The extension of this particular tunnel is a proposition for future consideration.

PSI U'S AT DINNER.

GOVERNOR ODELL ONE OF THE SPEAKERS AT THE LAMBDA CHAPTER'S REUNION.

The twenty-first annual dinner of the Lambda Chapter (Columbia University) of the Psi Upsilon fraternity, was held last evening at the Holland House. John Kendrick Bangs, of the class of '78, was toastmaster. The speakers were Governor Benjamin B. Odell, jr., of the class of '77; Julien T. Davies, the Rev. Dr. George R. Van de Water, George S. Coleman and Stephen Barker. Governor Odell in his speech dwelt upon his college days and the good influence which a secret fraternity exerts over an undergraduate's life. He did not once refer to current political topics.

Among those present were Rudolph Neeser, Harrison Kerr Bird, Frederick De Peyster Foster, Dr. George Henry Fox, Charles H. Shaw, C. W. Ogden, Ernest Iselin, Julian Augustus Barnard, Goelet Gallatin and Henry Pelham Robbins. The dinner committee included Edwin P. Shattuck (chairman), Marcellus H. Dodge (treasurer), Julien T. Davies, Frederick De P. Foster, Justus A. B. Cowles, Newton E. Stout, Stephen Barker and Herbert R. Odell, son of Governor Odell, an undergraduate at Columbia.

TELEGRAPHIC NOTES.

Pittsburg, March 30.—By an explosion of gas at Furnace C of the Edgar Thomson Steel Works at Braddock, Penn., to-day five men were terribly burned, two fatally. The men were plumbers, and the explosion was caused by escaping natural gas from a broken main igniting from the furnace.

Cleveland, Ohio, March 30.—The six story building No. 284 to 288 Erie-st., owned by M. A. Bradley, was burned last night, causing a loss of $60,000. The building was used for small manufacturing purposes. The ground stores were occupied by H. C. Winter's picture store and the Gormully & Jeffrey bicycle sales store, whose loss is placed at nearly $30,000.

Omaha, Neb., March 30.—Prentice Tiller and George H. Grant, the latter having several aliases, were arraigned to-day before United States Commissioner Anderson on a charge of robbing United States mail boxes, and held in $2,000 bail each for preliminary hearing in Cincinnati, to which city they were ordered taken. Grant was held as an alleged confederate of Tiller.

Dayton, Ohio, March 30.—"The Daily News" was published to-day by the Young Women's League, an organization made up of some of Dayton's leading women. They took entire charge of the publication, and then sold papers on the streets. Among the contributors are Vice-President Roosevelt, Governor Nash, Cardinal Gibbons and Bishop Potter. The proceeds of the work go to the league's building fund.

Scranton, Penn., March 30.—H. Goldschlager, who owns a drygoods and notion store here, was arrested to-day, and held in bail on the charge of arson. Goldschlager is accused of setting fire to a stock of clothing which he recently bought at a bankrupt sale. At the hearing to-day Chief of Police Robling made the statement that his department was in possession of evidence that Goldschlager had committed similar offences in Western cities.

Philadelphia, March 30.—The new Clyde Line steamer Apache was launched to-day at Cramps's shipyard. Miss Alice Eger, of New-York, niece of Theodore G. Eger, traffic manager of the Clyde Line, named the ship. The Apache will ply between coast cities. Her dimensions are as follows: Length over all, 303 feet 3 inches; length on load waterline, 291 feet 5½ inches; breadth, moulded, 46 feet; depth, moulded to hurricane deck, 30 feet; normal draught, 15 feet.

Reed City, Mich., March 30.—Deputy United States Marshal O'Donnell arrested Myles M. Callaghan, until recently postmaster of this place, on a charge of being short in his accounts. Post-office Inspector Frazer, on Wednesday, found Callaghan to be short about $1,100 in his cash, and he at once turned the office over to his bondsmen, Thomas R. Welsh, one of the sureties, was named for postmaster. Callaghan made his shortage good except $450, which his bondsmen furnished.

Sunbury, Penn., March 30.—After being a fugitive from justice for many months, Oscar J. Reed, the ex-councilman from Shamokin, who last May was convicted of conspiracy in connection with the borough paving contract, and who swindled the Shamokin Lodge of Macabees out of $5,000, by presenting for payment two bogus death vouchers, came to this city to-day and gave himself up. His sentence of four months, imposed on him with the other councilmen convicted at the same time, will begin on Monday. At the end of his present term in prison he will be rearrested and tried on the charge of forgery and embezzlement.

Chicago, March 30.—After having been wounded in a previous attempt at burglary a few hours before, Cornelius Doherty, one of the four men who attempted to break into the Newberry Building, in East Ontario-st., met a tragic death last night while running away from a watchman. Frank Kelly, who shot him in the left temple and the left thigh, Kelly had driven away three men earlier in the evening, discovering them as they were climbing the fire escape. He fired several shots at the fugitives, and the one who fell, but regained his feet, is believed to have been Doherty. Shortly after midnight the men returned. Kelly again discovered them, and as the men ran, fired, killing Doherty. The others escaped.

AN APPRECIATIVE GIRL.

From The Chicago Times-Herald.

Clara—He boasts that he kissed you the first time he ever called on you.

Jessie—Thank you.

Clara—What do you mean? Why do you thank me?

Jessie—For saying he boasts, when you might have said that he reluctantly admits.

Easter Dictates and Dominates This Entire Advertisement.

SIMPSON, CRAWFORD & SIMPSON.

Easter Signalized by Emphatic

Values in Suits and Wraps.

Paris, Berlin and London touch hands in choice examples of each city's specialties.
The originality and grace of France,
The plain Tailor styles of England,
The adaptive powers of the Berlinese
Have their special complete representations, and the influence of Easter pervades all.

$25.00 Silk Lined Suits - - - $15.00

In Black and Blue Cheviots, Coat and Skirt trimmed with stitched taffeta and soutache braid, skirt flounce effect, entire suit silk lined, sizes 34, 36 and 38. It is an unprecedented step to sell such suits thus.

$42.50 High-Class Tailored Suits 26.75

In fine quality Broadcloths or Cheviots, light weight, Black and Blue, handsomely braided, coat has vestee of Black or contrasting colors; entire suit lined with excellent black tafleta; the skirt over silk drop, with deep accordion pleated flounce.

In Jackets.

Taffeta Silk Eton Jackets, lined with white, vestee of white moire, well tailored; a $10 value; Monday 7.50

Silk Eton Jackets, excellent tucked taffeta, vestee of white moire, silk lined, trimmed with small buttons; $13.50 Etons for 10.00

Tailored Jackets of Cheviot and Covert Cloths, Eton or regular Jacket lengths, silk lined throughout, unusually underpriced at 10.00

Novelties in Cloth and Silk Coats—
Etons, Louis Quinze and Long Garments.

Capes of the Prevailing Mode.

Broadcloth Capes, black only, lined with black taffeta, storm collar, hood lined with black and white plaid silk, also in black, heavily braided; choice 10.00

Black Worsted Cloth Capes, broad band of tucked taffeta, full collar of taffeta Ruching, silk lined; Monday 14.75

New Importations of

SILK WAISTS.

Artists plan and produce them. Infinite pains, an educated taste, artistic sensibilities are all enlisted before Paris masterpieces see the light. Such creations as we import and copy baffle the average designer. Waists hastily turned out lack finish. There is a sameness of detail and effect. We show exclusive originals, then adapt them cleverly and skilfully at moderate cost. The French smartness is given in every instance, from the small-priced garment to the most elaborate collection.

ASTONISHING SPECIAL VALUES.

A charming group of Imported Models from Paquin, Raudnitz and Doucet, showing the striking characteristics of each artist. Only one of a kind, by far the greatest values ever given in French Waists, at 35.00

Copies of Paris Models in Louisines, Crepe de Chines and other favorite soft finished weaves. Every color, every whim and caprice of the season's best designs 10.50

Louisine Silk Waists, back front and sleeves uniquely tucked in two and three alternate clusters. Pink, lavender, light blue and helio; new fancy stock and bow 5.95

Black corded and tucked Taffeta Waists, a wonderful value at 2.98

Easter Millinery.

After very extensive preparations we are now ready to exhibit by far the most complete and attractive collection of **High Class Millinery Novelties** ever displayed in this country. Brought out with special reference to this coming Easter.

Imported Bonnets, Round Hats, Toques and Turbans—every leading house in Paris represented in our collection. Suit and Dress Hats from our own work room, specially chic and desirable styles at prices to please everybody.

Misses' and Children's Trimmed Hats, both Imported Models and those of our own make. Enormous variety from which to choose at popular prices.

(Trimmed Hat Departments, 2d Floor, New Building.)

Large assortment of Untrimmed Hats—so many choice novelties were never before seen. Specially attractive display of Hats made and prepared for simple and inexpensive trimmings.

Flowers and Foliage—A collection embracing exact copies of every possible style of the natural. Also Novelty Flowers, Montures, Wreaths, Sprays and Piquets, New Wings and Quills, Aigrettes and Ostrich Novelties.

Millinery Ornaments, Fancy Laces, Embroideries, Straw and Silk Braids and Nets, Malines, Chiffons, Crepes, etc., etc.

Simply Trimmed Ready-to-Wear Hats, Golf Hats, etc., very complete and attractive collection—representing a large variety of styles (mostly exclusive).

Ribbons, Embracing complete assortment of latest Imported Novelties, Gold Effects, Warp Prints, Cashmeres, all desirable styles of Plain Ribbons for Millinery and Dress Trimmings.

SPECIAL OFFERINGS.

100 dozen Combination Straw and Chiffon Hats, Toques and Turbans, black and all colors; value $3 each, at 1.95
1,000 dozen fine French Muslin Roses, all colors, 3 in a bunch; value 55c. at 29c
100 dozen Rose Spray, 4 and 5 roses in pacquet, with leaves and buds, value 75c., at 48c
60 dozen Rose Montures and Wreaths, assorted styles and colors; value $1.00, at 75c
1,000 pieces Straw Braids, black, white and colors, 13 yards in piece; value 85c., at 48c
2,000 pieces Straw Braids, pieces of 13 yards, in black and white, Paris dye and bleach, at 85c., 95c., $1.25 and 65c
500 pieces **Extra Quality Double Face Satin Ribbon,** 5 inches wide, black only; value 60c., at 32c

Lace Department.

No such exhibit of Novelties as we now present has ever appeared in our Lace Department. Not in one class of lace alone, but in all the varied makes, collected with care and discrimination from the great lace centres of Europe, form a unique collection of choiceness and novelty. Lace connoisseurs will enjoy them. Dressmakers are enabled to copy the model costumes of Parisian modistes with exactness.

We display Venise, Arabe, Russian, Cluny, Irish Crochet, Lierre, Margot, Net Guipure, Point Gaze, Valenciennes, Point de Paris, Chantilly, Alencon, Fond de Fil, &c., in different forms of Galloons, Insertings, Edgings, Incrustations, demi-Flouncings, Nets, &c.

SPECIAL ITEMS NUMBER.

Black Silk Point d'Esprit Nets, 45 inches wide, extra heavy mesh and large size dot; value 85c., at . . . 69c
White Cotton Point d'Esprit Nets, 54 inches wide, fine mesh ground; value 75c., at 60c
Venise Lace all-overs, 18 inches wide, drab shade, new designs; value $1.98 yard, at 1.55
A large assortment of Venise Irregular Laces in the correct drab shade, exceptional values at, yard, 39c., 48c. and 98c
Fine French Valenciennes Laces, desirable for trimming lawn, organdie and grass linen dresses, worth double, yard, 7c., 9c., 12c. and 16c
All silk Lyons weave, Liberty Chiffon, latest spring shades 45c

19th St. Sixth Avenue. 20th St.

RAILROAD INTERESTS.

ST. PAUL SECURES NEW SHORT ROUTE.

TRAFFIC AGREEMENT FOR NINE HUNDRED AND NINETY-NINE YEARS WITH DAVENPORT, ROCK ISLAND AND NORTHWESTERN.

Milwaukee, Wis., March 30.—"The Milwaukee Journal" to-day says that the Chicago, Milwaukee and St. Paul Railroad has closed a 999-year traffic agreement over the Davenport, Rock Island and Northwestern. "The Journal's" authority for the statement is A. J. Earling, president of the St. Paul road. The deal is said to be one of the most important in years made by that road. The line extends fifty-five miles—from Clinton, Iowa, to Davenport, Iowa; Rock Island and Moline, Ill. It is fully equipped with rolling stock, has a fine roadbed, and is a complete railway system in itself. It will form one of the most valuable branches of the Milwaukee road, as it is to become a part of the Kansas cutoff, about which there has been so much talk recently; and as the Milwaukee has, with the traffic agreement, acquired the right to use the road with its own rolling stock, trains and men, it virtually comes into possession.

A meeting of the officers of the Chicago, Milwaukee and St. Paul, Chicago, Burlington and Quincy, and Davenport, Rock Island and Northwestern railroads was held in Chicago to-day, and details of operation were decided upon in connection with the joint traffic agreement reached some time ago for the operation of the Davenport road by the St. Paul and Burlington systems. B. R. Williams, general manager of the Chicago, Milwaukee and St. Paul, was elected president of the Davenport road.

The practical absorption of the Davenport road by the St. Paul and Burlington systems is regarded as one of the most important steps in the recent history of Western railroading. To the Burlington system it gives access for the first time to Davenport, and brings that road into active competition for the traffic of that territory. In addition it will shorten the St. Louis-St. Paul route of that road by twelve miles.

General Passenger Agent Miller, of the Milwaukee road, said to-day that his system will use the road in shortening its route between Chicago and Kansas City. It has begun the construction of a "cut off" between Ottumwa and Columbus Junction, Iowa, and this, with the newly acquired trackage of the Davenport, Rock Island and Northwestern, will shorten the run between Chicago and Kansas City by at least forty miles and bring the St. Paul system into much sharper competition for passenger traffic between those points. Both the Burlington and St. Paul systems will begin the operation of trains over the Davenport road on Monday.

NEW SOUTHERN PACIFIC DIRECTORY.

There is official authority from several sources for the statement that at the annual meeting of the Southern Pacific company, which takes place in this city on Wednesday, the new board of directors will include E. H. Harriman, Jacob H. Schiff, Mortimer L. Schiff, Otto H. Kahn, George J. Gould, James Stillman, Charles H. Tweed, Charles M. Hays, Thomas H. Hubbard and Edwin Hawley. There are two vacancies in the list as set forth. It was announced that H. E. Huntington, one of the vice-presidents of the road and nephew of the late Collis P. Huntington, will retire altogether. The first six names in the list of prospective directors represent the interests which have recently acquired control of the Southern Pacific.

SAYS WHEELING AND LAKE ERIE NOT SOLD

Cleveland, Ohio, March 30.—President Blickensderfer of the Wheeling and Lake Erie Railroad Company again declared to-day that the Wheeling and Lake Erie had not been sold. "I am positive on that point," he added. Asked if his company had or would enter into an arrangement with the Wabash with a view to forming a line from Pittsburg to St. Louis and Kansas City, Mr. Blickensderfer said: "While it is, of course, possible that our directors have entered into such a deal, no official information has reached me bearing on the subject."

EFFECT OF CONSOLIDATIONS.

Baltimore, March 30.—President John K. Cowen of the Baltimore and Ohio Railroad Company was asked to-day what would be the effect of the consolidations which were in progress in railroad properties. His reply was:

They will benefit the shipper, as this community of interests means stability in rates. The great complaint in the past was from discriminations. This is now removed. There has been no contention that rates were too high, but the trouble has been that some shippers got the advantage. The railroads are getting along with the present rates because of their stability.

NEW GENERAL MANAGER OF B. AND O.

DANIEL WILLARD TO SUCCEED F. D. UNDERWOOD, WHO GOES TO THE ERIE.

Washington, March 30.—Daniel Willard has been appointed general manager of the Baltimore and Ohio Railway, the vacancy being caused by the resignation of Frederick D. Underwood. Mr. Willard has been assistant general manager, coming to the Baltimore and Ohio from the "Soo" Line, where he was superintendent. Previously he was connected with the Central of Vermont and the Lake Shore and Michigan Southern. He is considered an expert in railway economics. If he accepts he will be among the youngest general managers in the country, as he is only forty years old. His selection means a continuance of the present methods in the operation of the Baltimore and Ohio system.

CHANGE IN PRESIDENCY OF READING.

JOSEPH S. HARRIS TO BE SUCCEEDED BY GEORGE F. BAER.

Philadelphia, March 30.—"The Record" to-morrow will say that the announcement in the course of the coming week of important changes in the management of the Reading Company is expected, and "The Record" is in a position to state that Joseph S. Harris will retire from the presidency of the company, and that George F. Baer, a director of the company and a member of the executive committee, will succeed him. The proposed change in the presidency of the Reading Company is the result of several recent conferences with Mr. Morgan, who, with the Vanderbilts, is the dominating factor in the affairs of that company.

The Reading Company owns and controls the stock and bonds of the Philadelphia and Reading Railway Company, the stock of the Philadelphia and Reading Coal and Iron Company, and stocks and bonds of various other corporations which go to make up the Reading system. The Reading Company also owns, through a recent purchase, a controlling interest in the Jersey Central, and Mr. Baer will also dictate the future policy of that company.

It is understood that President Harris will remain as the executive head of the Philadelphia and Reading Railway, the Philadelphia and Reading Coal and Iron Company and various other corporations now under control of the Reading Company.

ACQUISITION OF RIO GRANDE WESTERN.

The board of directors of the Denver and Rio Grande Railroad Company has adopted a resolution formally authorizing the acquisition of the Rio Grande Western Railway Company—in other words, have decided to exercise the option which the Denver and Rio Grande has for some time held on the controlling interest in the Rio Grande Western. The control of Denver and Rio Grande, as was announced several weeks ago, is itself lodged with Missouri Pacific interests, but it is understood that no actual merger of the Denver and Rio Grande with the Missouri Pacific system or of the Rio Grande Western with the Denver and Rio Grande is in contemplation.

ROCK ISLAND THE FEATURE.

IT DARTS UP NEARLY SIX POINTS IN THE LAST FEW MINUTES OF THE TRADING.

Rock Island was the stock market's feature yesterday, darting upward nearly six points in the last ten or fifteen minutes of the trading. The stock has been advancing by exceedingly slow stages in the last few days. Yesterday it opened at 129½, and up to about 11:45 o'clock had gained 1 point. Then the stock moved, never stopping until it touched 136, from which level it receded to 135 at the close, a net gain of 5¾ per cent. Atchison common advanced with Rock Island, going up to 63½ and closing at 63⅛, 1⅜ per cent higher than on Friday. Unverified reports were current that the two roads were to be consolidated, and also that a close traffic agreement had been entered into between them, by which the Rock Island would gain an entrance into San Francisco.

A WISCONSIN TRAGEDY.

From The Wilmot (Wis.) Agitator.

A piercing scream rang out on the evening air. A wild shriek it was, beginning as one struggling for breath, and growing louder as it grew older until after a last supreme effort it subsided with a mocking, baffled gurgle.

A score of startled villagers started in surprise to their feet and hurried to the rescue. But no blood had been drawn. It was only the saw at the mill ploughing through its first log.

American Art Galleries,

Madison Square South, New York.

Absolute Public Sales of Special Importance

On Thursday Afternoon Next, April 4th,

Beginning at 2:30 o'clock, we will sell by order of W. Lewis Fraser, Esq., of this city, his private collection of Valuable Antique Jewels, comprising Rare Watches, Finger Rings, Brooches, and other Jewelry. Gold and Silver set with Diamonds, Emeralds and Rubies, and dating from the Fourteenth to the Nineteenth Century.

On Saturday Afternoon Next, April 6th,

Beginning at 3 o'clock, will be sold a collection of about one hundred unusually fine Antique Eastern Rugs, being the selections of an Amateur and to be sold for private account.

On the Afternoons of April 8th, 9th and 10th,

By order of Mr. Kano Oshima, an important collection of Antique and Modern Japanese and Chinese Art Objects and Curios, Grand Screens and Textiles.

On the Evening of April 9th,

An important collection of Japanese Paintings, by the pupils of Prof. Kakso Okakura's Art Institute, Tokyo; a unique group of bromides, contributed by the famous photographer K. Tamamura, Yokohama, which represent the highest point that photography has attained in Japan; and a Series of Valuable Japanese Color Prints of the Old and Modern Schools, including examples of Hokusai, Yeisen, Hioshige, Harunobu, and many other famous artists.

ON FREE VIEW DAY AND EVENING,
Beginning Monday next, April 1st.

THE SALES WILL BE CONDUCTED BY
THOMAS E. KIRBY of the AMERICAN ART ASSOCIATION, Managers
6 East 23d St., Madison Square South.

MYSTERIOUS DEATH OF YOUNG WOMAN.

DRANK MUCH CHAMPAGNE WITH WELL DRESSED YOUNG MAN.

Elizabeth Ray, otherwise known as "Bessie" Ray, twenty-three years old, of No. 318 Union-st., Albany, was found dead in a room at the Palace Hotel, Seventeenth-st. and Third-ave., at 6 o'clock last night, under what are considered suspicious circumstances. The woman came from Albany two days ago, and was with a well dressed young man, whose name is not known. They spent most of the time in drinking champagne. At noon yesterday she left her companion and retired. She asked the chambermaid to wake her at 2 o'clock. The girl did so, but she then requested to be allowed to sleep until 4. She was waked again at 4, and she again asked to be allowed to sleep until 6. At 6 o'clock the woman was in a state of coma. Dr. Jennings, of No. 214 East Seventeenth-st., pronounced her dead.

The police are investigating the case.

FOREIGN SOVEREIGNS IN BRITISH ARMY.

From The London Chronicle.

King Edward has followed precedent in giving rank in our army to foreign sovereigns. Few persons, however, have noticed the appropriateness of his majesty's selection of the Oxfordshire Light Infantry as the regiment which he bestows on his kinsman, the King of Portugal. The old 43d and 52d regiments, which form that famous corps, were among the first which landed in the Peninsula, near Lisbon, in 1808; and they served throughout the war, under Craufurd, until they emerged into France in the early days of 1814. There is, therefore, singular fitness in giving his majesty the honorary command of a regiment which bears on its colors the name of almost every action in the Peninsular War, and which did so much to maintain the kingdom of Portugal.

Grand Rapids Furniture

"For the Country Bedroom."

As a suggestion for coolness and simple art effects in bedrooms, we offer bureaux, toilet dressers, chairs and tables, in various enamels, either in pure white or a blending of colors in Wedgewood style, or Colonial decoration. These pieces are built on simple lines where cost is simply used in construction, and not unnecessary ornamentation.

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