

CONTESTS UP THE STATE.

MAYORS TO BE ELECTED IN THE PRINCIPAL CITIES.

THE CANDIDATES AND THEIR RECORDS—HOPE OF REPUBLICAN VICTORY IN BUFFALO, ROCHESTER, ALBANY AND OTHER PLACES.

Albany, Oct. 13 (Special).—Nominations for Mayor and other city officers were completed in the course of the week just passed in the cities of Albany, Syracuse and Rochester. The week previous similar nominations were made in the cities of Buffalo, Utica and Troy. Both political parties are, therefore, now in line of battle in the interior of the State. There being no State contest, the interest of up-State politicians will be centered upon the conflicts in the cities mentioned.

Governor Odell indicated by his talk with prominent Republicans here a few days ago that he has made himself intimately acquainted with the features of the political campaign in progress in each city, and was well aware of the elements of strength and weakness possessed by the respective parties in each city. As chairman of the Republican State Committee he gained a knowledge of political affairs everywhere in the State, and although in view of the office he holds as the State's executive it is obvious that he is not participating actively in the political campaign now in progress.

Democratic leaders here say in private conversation that they are not in the slightest degree hopeful of making gains in the cities of the State, and will be content if they can hold what they now have, namely, possession of the offices in the cities of New-York, Syracuse and Buffalo. A Democratic leader of prominence here said yesterday: "I can see no way out of this campaign. No one would think it wise to attack the McKinley administration. Nor would it be well to attack the Republican State administration. There is nothing left, therefore, but city issues, which are of a local nature." President McKinley's administration had gratified every Republican, the Gold Democrats and thousands even of the Bryan Democrats. No partisan feeling, therefore, can be excited against national candidates in the cities by dwelling upon national affairs.

The Republican party has brought forward in the interior of the State a notable list of candidates. The State Controller, Erastus C. Knight, is a candidate for Mayor in Buffalo. The Rochester Republicans have selected as their candidate for Mayor one of the Assemblymen from Monroe County, Adolph J. Rodenbeck, a leading member of the Assembly Judiciary Committee and chairman of the Assembly Committee on Privileges and Elections. In Syracuse the Republican candidate for Mayor is Jay B. Kline, who has been District Attorney of Onondaga County for nearly six years. Troy Republicans have endorsed the nomination of Daniel E. Conway, "Progressive Democrat." The term "Progressive Democrat" is used as a contrast to that of "Commercial Democrat," which may be said to have been patented by Controller Coier when he wrote his famous article on "commercialism in politics." Here in Albany the Republicans have nominated for Mayor George H. Gaus, a leading member of the Albany Board of Supervisors. In Utica, the Republican candidate for Mayor is Dr. M. J. Davies, a leading physician. The Democrats have nominated Herbert P. Bissell for Mayor in Buffalo, ex-Mayor George E. Warner for Mayor in Rochester; Mayor James K. McGuire, chairman of the Democratic State Committee, for Mayor in Syracuse; and Mayor Charles J. Talcott for Mayor in Utica, and Seymour Van Santvoord for Mayor in Troy. It cannot be said that any of these gentlemen is receiving any aid from the Democratic State Committee; indeed, the chairman of the committee is busily engaged, and properly, in the management of his own canvass for Mayor in Syracuse. Richard Croker is also kept busy in the Democratic canvass, as he has been in the past. In Albany a considerable activity in the Democratic canvass has been manifested by David B. Hill. In Troy another veteran Democrat, Edward Murphy, Jr., is exhibiting much interest in the campaign.

Among the prominent factors in the campaigns in the various cities are the city tax rates and city expenditures. In the largest cities the interior of the State, the Democrats have been in control for four years, and naturally their administration of the city's affairs is under review. In the last thirteen years there have been two periods of Republican dominance in Buffalo and two periods of Democratic dominance. The following table shows the tax rates during that time:

Table with 3 columns: Year, Rate, and Party. Rows include 1885-89 (Rep.), 1890-91 (Dem.), 1891-92 (Dem.), 1892-94 (Dem.), 1894-95 (Dem.), 1895-96 (Dem.), 1896-97 (Dem.), 1897-98 (Rep.), 1898-99 (Rep.), 1899-00 (Rep.), 1900-01 (Rep.).

It will be perceived that in the two periods of Republican administration the taxes have been low, while in the two periods of Democratic administration they have been high. It is also significant that the Democrats did not renominate Mayor Conrad Diehl, under whose administration the taxes increased. The Republican party has nominated for Mayor State Controller Knight, and has a record for economy. As Controller of Buffalo in 1890 he cut down the estimates of the cost of supporting the city government \$69,110.50. Mr. Knight also can point to the fact that under his administration of the State Controller's department the present year the largest amount of indirect taxes ever collected came into the State treasury; and that as a consequence of this increased collection of indirect taxes the State taxes of Buffalo in the coming year will be much less. Mr. Knight's friends are confident of his election. In 1894 he was elected Controller of Buffalo by nearly 11,000 majority, and in 1898 was re-elected by a large majority, despite the fact that a Democrat was elected Mayor by a majority of 1,000.

Herbert P. Bissell, the Democratic candidate for Mayor in Buffalo, for ten years was member of the well known firm of Bissell, Seward, Bissell & Carey, of which ex-Postmaster-General Bissell was the head. Mr. Bissell was a candidate for State Senator on the Democratic ticket in 1885, but was defeated, and he was defeated when a candidate for Attorney General in 1892. In his speech accepting the Democratic nomination for Mayor he promised an economical administration. Mayor Diehl made similar promises.

The Republicans of Rochester have nominated Charles H. Gaus as their candidate for Mayor, and he was defeated when a candidate for State Senator on the Democratic ticket in 1885, but was defeated, and he was defeated when a candidate for Attorney General in 1892.

General Amasa J. Parker, the Democratic candidate for Mayor of Albany, is a son of the distinguished lawyer of that name, and has a long public career. He was State Senator from this district three terms—in 1857-'57, 1862-'63 and 1864-'65. He also was a prominent officer of the National Guard, being commander of the Third Brigade for several years. General Parker will undoubtedly make an earnest canvass, backed by David B. Hill, the Republican party. The Republican leaders believe, however, that dissension in the Democratic party will prevent General Parker from receiving its full support, and that Mayor Gaus's popularity will bring him much non-partisan support. The contest promises to be one of the closest in the State.

TO SERVE AS AN ART JUROR AT PITTSBURG. M. Armand-Jean, a French artist, arrived yesterday on the steamer La Bretagne. He is on his way to Pittsburg, to be present at the Carnegie Institute Art Exhibition, which will be held in that city, at which he will act as a juror.



MAYORALTY CANDIDATES FOR ALBANY, BUFFALO AND ROCHESTER.

HOW TUNNEL WILL LOOK.

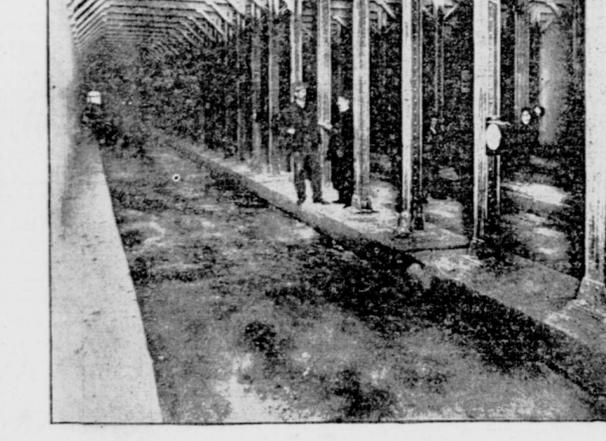
ATHOUSTON AND PRINCE STS. IT IS ALL READY FOR THE TRACKS.

To furnish a sample of what the rapid transit tunnel will really look like when it is ready for travel the Degan-McLean Company, sub-contractors, have finished that part of the tunnel between Houston and Prince sts. that runs under Elm-st. This section is complete with the exception of the tracks and a little paint that will be put on the steel girders that support the roof. Even the lamps have been placed to show how the tracks will be lighted up for the motorman and the track walkers.

Longitudinally with the tunnel the pillars are five feet apart, with a space of twelve feet six inches between, through which the cars will run. On every sixth pillar is an electric light, which shines from either side, casting its gleam on the tracks on both sides of it. The lights are "staggered," that is, in a direct line they are thirty feet apart on one side of the pillars, but the point of beginning on each row of pillars varies fifteen feet, so that actually there is a lamp every fifteen feet. The sides of the tunnel are painted white, not a glaring light that would diffuse the light and cause reflections, but dead enough to allow of diffusion without confusion.

For the seven hundred feet of the finished section the tunnel is lighted up sufficiently for the motorman on the front platform to see the track without the aid of his headlight, and for the trackwalker or anybody else who is in the tunnel to find his way without groping in the dark. The lamps are raised four feet from the base of the rails, and are low enough not to cast a glare into the eyes of the motorman.

The effect of the finished part is of clean, neat and bright, quite different from the dusty streets through which the surface trolley cars run, and one can imagine a feeling of restfulness while gliding through the completed tunnel that cannot be obtained above ground.



THE RAPID-TRANSIT SUBWAY AT BLEEKER AND CENTRE STS. Which is complete save for the tracks.

amid the noise and confusion of trucks and other traffic. There is not enough light to dazzle the eyes, but enough to do away with the idea of moving in semi-darkness and give a feeling of content and quiet while traveling. This is the first part of the tunnel to be finished, but from now on other pieces will be made ready, so that visitors can form an idea of what the tunnel will be like. Here there will be four tracks, each separated from the other by pillars and a high curb. Express cars will run on the middle tracks, and local cars on the outside tracks. All the work of the electric duct through which will run the cables that are to furnish power for the road is covered and made presentable by a smooth surface painted white. In about six weeks the station at Bleeker st., which will be a sample station, will be finished. It will be covered on the inside with glazed tiling and be splendidly lighted with electric lamps. About the same time that portion of the tunnel between Bond-st. and Great Jones-st. will be finished, and this will furnish a good idea for a long distance of what the tunnel will be from the Battery to Harlem when it is completed. Already the entire steel frame work between Great Jones-st. and Prince-st. is connected, and all that remains is to concrete the sides and spray on the paint. This operation is interesting. Instead of using a brush the painters have a force pump by which compressed air is forced through the pipes that they use, and the paint is distributed over the surface of the concrete and evenly, emerging from the nozzle at the end of the hose in a fine spray that is thrown against the sides and roof with enough to make it cling, but which is not strong enough to cause it to scatter.

WHAT VAN WYCK HAS COST

Continued from first page.

of four persons for services rendered to the Board of Education.

March 20—Mayor Van Wyck wrote that Chapter 764, Laws of 1900, providing for the improvement of Bedford-ave., had not been accepted by the city of New-York. The Mayor gave no reason for his action.

March 20—Mayor Van Wyck disapproved Chapter 751, Laws of 1900, establishing a uniform salary schedule for the school teachers of the city.

March 25—Mayor Van Wyck declined to accept Chapter 770 of the Laws of 1900, providing for a field survey of the Thirty-second Ward of Brooklyn.

March 25—Mayor Van Wyck declined to accept Chapter 765, Laws of 1900, providing for the opening of Remsen-ave., in the Borough of Brooklyn.

April 20—Mayor Van Wyck accepted Chapter 748, Laws of 1900, authorizing the payment of persons employed in the city magistrates' court.

April 20—Mayor Van Wyck accepted Chapter 749, Laws of 1900, providing for the enlargement of the Hall of Records in the county of Kings.

April 11—Mayor Van Wyck approved Chapter 747, Laws of 1900, providing for the appointment of an additional judge of the City Court of New-York.

February 17—Mayor Van Wyck approved of Chapter 50, Laws of 1900, authorizing the payment of certain persons as assistant accountants in the Finance Department.

February 16—Mayor Van Wyck disapproved of Chapter 23, Laws of 1901, abolishing the Board of Police and substituting one Police Commissioner. Mayor Van Wyck's chief objection to the bill was that it would deprive the Mayor of the State, as well as the Mayor, to remove the Police Commissioner.

March 20—Mayor Van Wyck accepted Chapter 178, Laws of 1901, providing that "in no case shall an annuity be paid to a teacher from the retirement fund "be less than \$600."

March 20—Mayor Van Wyck accepted Chapter 218, Laws of 1901, providing for the appointment of Justices of the Municipal Court to appoint a commission to codify the laws relating to that court, at a cost not to exceed \$3,500.

March 15—Mayor Van Wyck disapproved of Chapter 297, Laws of 1901, providing for the improvement of Atlantic-ave., Borough of Brooklyn, taking the ground in a veto message that it would not be to the advantage of the city to have the law become a law.

April 19—Mayor Van Wyck disapproved of Chapter 551, Laws of 1901, providing for the payment of \$1,138,02 to the Treasurer of the Port Richmond Engine Company for the supplies expended by the company for supplies. Mayor Van Wyck in his veto message said: "This bill is mandatory in terms, and does not permit the Controller or any officer of the city of New-York to audit the claim or examine into any of its items."

April 24—Mayor Van Wyck accepted Chapter 570, Laws of 1901, to provide for the construction of a new reservoir in Forest Park, Queens County.

March 19—Mayor Van Wyck disapproved of Chapter 150, Laws of 1901, providing for the improvements in Bedford-ave., Borough of Brooklyn. In his veto message upon the bill Mayor Van Wyck said: "The act amended by this bill was not accepted by the city of New-York, and was passed over the written protest of the Mayor. In mandatory and imperative language it directed the city to open and improve Bedford-ave., and to pay the cost by assessing one-third on the property benefited and two-thirds on the city at large. It has been found defective in a vital part—the levying of the assessment. The present bill confirms the mandatory act of last year and fastens the assessment under it, two-thirds on the city and one-third on the adjacent property. The fact that this bill merely amends an existing law neither justifies nor excuses its enactment. The amendment is in violation of the Charter, and it gives force to the existing act, so it calls for the same consideration and entails the same responsibility as if it were the original act itself."

February 27—Mayor Van Wyck accepted Assembly bill No. 764, now Chapter 93, of the Laws of 1901, introduced by Mr. Morgan, providing that the city might take possession of water rights in the city of New-York, and that the opinion of the court in such proceedings may reasonably become necessary for such supply."

April 23—Mayor Van Wyck disapproved of the bill introduced by Senator Marshall cutting off the fees of the County Clerk of Kings County. Governor Odell subsequently, upon legal advice, decided that the measure was not in the public interest, and he vetoed Chapter 794 of the Laws of 1901. Mayor Van Wyck also disapproved on April 23, 1901, of Senate bill No. 1,068, introduced by Senator Marshall, making the office of Kings County Clerk a salaried one. This bill was also signed by Governor Odell, and is now Chapter 705 of the Laws of 1901. Third, Mayor Van Wyck on April 23, 1901, disapproved of Senate bill No. 1,040, introduced by Senator Marshall, making the office of Register a salaried one, and this bill was also signed by Governor Odell, being now Chapter 706 of the Laws of 1901. Governor Odell vetoed these bills the following memorandum, giving pertinent reasons for approving of them:

"These bills seek to do away with the enormous fees which are received by these county officials, and to place them upon a salaried basis, as are the similar officials in the county of New-York. In my judgment this change is a business judgment of every citizen of the county affected. The only question which has been raised in regard to these bills, and one to which I have given careful consideration, is that of whether they are city bills, and so require the approval of the Mayor of the greater New-York. A careful consideration of the bills convinces me that they are not city bills, and that they do not require the approval of the Mayor of the greater New-York. They relate solely to county officers of the county of Kings and the fact that the county of Kings is now within the city of New-York does not change their character in this respect. The chief bill disapproved of by Mayor Van Wyck in the year 1901 was, of course, the revision of the Charter. Some of the bills which the legislature before its adjournment corrected some of the alleged defects of the measure he had indicated. The legislature, however, did not amend the Charter Revision law in regard to the composition of the Board of Estimate and Apportionment—one of the chief subjects of criticism by the Mayor. Mr. Van Wyck vetoed April 18, 1901. It was subsequently, on April 22, passed over his veto by both houses of the legislature.

SOUTHERN OIL COMPANIES' LINES.

PLANS TO IMPROVE TRANSPORTATION FROM SPINDLE TOP AND BEAUMONT WELLS.

[BY TELEGRAPH TO THE TRIBUNE.]

New-Orleans, Oct. 12.—The representatives of a number of Southern oil companies of this city, Mobile, Montgomery and Birmingham held a meeting here yesterday and decided to join in building a pipe line from their wells on Spindle Top to Port Arthur.

It is understood the members of the several companies have liberally subscribed to a new transportation company which is being organized in New-York for the purpose of transporting Beaumont oil to New-York, Philadelphia and Boston.

Joseph I. Shapiro was arraigned in the Jefferson Market Court yesterday morning charged with violating the Sunday law. He, with four other Italians, was engaged in cutting down a tree and demolishing a brick wall at No. 39 East Thirtieth-st. This is the site of the Home for the Friendless, which is now being torn down to make room for a woman's hotel. The man said that it was not possible to do the work on a weekday without greatly interfering with the men who were doing the excavating, and that his employers had told him to do it on Sunday.

Policeman Riley, of the West Thirtieth-st. station, said that the men made so much noise in the early part of the morning that the neighbors complained to him and demanded that the foreman be arrested.

Police Sergeant Hogan said that the employer was the man who was at fault, and adjourned the case until this morning, with instructions that the prisoner be brought to court. The prisoner he paroled.

FUNERAL OF MISS ADAMS'S SECRETARY.

The funeral of Miss Lillian Constance Rogers, who for ten years was private secretary to Miss Maude Adams, the actress, was held yesterday at the home of Miss Adams's mother, No. 22 East Forty-first-st. Miss Rogers died on Thursday. The burial was in the Adams plot in Woodlawn Cemetery.

THE FIRE RECORD YESTERDAY.

9:45 a. m., No. 440 East Tenth-st., Annie Weiss, 25. 11:40 a. m., No. 144 Hester-st., E. Monies, slight. 6 p. m., No. 209 East Eighty-second-st., owner unknown. 6:10 p. m., No. 211 East Ninety-seventh-st., Tony Parsons, \$100. 8:10 p. m., One-hundred-and-fiftieth-st. and Third-ave., owner unknown, \$200.

J. S. Sioane. Our Autumn importations of selected oriental Rugs. Are worthy the careful inspection of the most critical buyer. The stock is practically unlimited, both as to variety and price. Broadway & 19th Street.

The Apollo. Piano Player has succeeded in giving the Piano a NEW POWER. If occasion requires, it can convert the Piano into a stormy orchestra; another moment you will hear the unbroken succession of multi-colored harmonies, reminding one of the magic tone-colors and mystic sounds that come up from the Invisibly Wagnerian Orchestra at Bayreuth. The APOLLO is very easy to understand—anybody can play it. Inspection invited. Correspondence solicited. The APOLLO Company, N. Y., Apollo Building, 101 Fifth Ave., N. Y. (Between 17th and 18th Streets).

Fifth Ave. Auction Rooms, 235 FIFTH AVE. (Near 28th St.). WM. B. NORMAN, Auctioneer. NOW ON EXHIBITION. HIGHLY IMPORTANT Semi-Annual Sale by Auction OF A Large Importer and Collector, COMPRISING GRAND COLLECTION OF THE FINEST SPECIMENS OF LOUIS XV. and XVI. Empire, Rococo, Neoclassic, Chippendale, Sheraton and Florentine FURNITURE. Ever Placed on Exhibition at Our Art Galleries, including Chaises Longues, Reception and Parlor Suits, Bookcases, Bureaus, Cabinets, and Parlor Cabinets, Tables, Pedestals, Chairs, in the finest San Domingo Mahogany. French Renaissance Library Tables, in Flemish Oak and Mahogany. Superb Exquisite Bedsteads, including a copy of Lady Appleton's Bed. ART NOUVEAU BEDROOM and BATHROOM. A Wardrobe Fitted for Every Article of Apparel Used by a Gentleman. A Large Collection of Italian Porcelain, Florentine and Old Roman Copper, Turkish Brass and Cast Iron, Brasses, Bronzes, Engravings, Brass and Silver Plated Goods, etc. TO BE SOLD WEDNESDAY, THURSDAY and FRIDAY AFTERNOONS, OCT. 16, 17 and 18, AT 2 O'CLOCK.

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WEST POINT, NEWBURGH & Poughkeepsie. UP THE PICTURESQUE HUDSON. Grand Daily Excursion, Sunday. BY PALACE IRON DAY LINE STEAMERS. NEW YORK AND ALBANY. From Brooklyn, Fulton St., by Annex, 8 A. M. From New York, Desborough St., Pier, 8:30 A. M. From New York, West 22d St., Pier, 9:00 P. M. Returning, due in New York, 8:00 P. M. MORNING AND AFTERNOON CONCOURS.

ADVERTISEMENTS and subscriptions for The Tribune received at their Office, No. 1242 Broadway, 2d floor north of 42d-st. until 9 o'clock p. m.; Advertising Receipts at the following branch offices at regular hours: 100 Nassau-st., until 9 o'clock p. m.; 254 3d-ave., until 5:30 p. m.; 122 6th-st., until 5:30 p. m.; 122 6th-st., until 5:30 p. m.