New-York Tribune.

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BRIDGE RELIEF IS REFUSED.

A FEW HOURS AFTER CONFERENCE ANOTHER PERSON IS MAIMED ON THE STRUCTURE.

REJECT THE FERRY PLAN.

BOTH SIDES ARE UNWILLING TO DECREASE THEIR EARNINGS.

President Greatsinger, of the Brooklyn Rapid Transit Company, and Julian D. Fairchild, president, and H. K. Knapp, secretary and treasurer, of the Union Ferry Company, held a conference yesterday morning at the office of the Brooklyn Rapid Transit Company, in Montague-st., Brooklyn. They decided that the plan devised by Bridge Commissioner Lindenthal, and indorsed by the Chamber of Commerce, for relieving the congestion on the Brooklyn Bridge by diverting travel to the ferries and transferring passengers to the Brooklyn trolley cars for a single five-cent fare was not feasible. President Fairchild said it was impossible for the ferry company to agree to such a plan, since the company had been paying only a 2 per cent dividend. He added:

Personally I should be glad to see such a plan adopted, but at present our company is receiving only a one cent fare from passengers who cross on our boats during "commission hours." We really cannot afford to carry passengers for a one cent fare, although we are doing so. As to entering into any arrangement with the Brooklyn Rapid Transit Company whereby passengers can be carried for a half cent on the ferries and then transferred to the cars of that company, such a scheme is nonsensical and can never prevail. Other ferry companies get two and three cents a passenger at all hours of the day and night. The bridge gets two and one-half and three cents. We have need of a few new boats at present, but the low rate of fare and the present and prospective competition do not warrant the expenditure of the money which the purchase of these boats involves. It is impossible to operate our ferries cheaper. When the tunnel between the boroughs is put in operation it is certain that the ferries will lose more of their business. For several years the sale of valuable privileges paid 1 per cent on Union Ferry Company stock. Had this not been so we could not have paid our 2 per cent dividend on our stock.

I have never heard it intimated before that the Brooklyn Rapid Transit Company has ever tried to get possession of the ferries. The report is untrue. The Brooklyn Rapid Transit Company has always shown a desire to facilitate traffic to the ferries.

NEITHER SIDE WILLING TO CUT.

President Greatsinger denied that his company was trying to obtain possession of the Brooklyn ferries. He said:

The company has never considered the subject. Our average earnings a passenger on our trolley cars are now only about 3 56-100 per cent, instead of being five cents as is generally supposed. Our earnings would be reduced to three cents a passenger if we were to enter into any arrangment to carry ferry patrons over our lines for one fare. It would be considerably cheaper for the Brooklyn Rapid Transit Company to deliver all passengers at the ferries instead of transporting them over the Brooklyn Bridge free of charge. In 1901 it cost us nearly $1,700 a day for rents and the operations of our cars across the bridge. To this is added the $45,000 which is paid out yearly by the Coney Island and Brooklyn Railroad Company, and from which no revenue is derived. We have always taken good care of the ferry traffic, and have diverted more cars to the ferries in the morning than the people seem to appreciate. A large number of transfers are issued at Myrtle-ave. and Fulton-st. to the Fulton Ferry, and at Montague-st. to the Wall Street Ferry, which demonstrates that there are enough cars run to the ferries.

Among the plans that have been suggested to Bridge Commissioner Lindenthal for lessening the crush on the bridge in rush hours is the encouragement of walking over the bridge. Advocates of the plan say that a walk over the bridge is better than medicine, and that many persons who live on Brooklyn Heights and do business in Manhattan would be much better physically if they would walk across the bridge instead of risking their lives in the crush at the trolley loops.

Some persons have suggested to Commissioner Lindenthal to place a moving sidewalk on the bridge to encourage walking over the structure. They say that a moving sidewalk would take the walkers along at greater speed, while many persons could step on the sidewalk and be carried across without walking. The chief objection to such a plan would be the necessity for inclosing and covering the moving sidewalk, thus adding greatly to the weight and expense of the contrivance.

WANTS EASILY REVOCABLE CONTRACT.

Commissioner Lindenthal, when asked yesterday what compensation would be received by the city if permission were given to the Brooklyn Rapid Transit Company to lay tracks across the bridge plaza in Brooklyn, said:

That is just the question that is being considered by the Corporation Counsel now. It is my belief that no such right should be given by the city without remuneration, but it is a nice legal point to arrange for it in the present case. I want to make the right that I shall give revocable at short notice at any time. Such a permit as I wish to give would not naturally call for any consideration from the company, and if I enter into a regular contract, or if a franchise be given by the Board of Aldermen, there is danger that it might be so binding that there would be successful objection to its being rescinded when the time comes that it will be desirable to order that company out of the plaza.

I have no doubt that in the course of time the city will desire to embellish the plaza architecturally, and then it ought to have the right to order that the tracks be placed where the city wants them. There was a somewhat similar permission given to the Manhattan Railway to erect its tracks in Battery Park, and when, under the right that was reserved under the permit, that company was ordered to remove the tracks, it did not do so, and has not done so yet.

Notwithstanding my desire to require a just compensation to the city for the permit, I think that the most important point involved is the matter of retaining control of the situation, and I am waiting for the Corporation Counsel's opinion on the matter.

WANT AMERICAN SHIPS FAVORED.

OWNERS REPRESENTING $30,000,000 WANT TO BE CONSIDERED IN CUBAN RECIPROCITY.

A petition has recently been forwarded to the Senate and House of Representatives, signed by all the leading American ship owners and their representatives in this city, requesting that in any negotiations made with Cuba on the line of reciprocity sufficient consideration be given to American owned ships to compensate them for the well known difference in cost of running the same in competition with foreign owned ships in the trade with Cuba. The importance of obtaining some concession to American ships in the trade with Cuba is attested by the fact that the signers of the petition mentioned above represent a capital of $30,000,000 invested in American vessels.

WAR QUESTIONS IN THE COMMONS.

London, Feb. 7.—The answering of questions in the House of Commons to-day by government officials disclosed the fact that the government had no reason to believe that the note of the government of the Netherlands on the subject of peace in South Africa was formulated in consultation with another European power. The War Secretary, Mr. Brodrick, said that the number of horses purchased during the war totalled 446,088, of which 77,101 came from the United States and 11,364 from Canada. In addition, about 89,705 horses had been captured in South Africa.

SENATE STEERING COMMITTEE NAMED.

Washington, Feb. 7.—Senator Allison, chairman of the Republican caucus committee, to-day announced the personnel of the steering committee, which arranges the business of the Senate. It is as follows: Senators Allison, Aldrich, Hale, Cullom, Lodge, Spooner, Perkins, Elkins, Clark, of Wyoming, Beveridge and Hanna.

MAGIC PICTURES FOR THE CHILDREN.

Get the SUNDAY JOURNAL to-morrow and rub a nickel or a silver coin over the blank space in the pictures on the front page of the color magazine section. Let the children watch the pictures develop like magic. It will fascinate and instruct them. Magic pictures appear only in the NEW YORK JOURNAL. Get it to-morrow for your children.—Advt.

BRIDGE HOSPITAL USED.

ANOTHER VICTIM OF CRUSH IS INJURED AND NARROWLY ESCAPES DEATH.

The prompt action of the policeman stationed at Loop No. 4 of the trolley terminal of the Brooklyn Bridge on the Manhattan side, prevented another serious accident last night in the rush hour at 6 p. m.

William Dick, a transfer agent, of No. 106 Franklin-st., who lives at No. 545 Macon-st., Brooklyn, attempted to board a Putnam-ave. car.

At the hour when the traffic is heaviest huge crowds gather at each loop and wait for the cars. When a car comes in to take on passengers there is a wild rush, and the pushing and elbowing of the crowd as every one tries to get into the car at the same time is a menace to life and limb. As Dick tried to get on the Putnam-ave. car he was caught on the platform and his head was jammed by the shoulders of those nearest to him against the back stanchion, running from the rail to the roof. He fell to the floor of the platform, and had it not been for the prompt action of Policeman Strebel, who fought his way to the scene and picked the half conscious man from beneath the feet of the crowd, he might have been seriously injured. Dick's head was covered with blood, which poured from his mouth and ears. He was carried by the police to the bridge hospital, where he revived in about twenty minutes sufficiently to proceed on his way to Brooklyn. Dick pluckily refused to have an ambulance called.

On Wednesday night, Charles Jacob, of No. 59 Central-ave., Brooklyn, narrowly escaped being trampled to death underneath the feet of a rush crowd at about the same place. Both his legs were broken and one of his breast bones fractured.

DR. PAUL F. MUNDE DEAD.

THE WELL KNOWN GYNECOLOGIST OF THIS CITY SUCCUMBS TO HEART DISEASE.

Dr. Paul F. Mundé, the gynecologist, of this city, who was known throughout the world, died last evening from heart disease at his home, No. 20 West Forty-fifth-st., after an illness of two months. He suffered considerable pain in the last weeks of his life, and, four days before his death, said to a friend "How long is this to go on?"

Dr. Mundé was born in Dresden, Saxony, on September 7, 1846. He was the son of Charles Mundé and Bertha von Hornemann-Mundé. The latter was the daughter of Baron von Hornemann, counsellor of the King of Saxony.

When Dr. Mundé was three years old, his father became implicated in the Dresden uprising of May, 1849, and, being identified as a leading revolutionist, was forced to flee for his life with his wife and son. The family came to this country, and settled in Florence, Mass., where Charles Mundé founded a water cure establishment, one of the earliest in the United States.

Paul Mundé was educated at home for several years, then he was sent to the Public Latin School of Boston. In 1863 he entered the Yale Medical Department. Leaving college before his course was completed, he went to the war, serving as an acting medical cadet during six months of 1864. He then entered the Harvard Medical School, from which he was graduated in 1866. He then went to Germany, and, moved in part by a spirit of adventure, he enlisted as a volunteer assistant surgeon on the Bavarian side in the war of 1866.

When he was mustered out of the Bavarian army he went to Würzburg, becoming resident physician to the maternity hospital there. It was there that he came under the influence of Scanzoni, the gynecologist. He remained at Würzburg till 1870, when he enlisted for the Franco-Prussian war, in which he served as battalion surgeon, with the rank of first lieutenant, in the Bavarian army. He received the iron cross from the Emperor for his heroism in removing patients from a burning hospital on the outskirts of Paris.

DEVOTED TO HOSPITAL WORK.

At the close of the war Dr. Mundé devoted himself to hospital work, receiving the degree of Master of Obstetrics from Vienna in December, 1871. He visited various hospitals of Europe in the next two years, including those at Heidelberg, Berlin, London, Edinburgh and Paris. He returned to this country and settled in this city in 1873. He devoted himself to gynecology and consulting obstetrics.

In 1874 he became the Editor of "The American Journal of Obstetrics," a position which he held until January, 1892. He was one of the founders of the American Gynecological Society, of which he was vice-president in 1884 and president in 1898. He served as president of the New-York Obstetrical Society from 1886 to 1888. He was elected vice-president of the British Gynecological Society in 1887. He was a member of the German Gynecological Society and a corresponding fellow of of the Obstetrical societies of Philadelphia, Leipsic and Edinburgh. He was a member of the Medical Society of the County of New-York, and a fellow of the New-York Academy of Medicine.

BELONGED TO MANY ORGANIZATIONS.

In 1897 Dr. Mundé received the degree of LL. D. from Dartmouth, where he had been professor of gynecology since 1880. He belonged to the Union League, Riding and South Side Sportsman's clubs.

Dr. Mundé was exceedingly fond of fishing. He made canoe trips of four days' duration into the St. John's Lake district, where the land-locked salmon fishing with a fly was famous, a number of years ago. He was the author of several authoritative books, and over one hundred journal articles on his specialty.

Dr. Mundé leaves a widow and two daughters, Bertha and Natalie Morris Mundé. Owing to the absence of Dr. Greer from the city, no arrangements have been made for the funeral.

Dr. Abraham Jacobi was seen by a Tribune reporter at his home, No. 19 East Forty-seventh-st. He said:

Wherever gynecology is discussed the name of Dr. Mundé is mentioned. His reputation in Europe was widespread. He has been known as a conservative and wise operator. Although operating every day of his life, he never did it for the sake of operating. Some of his works are standard, such as "Minor Surgical Gynecology" and "A Practical Treatise on the Diseases of Women." I shall miss him from the board of directors of Mount Sinai Hospital.

MAGIC! MAGIC! MAGIC!

The Magic Pictures on the front page of the Magazine section of the NEW YORK SUNDAY JOURNAL are a marvel to old as well as young. Get the SUNDAY JOURNAL to-morrow and try them yourself.—Advt.

HEAVY BRITISH IMPORTS.

A RUSH TO ANTICIPATE THE FORTHCOMING BUDGET.

INTERESTING CEREMONY AT THE TOWER—SIDNEY COOPER'S DEATH—ROYALTY AT THE THEATRE.

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[BY CABLE TO THE TRIBUNE.]

London, Feb. 8, 1 a. m.—The Board of Trade returns for January confirm recent rumors that large stocks of sugar have been imported in anticipation of the forthcoming budget. Imports of sugar for the month amounted to 5,540,434 hundredweight, or about double the quantity imported in January, 1901. Raw cotton, maize, wheat and oats also contributed to the increase in the total imports for the month of £4,143,832. Exports, on the other hand, showed a decrease of £498,857. This was almost wholly due to the fall in the price of coal, the decrease in quantity being 32,461 tons, and in value £521,000. Altogether, the British foreign trade has not opened the year so badly.

A quiet and unpretentious but interesting ceremony took place yesterday in the vault of St. Peter's Church, in the Tower of London. The ceremony was the erection of a tablet recording that within the walls of the vault were deposited two chests containing the remains of many distinguished persons who had been beheaded on Tower Hill, and which for a time were interred beneath the floor of the chancel and nave. The removal of these remains, which included the bones of Lady Jane Grey, her husband, Lord Guilford Dudley, the Duke of Northumberland and the Duke of Suffolk, all executed during the reign of Queen Mary, was carried out about forty years ago.

Mr. Schwab, who leaves for New-York to-day, has been pestered with would-be interviewers since he arrived in London. His disinclination to talk about the object of his visit to Europe has induced one newspaper to refer to him as "Schwab the Silent." Another remarks in astonishment: "A typical American, his broad, clean shaven face betrays nothing of the Teuton as his name might suggest. Hearing him speak without seeing him, one would put him down as an Englishman."

Sidney Cooper, R. A., has passed away at the age of ninety-nine. Sixty-seven years, without a break, he exhibited at the Academy, and even as late as last year he sent several pictures to Burlington House. The veteran artist died on the day that would have made Charles Dickens, his old neighbor at Gadshill, ninety years old if he had lived.

The King was present at the performance of "Mademoiselle Mars," by Mrs. Langtry's company, at the Imperial Theatre last night. At the same time, the Prince and Princess of Wales saw "Mice and Men," acted by Forbes Robertson's company, at the Lyric Theatre.

I. N. F.

P. R. R. AND METROPOLITAN.

THE FORMER MAY TAKE STOCK IN THE NEW SECURITIES COMPANY—VAST TRACTION SYSTEM LOOKED FOR.

It is understood that the new holding company which is to lease the Metropolitan Street Railway Company will be known as the Manhattan Securities Company. Although no definite confirmation can be obtained from authoritative sources, there is good ground for believing that its capital will be, as originally stated, $30,000,000. As the Metropolitan shareholders are to be allowed to subscribe at par for the new stock to the extent of 40 or 45 per cent of their present holdings of Metropolitan stock, it follows that in availing themselves of the offer they will obtain a substantial majority of the new stock.

It would not be surprising if the "new and important interests" to whom, according to reports from Philadelphia, the portion of the new stock not offered to Metropolitan stockholders is to be allotted should prove to be Pennsylvania Railroad interests. The Pennsylvania and the Long Island Railroad will, when their tunnels under the North and East rivers are completed, deliver an immense passenger traffic in the heart of Manhattan Island, and it is assumed by Wall Street that they must naturally be interested in the facilities to be afforded their passengers in getting from the terminal station to their ultimate distinations. This consideration lends strength, too, to the belief that the new securities company, which will control the Metropolitan Street Railway Company, operating all the surface railway lines of the borough, will also, when the rapid transit tunnel is completed, lease the tunnel railway system, operating it in co-ordination with the Pennsylvania's underground line, as it was planned two or three years ago, when the Metropolitan made its bid for constructing the tunnel, to operate it in co-ordination with the surface railway system.

A great deal of weight is attached, too, by the Street to the reported interest of the Metropolitan in the project for pushing to completion, in co-operation with the North Jersey Street Railway Company, the old North River tunnel, and it is widely believed that the holding company will in due time take over also the North Jersey company.

As to the Manhattan and the Brooklyn Rapid Transit, their acquisition may be far in the future; but conservative students of New-York City transportation conditions believe that in time both of these big and important systems will be combined with the Metropolitan and the subway railroad in one vast and harmoniously operated system.

VICE-ADMIRAL MONTOJO DEAD.

Madrid, Feb. 7.—The death is announced of Vice-Admiral José Montojo.

The commander of the Spanish fleet at Manila was Rear Admiral Patricio Montojo.

MINERS REAFFIRM SCALE OF 1901.

Indianapolis, Feb. 8.—In a secret session which was begun last evening and ended after midnight, the massed delegates of the United Mine Workers, acting finally on the advice of each of their national officers, adopted the report of the joint scale committee made last night, which reaffirmed the scale of 1901 as a whole.

TELEGRAPHIC NOTES.

Minneapolis, Feb. 7.—Fire destroyed the Vendome Hotel, a three story building, to-day. Many guests in the hotel had narrow escapes. The loss is estimated at $75,000.

Topeka, Kan., Feb. 7.—Because she was about to secure a divorce from him, John Kay, employed in a flour mill, beat his wife to death with a flatiron and then attempted to hang himself from a bridge near his home. He was cut down before life was extinct and revived.

Appleton, Wis., Feb. 7.—Fire to-day entirely destroyed the offices and warehouse of the Neenah Cold Storage Company. It is estimated that $100,000 worth of cheese, butter, eggs and general farm produce was stored in the building, none of which was saved. The losses are covered by insurance. The origin of the fire is unknown.

Up the Hudson River in the morning on the New-York Central's new Chicago train is a delightful experience—no finer ride in the world. See time table this paper.—Advt.

THE PRESIDENT'S SON ILL.

THEODORE ROOSEVELT, JR., SUFFERING FROM ACUTE PNEUMONIA.

MRS. ROOSEVELT STARTS FOR GROTON, MASS., AND THE PRESIDENT MAY FOLLOW HER TO-DAY.

Washington, Feb. 7.—Mrs. Roosevelt, the wife of the President, left Washington at 4:50 o'clock this afternoon for Groton, Mass., where their son, Theodore, jr., is seriously ill with pneumonia. She is travelling in a drawing room car on the regular train of the Pennsylvania road which goes through to Boston without change, arriving there at 7 o'clock to-morrow morning. From Boston the first available train will reach Groton at 10:33 a. m. Mrs. Roosevelt is accompanied only by a maid.

The first information to reach the President and Mrs. Roosevelt of the illness of their son was received at the White House by telegraph at 9:20 this morning. The message was signed by the head of the school where the young man is a pupil, and said, in effect, that a slight indisposition had developed into an acute and sharp attack of pneumonia, and that he was seriously ill. Another message received while the Cabinet was in session said that the young man's temperature was 104. Arrangements were at once made for Mrs. Roosevelt's departure for Groton this afternoon, and since the first intelligence was received the President has been in almost constant communication by telephone and telegraph with the faculty of the school. According to these frequent reports, the son's condition had remained almost unchanged since morning.

There is no attempt to minimize the danger of an acute attack of pneumonia, and the President and Mrs. Roosevelt are well aware that their son's condition is serious. Everything possible is being done for him, and the best physicians and nurses are in constant attendance. President Roosevelt is likely to go to Groton to-morrow, and will do so unless more reassuring news is received. If he does go, he will return almost immediately if his son's condition admits. It has been decided that Mrs. Roosevelt must remain by her son's bedside.

The President shortly after 5 o'clock this afternoon received a telegram from Mr. Lee, at Groton, Mass., reporting that Theodore Roosevelt, jr.'s, temperature at that hour was a little lower, and that his condition was slightly more favorable than earlier in the day. Several rather reassuring messages were received at the White House in the late afternoon and the early evening from Groton, the tenor of which was that the condition of the President's son at this time was satisfactory to the attending physicians.

The latest information received at the White House to-night from the President's son was that his condition was a little more favorable. The President feels encouraged to hope that it may continue so, and that the necessity for a visit to Groton may be avoided.

NO DEFINITE NEWS IN GROTON.

YOUNG ROOSEVELT SAID TO BE "AS COMFORTABLE AS COULD BE EXPECTED."

Groton, Mass., Feb. 7.—The condition of Theodore Roosevelt, jr., son of President Roosevelt, and a student at Groton School, who is ill with pneumonia, was reported at 9 o'clock to-night in the words "as comfortable as could be expected." Those who are in attendance at the lad's bedside declined to give anything more definite. It was understood at the school, however, that the patient showed some improvement in the afternoon and early evening.

To-morrow will find the school practically deserted, for a majority of the students departed for their homes in the afternoon, and the rest will go in the morning.

On receipt of word that Mrs. Roosevelt would come to Ayer from Boston on the first morning train arrangements were made to meet her. The school is about half a mile from the station.

From sources outside the school it was learned that the President's son caught cold a day or two ago, and the trouble proved stubborn. Last evening the symptoms grew more serious, and at midnight Dr. W. B. Warren, the school physician, was called. Remedies were prescribed at once, and this morning the patient was no worse, and it was hoped that aid had been given in time to check the progress of the disease. This morning President Roosevelt was informed of the situation, and it was suggested that the boy's mother should come to Groton.

This afternoon an attempt was made to induce the Rev. S. Endicott Peabody, the principal of the school, to talk about the case, but he refused to do so. He did say, however, that besides abiding by the rules of the school in refusing to give out news, he was acting in accordance with the expressed wish of President Roosevelt.

"The President," he said, "has two reasons for not wishing to discuss the case: First, because he considers his son as of no more consequence than the sons of scores of other families represented at the school; and, second, because the reports, through no intention of those handling them, might contain disturbing inaccuracies. The wisdom of this is shown from the fact that this afternoon I have been advised of a rumor from several places that the boy is dead or dying."

Mr. Peabody closed the interview by saying that the sick lad was being cared for carefully at his room in the dormitory, and that his mother would reach here to-morrow. "If she wishes to give out news after she gets here," he said, "she may do so."

There has been a great deal of illness at the school of late. There are several other cases of pneumonia besides that of young Roosevelt, and this afternoon the school was closed for two weeks on account of the prevailing sickness. The boys have been in the habit of running about bareheaded all winter. This is thought to account for some of the serious colds.

PRESIDENT'S PLANS CHANGED.

Washington, Feb. 7.—The illness of Theodore Roosevelt, jr., has greatly changed the plans of the President for his trip to Charleston to visit the exposition. The trip may have to be abandoned altogether, but the present purpose is to make a flying visit to the exposition and to return immediately after the most important affairs in which is has been arranged that the Presidential party should take part. No women will accompany the party, owing to the absence of Mrs. Roosevelt and the hurried nature of the modified arrangements. The President, instead of starting on Monday night, will not start until Tuesday morning. He will go direct to Charleston and will take part in the exercises of Wednesday and be present at the dinner, and will then return to Washington, reaching here some time on Thursday. The three Cabinet officers who it was heretofore announced would accompany the President, Secretary Cortelyou and a stenographer, will comprise the entire party as now arranged.

MRS. ROOSEVELT ON WAY TO GROTON.

Mrs. Roosevelt and her maid left Washington yesterday at 4:50 p. m. on the Federal Express for Boston. They travelled in a regular sleeper. They went through with the train to Boston, and will take an early morning train over the Fitchburg for Groton. When the train reached Jersey City both had retired, and could not be seen. The conductor, so he said, had been made "their official representative." But he knew nothing about the young man's condition. No telegrams, he said, had been received at any of the way stations.

Secretary John D. Long of the Navy came up on the train just preceding the Federal Express. He also went through to Boston, and will proceed to his home, at Hingham, for a brief stay. He said: "I know nothing about the condition of the President's son except what was current in Washington this afternoon. It was said that a telegram was received at the White House in the morning stating that the young man was threatened with pneumonia. It is not believed that he has yet contracted the disease, and certainly we hope that he will not. At the Cabinet meeting this morning the President said nothing at all about the case."

TO THE SOUTHWEST VIA ATLANTA AND MONTGOMERY.

One day in Atlanta, using Seaboard Air Line Ry's train 27, known as "Seaboard Fast Mail," leaving W. 23d Street Ferry, P. R. R., 12:10 A. M. Sleeper open 10 P. M. Office, 1,183 Broadway.—Advt.

REPORT ON TUNNEL DISASTER.

CENTRAL OFFICIALS DECLARED NEGLIGENT BY THE STATE BOARD OF RAILROAD COMMISSIONERS.

WHERE BLAME IS LAID—PLANS FOR IMPROVEMENT.

"Gross negligence" on the part of the New-York Central and Hudson River Railroad Company was the verdict of the State Board of Railroad Commissioners in placing the blame for the accident in the tunnel between Fifty-sixth-st. and Fifty-seventh-st. on January 8. The engineer was said to be inexperienced.

Recommendations are made that the block stations be at greater intervals; that the signals in the tunnel be raised to the level of an engine's cab windows; that anthracite coal or coke be used in passing through the tunnel, and that present plans for improvement in the yards here be carried out without delay.

NO SOFT COAL AND CHANGE IN SIGNALS URGED.

Albany, Feb. 7.—The State Board of Railroad Commissioners this afternoon handed down its report regarding the recent disaster in the Park-ave. tunnel, New-York. The report follows:

The Fourth-ave. (New-York City) steam railroad tunnel (extending from Ninety-sixth-st. to Fifty-sixth-st.) is operated by the New-York Central and Hudson River Railroad Company and the New-York, New-Haven and Hartford Railroad Company. Trains of the New-York and Harlem Railroad (which latter railroad is leased to and operated by the New-York Central and Hudson River Railroad Company) also run through it. The operation of all trains in and approaching it is controlled by a manager or operating officer, who has complete charge of such operation, the tunnel and its approaches being technically known as "The Harlem Line." So far as this investigation develops, the tunnel, the signals therein, the roadbed and tracks are maintained by the New-York Central and Hudson River Railroad Company.

On January 8, 1902, at about 8:20 o'clock a. m., passenger train No. 118 X, of the New-York and Harlem Railroad, ran into the rear of passenger train No. 223 Y of the New-York, New-Haven and Hartford Railroad Company, at a point between Fifty-sixth and Fifty-seventh sts., and at the exit from the tunnel. The New-Haven train consisted of an engine and seven coaches, of which the four rearmost coaches were inside the tunnel. The New-York and Harlem train also contained seven coaches. The New-Haven train had stopped in obedience to a signal, and was just getting under way. The New-York and Harlem train was moving at the rate, probably, of about thirty miles an hour when it struck the head train. There is no reliable testimony obtainable on this point of the actual speed, but the train was moving rapidly. Responsible railroad men who were passengers on the Harlem train give their opinion that the speed was as high as thirty-five miles an hour. Seventeen passengers on the New-Haven train were killed or died of injuries, and some thirty or more passengers were injured. No serious casualty occurred on the New-York and Harlem train.

PLAN OF INVESTIGATION.

The recorded investigation by this board of this collision consisted in the attendance of one or more of its members on the sessions of the coroner's jury and the District Attorney's special inquiry (a copy of the testimony taken in both of these hearings being made a part of the record in this case); also of oral testimony taken by the board in New-York City during four days; this latter testimony being confined almost entirely to the obtaining of facts and opinions as to methods of obviating dangers of operation in the tunnel. In addition to these investigations, the board has spent almost the whole time since the accident occurred in special examinations of the tunnel and its equipment, of the plan and devices of experts along various lines, and one member of the board visited Boston and made a special examination of the operation of the so-called "tripper" automatic safety brake device on the Boston Elevated Railroad, as well as the plan and operation of the Union Terminal Station in the same city. Much of the information gained in these researches proved negative, or useless for relief of this situation.

The board has considered carefully the testimony before it, as well as much information obtained from civil and electrical engineers, locomotive engineers and other experts who declined to be examined publicly, and the general unanimity of opinion of the various witnesses on the several branches or phases of the inquiry as to which they respectively testified was very marked.

The principal points of concurrence may be stated as follows:

The best method of dealing with the tunnel itself would be to take off the roof and reopen it, as a cut, to both light and ventilation, using bridges at the intersecting streets. From the public point of view this change is deemed impracticable and intolerable.

ELECTRIC SYSTEM DESIRABLE.

Electricity is the most desirable motive power for the tunnel, as a tunnel, but legislation is necessary, not merely to enable its use, but also to relieve the railroad company of the present obligation that it shall use steam and steam only.

The operation of the tunnel as a single signal block would be as safe in this respect as a railway tunnel can be made, but it would be impossible to handle the traffic here—to transact the daily public business within the hours when the people who patronize the road require it to be done. Nor could a timetable be arranged and kept in operation so that three railroads using the tunnel would each have its train at the north end of the tunnel precisely at the time when the schedule required it to be there to make its run down to the terminal at the required speed. Finally, under existing conditions the light or empty trains must be got rid of practically as fast as received at the depot, either by running them out of the yard to Mott Haven, or by storing them on the few sidings now available. It would be dangerous in the extreme, as well as difficult, to keep up a return movement of these light trains across the two main inbound tracks.

It is not safe or advisable to light the tunnel in the sense of making a clear illumination in it, although this idea has been advocated with intensity in many quarters as "the solution of the problem." It is not deemed feasible by practical men. It was tried in 1891 under the direction of the Railroad Commission, but the lights were removed soon afterward upon the written remonstrance and request of eighty-eight engine men employed on the tunnel run. The proposition is opposed to-day by locomotive engineers generally, who are the prime judges of the difficulties to be overcome in running trains through this particular tunnel.

There does not appear to be any feasible way of ventilating this tunnel. The most trustworthy civil engineers who have appeared before this board say they regard ventilation, either by forced draught or by suction, as impracticable.

CAUSES AND RESPONSIBILITY.

With respect to the cause of and responsibility for the collision, this board finds and therefore declares:

First—That the engineman of the Harlem train was inexperienced; that he lacked reasonable presence of mind when he had lost or failed to see his signals, and that he unmistakably violated the well known rule which, under the conditions surrounding him, required him to stop his train.

Second—That the New-York Central and Hudson River Railroad Company was grossly negligent of its obligations to the public in putting an engineer of such limited experience and unascertained capacity in charge of a passenger train, for operation through this tunnel, in what are called the "rush hours."

Third—That the New-York Central and Hudson River Railroad Company has been negligent, derelict and unprogressive in failing to take measures to increase its terminal facilities at the Grand Central Station and yard by such dimensions as would reasonably keep pace with the yearly increasing traffic necessities of the lines entering this station.

Fourth—That the said railroad company has been negligent in failing to examine more closely into the qualifications of new engineers, and lax in discipline in failing to hold engineers to accountability for violation of the running rules in this tunnel.

LEGISLATION NEEDED.

The present power of this board under the laws is not sufficient to enable the board to require a change from steam to any other motive power. But the bill already prepared by this board, and introduced, on its request, in both legislative houses, will confer the authority necessary for that purpose. The act of the legislature (Chapter 702, Laws of 1872), under which the then open cut from Eightieth-st. to Ninety-fourth-st. was converted into the present tunnel, expressly limited the railroad company to the use of steam power. The original tunnel, it may here be remarked, consisted of a rock bore of two city squares, from Ninety-fourth-st. to Ninety-sixth-st. The whole of the tunnel as it now exists from Ninety-fourth-st. south to Fifty-sixth-st. is artificial, and was constructed by the railroad company and the city of New-York jointly, under special legislative authority, the city paying one-half of the cost and providing three out of the four members of the engineering board.

The board recommends:

First—That the signal or train block in the tunnel between Fifty-fifth-st. and Fifty-eighth-st. be abolished on all four tracks, and its trackage added to the next northerly block, which extends to Seventy-second-st. on the inbound track, and to Seventy-third-st. on the outbound track. This change will give the new south block, which is now approximately 788 feet long, a length of 4,419 feet on the inbound tracks, and 4,640 feet on the outbound tracks. The middle block, extending from Seventy-second-st. to Eighty-sixth-st. on the inbound tracks, and from Seventy-third-st. to Eighty-seventh-st. on the outbound tracks, is about 3,800 feet long. The northern block, extending from Eighty-sixth-st. to Ninety-eighth-st., is now 3,219 feet long on the inbound tracks, and from Eighty-seventh-st. to Ninety-seventh-st., on the outbound tracks, is 2,598 feet long.

Second—That this block, last referred to, be lengthened by removing the signals on the inbound tracks, now at Ninety-eighth-st., to One-hundred-and-second-st., and on the outbound tracks from Ninety-seventh-st. to One-hundred-and-first-st., and further that the location of the crossover tracks now at Ninty-seventh-st. and Ninety-eighth-st. be changed to corresponding positions between One-hundred-and-first-st. and One-hundred-and-second-st. This change will make this block 4,286 feet in length on the inbound tracks, and 3,645 feet on the outbound tracks.

CHANGE IN SIGNALS URGED.

The board is of the opinion that these last mentioned signals and crossovers are now too close to outbound trains emerging from the north end of the tunnel. The board will watch the operation of the tunnel in three blocks with especial care, and if it results favorably will next give attention to the feasibility of adopting a two block plan, which, if practicable as to time and the volume of traffic, will doubtless conduce to greater safety in operation. The fact will remain that all railroading is dangerous, and that only relative safety can be obtained by the best rules, devices and discipline.

Third—That all distant and home lamp signals on the firemen's side, in the centre tunnel, be placed on standards or spindles at a height of nine feet above the top of the rail, so that the lens will be on a level with the cab windows; and that in the side tunnels the lamps be raised to a height of nine feet above the top of the rail on each side of the tunnel; also, that each home signal lamp be duplicated by placing an additional lamp of the same size and power two feet above, or two feet below, the nine foot light, as may be found most serviceable.

The use of fresh soft coal in locomotive furnaces while passing through the tunnel has already been forbidden by this board, and any firing or stoking hereafter done within the tunnel must be done only in emergency, and anthracite coal or coke only shall be used.

Fourth—That temporary changes in the yard tracks, to be made on newly purchased property, be begun forthwith, and completed without delay.

Fifth—That the proposed underground suburban traffic loop, the plans for which have been adopted by the board of directors of the New-York Central and Hudson River Railroad Company, and which have been put in evidence before the board, be carried to completion with all diligence as soon as the necessary legislation is had.

THE TUNNEL AND YARD.

The tunnel itself is not especially difficult for the operation of trains, except as it is obstructed by steam and gases from combustion and by occasional fogs, taken in connection with the immense volume of traffic which passes through it to the immediately adjacent terminal and train yard. The railroad company has year by year, during the last ten years, felt the absolute necessity of escaping from its cramped environment at that terminal, yet, when it but recently made improvements in the Grand Central Station in the line of comfort and elegance, it unwisely extended the station northerly some seventy feet, thus reducing by that amount the length of the tracks in the train yard proper. This was, in the opinion of this board, a step in the wrong direction. The size and available shape of the yard is such that nearly all traffic going into or emerging from the tunnel, over its four tracks, must go over but two tracks for several hundred feet in the yard between Fifty-fifth-st. and Forty-eighth-st., and these two main line tracks are crossed more or less frequently by practically every outgoing regular train or "shop" train or engine. This cramped condition as to yard room is the main source of the present troubles in operating the tunnel itself, because it necessitates the passing of nearly all of the regular trains back and forth, empty, between the station yard and the shops and yards at Mott Haven, for cleaning and storage. The testimony is conclusive that this "shuttling" of empty trains and light engines through the tunnel in both directions occasions not less than 40 per cent of the present daily movements in the tunnel, and creates likewise 40 per cent of the obstruction to view arising from steam and gases. The 323 regularly scheduled trains could be managed with comparative ease if the yard room was ample.

TEMPORARY AND PERMANENT REMEDIES.

The railroad company has felt this need for at least three years past, and it has been the subject of much public discussion, more particularly in connection with the intolerable atmospheric conditions which affect passengers in passing through the tunnel in the summer. The rejoinder of the officials to this criticism has been that the required real estate for enlargement of the yards could not be obtained, and that as to electricity there was then no feasible system by which the volume of traffic could be handled.

Now, however, partly owing to its awakened sense of its own business necessities, and partly to the recent rapid advances in electrical engineering, the company has been forced into bringing forward a plan for improvements which will embrace an increase of the yard room and the separation of the suburban traffic from the through traffic by carrying the suburban trains underground, from the tunnel, by a loop system to an independent station, and operating the local trains by the multiple unit electric plan.

This appears to this board to be the solution of the problem of to-day, but, unfortunately, it cannot be immediately carried out, nor can it be done in much less than two years. The newly acquired surface area, added to the present yard through recent purchases, will give some relief by affording more room for car storage, and the board urges emphatically upon the company the pressing necessity, as well as duty, of the corporation to put this relief into effect without delay. The board believes that this modi-

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