PLANNING AHEAD FOR TRAFFIC.

MORE TUNNELS THE SOLUTION FOR INTERBOROUGH TRANSIT PROBLEMS—EQUIPPING THE SUBWAY.

THE SUBWAY'S EQUIPMENT.

A BLOCK SIGNAL SYSTEM OF THE LATEST PATTERN—STYLE OF CARS AND WEIGHT OF RAILS.

E. P. Bryan, general manager of the rapid transit tunnel, yesterday had a conference with car building and steel rail making concerns, and afterward told a Tribune reporter that it was likely that the tunnel system would be laid with about eleven thousand tons of 100-pound steel rails; that the tunnel would be equipped with the block signal system of the latest type; that about six hundred cars somewhat of the style used by the Manhattan Elevated Railroad Company would soon be ordered, and that the express trains in the tunnel would consist of eight cars each.

"We expect to take possession of the site that will contain our power house, between Tenth and Eleventh aves., and Fifty-eighth and Fifty-ninth sts., on April 4," said Mr. Bryan. "As soon as we get possession we shall push things along in a lively manner. Ryan & Parker have the contract for the foundation of the power house as well as for the coal and water intakes. The structural steel work will be done by the American Bridge Company. We expect to have the power house, or at least a part of it, ready to receive the first of the eight engines now being made by the Allis-Chalmers Company, of Milwaukee, by November 15. These engines are of 7,500 horsepower, with 5,000 kilowatt generators. After the installation of the first engine the others will come along about sixty days apart. I have had a number of car and steel men in here to-day. In fact, we are just on the point of awarding contracts for equipment. It is probable that we shall use a 100-pound steel rail for the tunnel. By that I mean that the rail will weigh one hundred pounds to every three feet of rail. Our contract calls for a rail of not less than eighty pounds, but, as I remarked before, it is likely that we shall adopt the heavier kind. We shall need about eleven thousand tons of these rails, not counting sidings, yards or approaches, and not including the third rail, which will conduct the power.

"We have not decided as yet on the style, size or weight of the third rail. It is not necessary to use the T-rail. The T-rail is so designed in order to afford rigidity for heavy traffic. The third rail for the power will, of course, not have to sustain any great weight. It will need to be good sized, though, in order to accommodate the heavy current which will pass through. It will also be made of steel of composition that will afford the freest and most advantageous conductivity for the electricity, and because of this fact will cost us from $12 to $15 a ton more than the 100-pound rail for the regular track.

"The block signal system that we shall install will, we expect, be the most nearly perfect in its operation that can be bought. It will be automatic in its action, so that it will throw a plain signal when the train enters the block, the signal retaining its warning position until it is automatically released by the train leaving the block. The express stations will be about one and one-half miles apart. The block signals will be not to exceed 2,500 feet apart. Our express track platforms are to be constructed so that they will accommodate eight car trains, which we expect to run in the busy hours.

"What about the style of the cars?" Mr. Bryan was asked.

"While we have not fully decided as to the style of the cars," said he, "it would not be a bad guess to say that they are likely to be similar to the Manhattan elevated cars, with cross seats only in the centre of the cars. The Manhattan people have tried all kinds, and find that this style of car facilitates the unloading of passengers. When the cars are crowded it has been observed that the passengers leave concurrently from both ends, the cross seats making a natural division point for those who start for the doors. This is a perfectly simple and natural way, and has its advantages. The matter of loading and unloading passengers is a thing of prime importance, and any seating arrangement that tends to facilitate the handling of the traffic recommends itself at once. The cars with cross seats have not impressed railroad men as convenient for handling crowds quickly. Of course, the cars, of which we shall order at the start about six hundred, will be new and handsome. When I say that they will have cross seats like the Manhattan cars, I do not necessarily mean that they will not exceed those cars in finish, solidity, size and running qualities."

"What do you think of tunnels as a general plan for handling passengers in this city?" Mr. Bryan was asked.

"It seems to me that we shall come to tunnels eventually. Bridges are costly and slow to build. Some people object to travelling underground, but even in London, where the tunnels are very deep beneath the surface, they are successful, and in Paris, where the tunnel systems are close to the surface of the street, as is ours, the people like them."

NEW CENTRAL TUNNEL BILL.

IT GRANTS RAILROAD COMMISSIONERS POWER TO EXTEND TIME FOR CHANGE OF MOTIVE POWER.

Albany, March 6.—Assemblyman Apgar has introduced a bill which fixes May 1, 1905, as the date upon which the railroads using the Park-ave. tunnel must substitute either electricity or compressed air for steam as a motive power for their trains. It differs from the Wainwright bill in that it grants authority to the State Board of Railroad Commissioners to extend that time if in its judgment an extension is necessary and the company has displayed due diligence in endeavoring to comply with the provisions of the law.

ODELL NOT TO APPOINT LUNDRIGAN.

Albany, March 6.—From a source close to Governor Odell it was learned to-day that the Governor has dismissed the candidacy of John Lundrigan, of Buffalo, for State Railroad Commissioner, on the ground that he did not believe, after careful investigation, that Mr. Lundrigan measured fully up to the standard which the office required. Mr. Lundrigan now holds a place in the State Labor Bureau. The elimination of Mr. Lundrigan naturally points to the reappointment of the present commissioner. It is understood Governor Odell has informed Mr. Lundrigan's supporters of his decision.

DEVERY NOT PRESENT TO TESTIFY.

Ex-Chief of Police Devery was to be a witness yesterday in a case tried before Judge Foster, in the Court of General Sessions, but as the ex-chief was out of town and a subpœna did not reach him in time the case was adjourned. The case was that of John Atkins, of No. 16 West Sixty-fifth-st., who was arrested in a raid on an alleged gambling house at No. 482 Eighth-ave. on January 19, 1901, and charged with being the proprietor of the place.

DISCUSSION OF TUNNELS.

CONSIDERED BY CITY OFFICIALS AS A MEANS OF RELIEF IN FUTURE.

Warned by the congestion of traffic on the Brooklyn Bridge, which is already intolerable at the rush hours and is increasing steadily, the city officials are giving thought to plans for the future. Some provision must be made for the great tide of travel between Manhattan and Brooklyn, which is bound to grow enormously greater in the years following the completion of the rapid transit subway and its extension by tunnel to Brooklyn, the completion of the New East River Bridge and the building of bridge No. 3, which is to cross the East River near the navy yard. It is believed that those new facilities for travel will take care of the increase of traffic only up to the time of their completion. They will soon be congested, as the Brooklyn Bridge now is, unless additional means of travel are provided in the near future.

On account of the enormous cost of new bridges, and in view of the fact that the city's debt limit will not permit the spending of many millions to increase transit facilities for years to come after the completion of the subway and the bridges now under way, the hope for the future lies in the construction of more tunnels for rapid service cars or trains. The decision of the Pennsylvania Railroad Company to abandon bridge plans and construct tunnels under the North and East rivers and under Manhattan Borough, in order to bring its railroad into New-York and connect it with the Long Island Railroad, is regarded as a strong argument in favor of more tunnels between Manhattan and the boroughs of Brooklyn and Queens.

The construction of a double track rapid transit tunnel from a point near the City Hall in Manhattan to a point near the Borough Hall in Brooklyn, by the most direct route possible, has been suggested as a provision for the future that should be planned without delay. Such a tunnel would cost about $2,000,000, it is said, a mere fraction of the cost of enlarging the terminal facilities of the Brooklyn Bridge, according to the plan recommended by Bridge Commissioner Lindenthal, and it would relieve the pressure upon the Brooklyn Bridge to an extent immeasurably greater than would be possible by any increase in the terminal facilities of the bridge.

Mayor Low in his recent message spoke of the plan for extending the rapid transit subway down Broadway to the Battery and connecting it with a tunnel under the East River, which is to pass under Joralemon-st., to a point near the Borough Hall in Brooklyn. "This undertaking," the Mayor says, "has proceeded up to the point where all the necessary legal consents have been obtained, and it will shortly come before the city authorities for the appropriation that will make it possible."

The Mayor declares that if a four track tunnel in lower Broadway is insisted on, there may be delay. "In this connection," he says, "it ought to be considered whether two additional tracks running directly from the bridge to the same point in Brooklyn would not meet all that is imperative."

Any additional tunnels between the boroughs will have to be constructed with the consent of the Rapid Transit Commission. Edward M. Shepard, of counsel for the commission, said yesterday that while a direct tunnel between the City Hall in Manhattan and the Borough Hall in Brooklyn might be planned for the future, the first thing of importance was to push the plan for the extension of the subway down Broadway and by tunnel to Brooklyn from the Battery. "There is no reason," he said, "why that extension should not be authorized immediately. Work on it might be begun in the coming summer. As soon as the extension is completed there will be immediate relief for the Brooklyn Bridge. People who now travel by way of the bridge between Brooklyn and the south end of Manhattan will find the rapid transit road by way of the Battery much shorter in time."

"Would not a direct tunnel on or near the line of the bridge be better?" he was asked.

"It might mean the saving of two or three minutes for some people," he replied, "but it is useless to talk about a direct tunnel at present, for the reason that no route for it has been fixed and there is no money in sight for its construction. It would take a year to make the borings and determine on the route. Such a tunnel might be costly on account of the property on each side of the river to be acquired. The preparations for the tunnel from the Battery are complete, and the tunnel should be begun and finished as soon as possible."

William Barclay Parsons, chief engineer of the Rapid Transit Commission, said yesterday that more tunnels would be needed between Manhattan and Brooklyn in the future. "I expect," he said, "that the work on the extension of the subway down Broadway and by tunnel from the Battery to Brooklyn will be begun early in the coming summer. It will take about three years to complete the tunnel and its extensions on each side of the river. Before they are finished I do not see that there can be relief for the Brooklyn Bridge. In fact, the completion of the subway to the City Hall will throw a great additional burden upon the bridge for a time. As soon as the extension of the subway to Brooklyn is in use, however, there will be relief for the bridge.

"A direct tunnel on the line of the bridge could be constructed, but I would not say that such a tunnel should be constructed. It would furnish only one more means of travel between Brooklyn and the City Hall. I have contended that people come to the City Hall not because they want to, but because they are obliged to if they travel by the bridge. The great mass of people who cross the bridge do not go to places near the City Hall, but to points south of it. A tunnel on the line of Fulton-st. or Wall-st. would accommodate more people than a tunnel on the line of the bridge. Then, there are many people who travel between the shopping district in Manhattan and Brooklyn. A tunnel to tap the shopping district, say in the neighborhood of Seventeenth-st., would be a direct line of travel for many thousands of people who now use the bridge.

"Of course, there must be more rapid transit tunnels connecting the boroughs in the future. It is true that no matter how many improvements in travel we have in the city they do not quite keep up with the increase of travel in the city. The elevated roads lessened the overcrowding on the streetcars only for a short time. The change from horsecar to electrical roads drew some of the travel from the elevated roads, but all the lines of travel are crowded at certain times of the day. The amount of travel in the city is increasing all the time. With the building of new bridges and the extension of the rapid transit subway to Brooklyn there will be a corresponding increase in population and in travel between the boroughs, and there will have to be provision for the future, or all the lines of travel will be congested."

MORE CARS FOR FERRIES

FIFTH-AVE. TROLLEY CARS TO BE TAKEN FROM BRIDGE IN EFFORT TO REDUCE CRUSH.

The first step toward providing an adequate service to the ferries was taken by the officials of the Brooklyn Rapid Transit Company yesterday, when it was decided to take all the cars of the Fifth-ave. trolley line off the bridge and run them to Hamilton, South and Fulton ferries. The new service will go into operation next Monday. The Fifth-ave. line was taken for this experiment because there is an elevated line covering the same territory, which will accommodate all the persons who desire to cross the bridge. By taking all of the cars of one line from the bridge it is expected that the congested condition will be relieved to an extent that will enable the other cars to run faster. The Fifth-ave cars to the ferries will be operated as follows:

A line from Sixty-fourth-st. and Fifth-ave., to Hamilton Ferry, by way of Fifteenth-st. and Hamilton-ave.

A line from Sixty-fourth-st. and Fifth-ave., to South Ferry, by way of Fifth-ave. and Atlantic-ave.

A line from Thirty-ninth-st. and Fifth-ave., to Fulton Ferry, by way of the present route.

These lines will give a headway of two and one-half minutes in Fifth-ave., north of Thirty-ninth-st. The ferry companies have been informed of the change in the running of the cars, in order that it may be prepared for the extra travel, and placards will be placed in the cars asking the public to co-operate with the company in its effort to relieve the bridge, by patronizing the ferry service.

"This service will be watched with great interest," said an official of the company last night. "It will enable us to find out definitely whether or not we will be able to divert any great amount of the traffic to the ferries. If the service is a success we will probably make a similar experiment with other lines."

President Greatsinger told a Tribune reporter last night that there was nothing new in the proposition to run shuttle cars on the bridge, over on one track and back on the other. Personally, he believes that the plan is impracticable, but is willing to try it whenever Commissioner Lindenthal directs. To that end he has had the engineers of the company at work for some time in an attempt to devise some way in which the cars could be handled at the Brooklyn end of the bridge. If the cars make the loop in Sands-st., which is extremely narrow, the tracks would have to encroach on bridge property, and one or two pillars would have to be cut away. If a loop is built on the plaza, and Commissioner Lindenthal has not as yet shown any disposition to grant any rights on the plaza to the company, it would accommodate only the lines that run down Fulton-st., and passengers for all cars that come from the Eastern District and run down Sands and Washington sts. would have a long walk. President Greatsinger thinks that there would be no end of confusion arising if all of the passengers from Manhattan were unloaded at the Brooklyn end of the bridge and forced to scurry around for the cars of various lines, for it would be impossible to bring all of the lines together at any one point.

President Greatsinger was asked if the company would put on a through elevated service to Fulton Ferry in the rush hours, and he replied:

"We now have a shuttle car running up to the bridge station from Fulton Ferry, and that is never full during the rush hours. I believe that if people really wanted to patronize that line they would be willing to transfer at the bridge, but now the shuttle car is never full. We run two through trains from the ferry for the accommodation of workingmen, but the grade up Fulton-st. is so steep that we have to use two engines for them, and if we ran more trains the service would have to be slow."

HEARING IN POLICY CASES.

BROUGHT OUT THAT AN ANTI-POLICY SOCIETY AGENT WAS A POLICY MAN FOR THIRTEEN YEARS.

Decision was reserved yesterday afternoon by Justice Mayer, sitting as a committing magistrate in Special Sessions, in the cases of five alleged policy men arrested on warrants issued by the justice on March 1 to the Anti-Policy Society.

The prisoners arraigned were Harry P. Wittenberg, of Jersey City; George W. Wilson, who declined to give his occupation, on the ground that he was a public officer; George Reiss, a clerk, of No. 83 Bank-st.; Allan H. Dixon, of Jersey City, and James Conlin, of Brooklyn.

The case of Wittenberg was the first called for examination, and Joseph C. Bingham, an agent for the society, was the first witness called for the prosecution. Mr. Oliver, lawyer for the defence, seemed bent on discrediting the witness. For several moments he fired questions at him which were all objected to by Assistant District Attorney Thorne, and the objections were sustained by Justice Mayer.

"Were you ever a policy man, an envelope man and a 'red and black' man?" asked Mr. Oliver.

"I was," replied the witness.

"For how long?" asked counsel.

"For about thirteen years."

"Why did you quit?"

"They closed up all the policy shops in our precinct."

Bingham testified that on February 10 he entered the saloon at No. 30 Dey-st. in company with Agent Higgins, of the society, and while there saw the bartender, James Conlin, buy policy slips from the defendant, for which Conlin paid the defendant $2.25.

William T. Higgins, another agent of the society, corroborated Bingham. He said that he was about twenty-one years old, and carried a revolver and a club.

WANTS TO REGAIN LOST CITIZENSHIP.

BROOKLYN MAN RENOUNCED IT WHEN HE ENLISTED IN BRITISH ARMY IN SOUTH AFRICA.

Archibald C. Black, son of Police Sergeant Archibald Black, of No. 142 Suydam-st., Brooklyn, is making inquiries as to just how he can recover his American citizenship, which he was obliged to renounce when he joined the British army in South Africa. Black says that he did not intend to join the army, but being stranded at Port Elizabeth, which was under strict martial law, there was nothing to do except enlist or starve.

Young Black went out to Africa with a mule transport from New-Orleans. He says that the captain of the boat sailed off without twenty-eight of his men who had landed at Port Elizabeth, and it is Black's idea that the captain purposely abandoned them in order that the army might get recruits. Black enlisted for six months, and was mustered out last Christmas. He has only recently returned to this country.

SMALL RECEIPTS OF BREADSTUFFS.

The Produce Exchange bulletin of receipts of grain and breadstuffs yesterday made the smallest showing that has occurred for a number of years. The report of only six carloads of wheat, one of corn, seven of oats and thirty of hay gave evidence of the condition of present railroad equipment. A large line of tender and perishable produce, including dairy goods, eggs, fruit and vegetables, has been long delayed, and the urgency to forward such stock has restricted the delivery of much of the coarser products.

VACCINATION BROUGHT DEATH.

[BY TELEGRAPH TO THE TRIBUNE.]

Easton, Penn., March 6.—Miss Florence Cooper, aged nineteen, who was employed in a department store, died here to-day from the effects of a vaccination performed by James Dennett, a young drug clerk. When Dennett learned of the serious condition of the young woman he hurriedly left the city.

CHILD WINS PRIZE FOR DRAWING.

Colorado Springs, Col., March 6.—Marshall Bennett, thirteen years old, has received second prize in an international freehand drawing contest among pupils of private and public schools. The contest was held under the direction of Bunkio Matpuki, the famous Japanese artist of Boston. The subject was Japanese pottery. The prize is a Shudo bronze vase, fifteen inches high, with dragon in relief holding a genuine crystal ball, and worth $135. The contestants represented many countries. A large number of designs were submitted.

"NO CHLOROFORM"—CURRY

RICE'S PHYSICIAN DENIES HE FOUND EVIDENCES OF POISON.

DEFENCE IN PATRICK CASE DECLARES THERE WAS NO MURDER—MOTION TO DISMISS DENIED.

When the defence of Albert T. Patrick, accused of the murder of W. M. Rice, was begun before Recorder Goff and a jury in the Court of General Sessions yesterday morning, Patrick's rich brother-in-law, John T. Milliken, and his sister, Miss Emma Patrick, were in the courtroom. Miss Patrick is fair, like her brother, and wears spectacles. She looked as if she expected the Recorder would grant the motion of F. B. House, of Patrick's counsel, to direct the jury to acquit the defendant on the ground that the prosecution had failed to make a case against him. The lawyer argued that the evidence presented in the seven weeks of the trial was not sufficient to show that a crime had been committed, that conspiracy between Patrick and Jones to kill Mr. Rice had not been proved, that Jones's story had not been corroborated and that the allegations in the indictment had not been supported by evidence. In the course of his argument Mr. House said:

Suppose I should have an insane desire to blow up this building. I meet my friend, Mr. Osborne, on the street, and say to him: "I have a bomb here; come and see me destroy the Criminal Courts Building." Mr. Osborne says: "You are not going to do any such thing." Well, he accompanies me to the building. I place the bomb; the building is destroyed, and the authorities arrest me. I say, "Yes, I did it; but I was instigated by Mr. Garvan." Will your Honor hold that my conversation with Mr. Osborne justified Mr. Osborne appearing as corroborating my statement against Mr. Garvan? Of course not.

In his reply, Assistant District Attorney Osborne argued that the evidence of a conspiracy given by Jones had been corroborated. "Let us take Mr. House's own illustration," he said. "As he placed it, perhaps his statement would not implicate Garvan, but suppose Garvan had $7,000,000 insurance on the courthouse. What would it look like then? That is this case, and I hold that the prosecution has proved its case without a flaw."

SAYS THERE WAS NO MURDER.

Recorder Goff denied Mr. House's motion, and Mr. House proceeded with the opening for the defence. He declared that Patrick could not be convicted of the murder of Mr. Rice, because there had been no murder. "William M. Rice," he said, "did not die an unnatural death. We shall prove that to you by the most competent witnesses, and we shall show you that nothing justified those doctors who have spoken to you in testifying that chloroform caused his death. I charge here in this court that no adequate autopsy was ever made, and that the theory of Drs. Donlin, Williams and Loomis that there was chloroform poisoning was an afterthought. Gentlemen, this sounds extravagant, but we will make good by our witnesses every statement I have made."

Continuing, Mr. House declared that the defence would prove that Mr. Rice signed all the checks which the prosecution had tried to show haw been forged by Patrick, that Mr. Rice had said before his death that he intended to make another will, that Mr. Rice knew Patrick and talked with him frequently, and that the story of Jones about a conspiracy was a tissue of lies.

Dr. Walker Curry, who attended Mr. Rice in his last illness, was the first witness for the defence. Dr. Curry is sixty-seven years old and feeble. He was assisted to the witness chair, wrapped in a large carriage robe. He said he knew Mr. Rice and Charles F. Jones and the defendant, Patrick. He first saw Mr. Rice at his rooms on March 20, 1900, when he went there to attend Jones. He attended Jones after Jones left the Presbyterian Hospital.

DR. CURRY'S TESTIMONY.

Q.—What did you prescribe for Jones? A.—A tonic, protiodide of mercury and chloroform and other things.

Q.—Was anything said about that prescription? A.—I told him I wanted him to take it for three months, and I gave him a second bottle of 100 pills.

Q.—Did you ever treat Mr. Rice? A.—On March 23, 1900, Mr. Rice met me and said he wanted me to take charge of him. On April 10 I examined him thoroughly.

Q.—How long did you treat him? A.—I treated him continuously until his death, on September 23, 1900.

Q.—What did the examination you made show you? A.—I found Mr. Rice very weak. There was a dropsical condition of the feet and legs. He had to have a special boot made for him.

During the early part of September, the witness said, Mr. Rice's condition improved considerably. He was greatly worried by the Galveston storm and flood. About that time, the doctor said, he made another examination of Mr. Rice. He found his heart weak, but sound. Mr. Rice showed a dispatch announcing the destruction of the oil mills. A few days later another examination was made. Dr. Curry found the respiration depressed, but there was nothing apparently wrong with his lungs. On September 16, Dr. Curry said, Mr. Rice was uncomfortable and weak. He had eaten nine bananas and they had disagreed with him.

HIS HEART WAS EXCEEDINGLY WEAK.

Q.—What was the condition of his heart then? A.—It was very weak.

Q.—Did you see him again on September 22? A.—I did; in the morning and in the afternoon. At my first call there were two young men in Mr. Rice's room, and Jones said, "Come into the back room." Mr. Rice was lying with his back to the door. He heard my step, and said he did not want to see any one. I told Jones to call me when Mr. Rice changed his mind.

Q.—At the afternoon visit? A.—Mr. Rice said he was sorry he had not seen me in the morning. His condition was not so good, but he was cheerful. There were some visitors there and I left.

Q.—Did you see Jones? A.—Yes. I told Jones Mr. Rice was very much depressed and that he needed sleep. I said I hoped he would get all right, but I told Jones if the worst happened he must not be surprised.

Q.—Did you see him next day? A.—Yes. There was something wrong with his breathing. It seemed to require an effort.

Q.—To what did you attribute that condition? A.—A want of nerve force.

The witness said his next visit was after the death of Mr. Rice.

EXAMINED MR. RICE'S BODY.

Q.—What did you find? A.—The body of Mr. Rice was on the bed. I felt his pulse, put my ear to his heart. I examined his eyes, his chest and his limbs. I made a second examination half an hour later.

Q.—Why? A.—Well, I was alone in the room, and I made an examination similar to the first one. I found the pupils of the eyes normal. The body was warm, but it was colder than when I handled it before.

Q.—How were the features? A.—They were quiet, calm. There was no sign of any struggle—just what you would expect from a man of that age dying quietly.

Q.—Could you detect chloroform after it had been given a patient? A.—I could.

Q.—For how long a time? A.—I can safely say for five hours after its administration.

Q.—Did you detect any evidence of chloroform on examining Mr. Rice? A.—I did not.

Q.—Had chloroform been administered within half an hour of the time you saw Mr. Rice, you would have detected its presence? A.—Undoubtedly.

Q.—And did you find any such evidence? A.—I did not. There was none.

FOUND NO TRACES OF POISONING.

Q.—Did you at any time have any talk with Jones about chloroform? A.—Never.

Q.—Did you ever talk on that subject with Patrick? A.—Never.

Q.—Did you ever find on Mr. Rice traces of oxalic acid poisoning? A.—Never.

Q.—Nor of mercurial poisoning? A.—Never.

Dr. Curry denied that anything was said to him about $500 as a fee for attending Mr. Rice, or that Patrick had promised him $1,000 out of the Rice estate. He said he told Patrick after the autopsy was made on Mr. Rice's body that he thought he should have been present.

"Did you overhear a conversation between Jones and Mr. Rice about Patrick? If so, what was it?" Mr. Moore asked.

The Recorder sustained Mr. Osborne's objection, although Mr. Moore argued that he would prove, out of Jones's own lips, as overheard by Dr. Curry, that Mr. Rice did know Patrick, and knew that Maurice Meyer and David L. Short were from Patrick's office.

Mr. Moore was still protesting when court adjourned until 11 a. m. to-day.

Sacrificed the Tree.—Visitor—You are having that beautiful old tree cut down, I see. Why?

Mr. Suburb—It interferes with my neighbors' view of the house, and they keep running in to find out what is going on.—(New-York Weekly.

GAS IN MINE EXPLODES.

TWO KILLED AND FIVE BURIED, WITH SMALL HOPE FOR ESCAPE.

Monongahela, Pa., March 6.—Another explosion occurred shortly before noon in the Catsburg Mine, and two men were seriously burned. Five men are entombed in the mine, which is burning furiously, and it is feared that all are dead. A rescuing party is trying to fight its way into the mine at this writing, 2:30 o'clock.

From what can be learned, John Hager, a machinist, went into the mine about noon and placed his safety lamp in one of the room entrances. At least a score of men were with him, and just as Hager put the lamp in the opening a terrific explosion followed. All the men were knocked down, and some of them were rendered insensible. Hager was stunned for a minute, but when he regained consciousness he crawled over the prostrate men and succeeded in getting to the mouth. He was followed by James Turnan. Both men were horribly burned about the face and hands.

Despite the fact that Hager was suffering intense pain, he crawled back into the mine and tried to rouse the workmen who were piled on the floor, but without success. He then went back to the opening and was taken in charge by a physician. Turnan and he were removed to their homes. The party was on its way to work when the accident occurred. The pit opening is a mass of flame, but the rescuing party is trying to battle against it and get to the imprisoned men.

The Catsburg Mine has had several explosions recently. The first of these occurred last week, and since then some smaller ones have occurred, but none of them resulted as seriously as to-day's. The mine had been boxed up, but was opened to-day in hopes that the gas had all been pumped out, and all the miners used safety lamps in going in.

PLAINFIELD'S LOSS BY FIRE.

BABCOCK BUILDING, CONTAINING POSTOFFICE, AND ADJOINING STRUCTURES DESTROYED.

Plainfield, March 6.—The biggest fire that Plainfield has seen in many years destroyed the Babcock Building, in West Front-st., and two adjoining buildings early this morning. The ground floor of the Babcock Building was occupied by Woodhull & Martin, drygoods merchants, and the postoffice. Woodhull & Martin had a large stock of goods on the ground floor and in the basement, all of which is said to be a total loss. The mail in the postoffice was saved. The Babcock Building was a five story stone and brick structure. Part of the upper floors was occupied by offices, lodge and club rooms and a number of families. The total loss on buildings and contents is estimated at about $250,000, on which there is said to be a full insurance. The loss on the Babcock Building is placed at $150,000, and on the contents at $100,000. The loss on the two small adjoining buildings is about $2,000.

The fire started about 4:30 o'clock, from a cause not yet determined. The fire department had great difficulty in getting sufficient water pressure, and the flames had made much headway before the firemen had got well to work. The North Plainfield department sent apparatus to the assistance of the local firemen. After the fire had been burning an hour the wall on the north side of the Babcock Building collapsed, demolishing the adjoining frame buildings, occupied by O. N. Dunham, men's furnishing goods, and D. W. Hand, stationery. There was also a sewing machine agency in Hand's store. The Board of Trade had its rooms on one of the upper floors of the Babcock Building, as did also the Plainfield Camera Club.

Soon after the fire started several tanks of oxygen in the Camera Club's rooms exploded with a great noise.

About a dozen families had apartments in the building. Every one had time to get out safely, but all their furniture was destroyed and most of their other property.

The burned building was owned by the George H. Babcock estate.

MAYOR FAGAN KEEPING HIS PLEDGE.

HE IS STILL HOLDING UP EXORBITANT BILLS AND CHECKING DEMOCRATIC EXTRAVAGANCE.

Mayor Fagan of Jersey City is keeping his pledge that extravagance shall be arrested in the conduct of the city's business, and the Democratic Street and Water Board is receiving some hard knocks. The Finance Board has ordered sent back nine more claims that are exorbitant, and three of which were charged against the depleted water account that should have been charged against the street account. There is a fixed appropriation for the street accounts, but the water bills are paid from the fees collected. This is the second batch of bills sent back by the Finance Board, which concurs in the payment of the Street and Water Board's claims.

The Mayor has vetoed the bill of the fire commissioners for 130 vibrating bells, charged at $3.75 each. The Mayor states that they can be bought for $1.25 each.

MARLBOROUGH HOUSE OPENING DELAYED.

Atlantic City, N. J., March 6 (Special).—Owing to the inclement weather of last week and the consequent delay in the delivery of freight and materials, the formal opening of the Marlborough House, at the foot of Ohio-ave., has been postponed from March 8 to March 15.

NEW-JERSEY NEWS.

BOLD ATTEMPT AT ROBBERY.

THREE MEN HIT GROCER WITH BLACKJACK AND FIRE PISTOLS AS THEY FLEE.

A bold attempt to hold up and rob a grocer and butcher was made early last evening at Newark. Henry McDonald, who keeps a grocery and butcher shop at James and Sheffield sts., was closing up when three men entered, the lower parts of their faces concealed by handkerchiefs. "Give us your roll quick," the foremost man demanded.

McDonald replied that he had no roll. In answer to a threat he said he was giving up nothing. Two of the men forced him to the wall, while the third went to the safe and found it locked. Then the robbers demanded the combination. McDonald refused, and he was struck twice on the head with a blackjack.

At that moment a little girl appeared in the door, and, witnessing the blows, screamed. The three men dashed out the door, followed by McDonald, who called loudly for the police. The fleeing men fired four shots for intimidation and escaped.

EX-MAYOR MAGOWAN ARRESTED.

HE IS RELEASED ON HABEAS CORPUS AFTER BEING LOCKED UP.

Trenton, N. J., March 6 (Special).—Ex-Mayor Frank A. Magowan was arrested here to-day on a charge of embezzlement, and after spending six hours in a cell was released through habeas corpus proceedings. He left the city immediately on a train for New-York, with the intention, it is said, of returning to Canada, where he has spent much of his time of late.

Magowan's arrest was on an indictment in Philadelphia, in which he was charged with fleecing the law firm of Champ & Finley out of $14,000, obtained under pretext that it was to be used in furthering an enterprise for the manufacture of golf balls. It was also alleged that Magowan had obtained the investment made by Champ & Finley by a deed of assignment, on which he was represented as having a considerable equity in 1,000 shares of Empire Rubber Company stock held by General William H. Skirm, and then in litigation. Champ & Finley alleged that by reason of misrepresentation made by Magowan they had influenced some of their clients to invest in Magowan's enterprises.

The indictment was returned some time ago, and there have been vague rumors that Magowan was to be arrested, but no effort has been made to interfere with his movements in the few brief visits he has made here in the last few months. He has, however, it is stated, carefully avoided the State of Pennsylvania, although spending much time in New-York. Magowan came here last night, and was found in the law offices of Harry C. Valentine by detectives. He was taken in custody on the strength of the old warrant of which Mr. Valentine made a copy before permitting the detectives to depart. He discovered the insufficiency of the instrument, and demanded Magowan's release. Before this could be obtained by recourse to the courts, a new warrant based on information and belief was prepared by the local police, and on this Magowan was committed to jail, awaiting extradition. The latter warrant failed to specify the alleged crime for which Magowan was held, and Mr. Valentine got a writ of habeas corpus, after hearing argument on which Judge Relistab ordered Magowan's release.

Magowan boarded a train before the police had determined what course to pursue. The episode of to-day is the first of the kind in which the ex-Mayor has figured prominently of late, although in his career he has gained frequent notoriety through his family, business and social affairs. Warrants have often been out for his arrest, but he has always managed to escape detention for more than a brief period at most. He once asserted that he had been robbed of several thousand dollars in a chop suey restaurant in New-York.

BURNS GIRLS' HAIR.

POLICE LOOKING FOR A CAMDEN MAN WHO USES CIGAR AS A TORCH.

Camden, N. J., March 6.—There have come to the attention of the local police recently tales of an unknown man attempting to burn the hair of small girls, and many little children have had their long hair either spoiled by being slightly burned, or have been badly frightened.

This morning, while Bertha Snyder, fourteen years old, was getting off a trolley car, she had to pass a man who was standing on the platform with a lighted cigar in his hand. She was about opposite to him when he placed the lighted end of the cigar against her hair. A plait of hair burned through and fell to the ground. The girl screamed and then the man run away. In the excitement which followed nobody noticed which direction he took. The police are trying to run him down.

SLEPT ON BURNING BED.

POLICE THINK INJURED MAN VICTIM OF PRACTICAL JOKER OR ENEMY.

Elizabeth, March 6 (Special).—John Boyd, a machinist at Lewis Nixon's shipyard, while abed at his boarding house, No. 107 Marshall-st., at 1 a. m. to-day, was awakened by a choking sensation and found one side of the bed in flames.

He shouted for help, and other boarders helped to extinguish the fire. Boyd was so severely burned on the side and one arm that he was removed to the Alexian Hospital. The police think a practical joker or an enemy of Boyd set the bed on fire.

"Sec" (A Very Dry Wine.) **POMMERY** "Brut" (No Sweetening Whatsoever.)

A LESSON IN CHAMPAGNE VALUES

	Shillings.
Pommery Brut, '93	125
G. H. Mumm, Dry, '93	91
Moet & Chandon Imperial, '93	83-90
Pol Roger, Extra Dry, '93	83-87
Ruinart, Extra Dry, '93	70-75

Price per bottle generally being the same,

WHY NOT HAVE THE BEST?

CHAMPAGNE

The Wanamaker Store.

A Large Collection of Handsome

Parlor Furniture Under-Price

THIS SUPERB OFFERING includes about seventy-five fine and artistic Parlor and Library Suites; some in styles so new and desirable that the same frames will come into our stock later, at full prices—differing only in the upholstering.

Some, however, are sample suites, a trifle soiled. But, so far as the majority are concerned, there would be little need of this present movement, except for the fact that we need ample space for the incoming Spring goods.

There are also many handsome Parlor Chairs and Odd Sofas at a third to a half under value; artistic pieces, all of which deserve their full prices; and are hurried away by our haste to prepare for new goods.

It means gratification for beauty-loving housekeepers, added to the delight of possession at such small cost. But you should be prompt. Such offerings will be claimed quickly; and of many there is only one of a kind. These are the details:

PARLOR SUITES

$20, from $28—Three pieces; imitation mahogany frames, moulded edges; tapestry cover.
$26, from $45—Three pieces; imitation mahogany frames, crotch mahogany panels; damask cover.
$30, from $40—Three pieces; imitation mahogany frames, crotch mahogany panels; tapestry cover.
$40, from $65—Three pieces; imitation mahogany carved frames; tapestry cover.
$42, from $65—Five pieces; imitation mahogany frames, inlaid panels; damask cover.
$45, from $78—Three pieces; imitation mahogany frames, crotch mahogany panels; damask cover.
$48, from $75—Three pieces; imitation mahogany frames, crotch mahogany panels; tapestry cover.
$45, from $90—Three pieces; imitation mahogany carved frames, mahogany veneers; suite consists of sofa, arm chair and patent rocker; tapestry cover.
$50, from $70—Mahogany finished sofa and arm chair; upholstered back and arms; embossed velour cover.
$55, from $75—Five pieces; imitation mahogany frame, large size, moulded edges; three-tone imported velour cover.
$58, from $95—Three pieces; imitation mahogany frames, carved; damask cover.
$60, from $90—Five pieces; imitation mahogany frames, carved and moulded; tapestry cover.
$65, from $110—Three pieces; mahogany frames, nicely carved; rose colored tapestry cover.
$70, from $110—Five pieces; imitation mahogany frames, richly carved panels; silk damask cover.
$75, from $145—Three pieces; mahogany frames, richly moulded edges; tapestry cover in blue.
$78, from $125—Colonial suite of two pieces; richly carved small-sized divan and wall chair; finest workmanship and finish; figured green velour cover.
$75, from $115—Three-piece overstuffed suite; sofa, arm and wall chair, tufted backs; satin damask cover.
$85, from $105—Five pieces; mahogany frames, large size, richly moulded; cream-colored figured tapestry cover.
$88, from $115—Five pieces; mahogany frames; large size; carved heads on top of back panels; green velour cover.
$88, from $140—Four pieces; mahogany Art Nouveau frames; richly carved and fine marquetry panels; tapestry seat.
$90, from $150—Three pieces; mahogany frames, inlaid lines and marquetry; satin damask cover.
$95, from $150—Three pieces; mahogany; Louis XV. design, richly carved; damask cover.

PARLOR SUITES

$100, from $175—Three pieces; mahogany frames, gilt striped mouldings, finest construction and finish; figured cream silk cover.
$130, from $187—Three pieces; carved mahogany frames; satin damask cover.
$130, from $200—Three pieces; mahogany frames, in an English design; embossed green velour cover.

LIBRARY SUITES

$75, from $115—Mahogany sofa and arm chair; large size; carved posts and feet; figured moire silk damask cover.
$125, from $175—Two pieces; mahogany frames; richly carved posts, plain mahogany panels, claw feet; muslin cover.
$125, from $153—Two pieces; mahogany frames; Colonial design, car