

spend late hours watching the spinning roulette wheel... and Farrell had spent so much money in fitting up the new clubhouse, they said, it had cost him near \$200,000, of which \$30,000 had been "blown in" for a marble staircase, with elaborate carvings, on which scrollers had been at work for eight months.

MINISTERS DON'T WANT THE GLORY. THEY SAY FAILURE TO GET THREE PLATOON SYSTEM CAUSED POLICE REVOLT.

The Rev. Sidney Herbert Cox, of the Bethany Church, in Willis-ave., the Rev. W. Everett Johnson, of the Church of the Redeemer, in West One-hundred-and-thirty-sixth-st., and the Rev. Frank E. Bamford, of the Church of the Pious, in Madison-ave., and One-hundred-and-twenty-first-st., three ministers who have been mentioned as being partly responsible for the revolt on the part of the policemen of the West Thirty-seventh-st. station, last night denied that it was in any way due to them.

SALOON MEN TO MEET FOR PROTECTION

A meeting of the liquor dealers in the Twenty-sixth Precinct is to be held to-morrow at 2 p. m. at the Twenty-sixth-st. and Ninth-ave. to take steps to protect themselves against the zeal of the revolving patrolmen of their precinct. This meeting is not under the authority of the Liquor Dealers' Association, but is purely local.

CAPTAIN MOYNIHAN SELLS A HOUSE.

Police Captain Daniel C. Moynihan, of the High-Bridge station, has sold No. 206 and 208 East One-hundred-and-thirty-st., a double tenement house, on lot 56 by 36 1/2 ft. The price was not made public.

HEARING ON THE LUMBER BILL.

QUESTION OF FLOATING LOGS ON STATE STREAMS ARGUED AT ALBANY.

Albany, April 2 (Special).—Governor Odell gave a hearing to-day upon Senator Brown's bill in relation to the floating of logs on the streams of the State. The conversion of the bill into a law is especially desired by the owners of timber lands in the Adirondacks, who have been hindered lately in getting logs to a market by a decision of the Court of Appeals.

STEEL PLAN CRITICISED.

ADVERSE COMMENT HEARD IN WALL STREET—UNDERWRITING SYNDICATE TO RECEIVE \$8,000,000.

The basis of exchange of stock of the United States Steel Corporation into bonds under the proposed plan of conversion is announced as follows by George W. Perkins, chairman of the Finance Committee: Preferred stockholders will have the right to subscribe to an amount equal to 50 per cent of their present holdings. They will have to invest in 40 per cent of preferred stock and 10 per cent cash.

PRIMARY BILL DISCUSSED.

PLEAS FOR AND AGAINST THE WEEKS MEASURE MADE AT ALBANY.

Albany, April 2 (Special).—There was quite a tilt this afternoon before Governor Odell between representatives of the Republican organization of New-York and of the Greater New-York Democracy over Assemblyman Weeks's bill abolishing the May and June primary elections under the Primary Election bill. Finally, Matthew T. Brennan, in behalf of the Greater New-York Democracy, said: "Why isn't Tammany Hall represented here?"

W. N. JACKSON COMPANY

Union Square, North, 29 E. 17th Street. We have imported a number of choice FRENCH MARBLE MANTELS ALSO RICH FRENCH AND ITALIAN ANDIRONS, FIRE SCREENS, ETC. OUR OWN FOUNDRIES AND SHOPS.



TO-DAY a special sale of Rain Coats, Olive and Tan, for Stormy or Clear weather—possess all the advantages of the Mackintosh, but are suitable for Spring Overcoat. Have been \$18.00, now \$10.00. A good assortment of those Spring Business Suits which we are closing out at \$10. per Suit. At Our New York Store Only. Men's Negligee Shirts, light grounds—Cuff attached. Sold by other Furnishers at \$1.50. Our price \$1.00.

Smith, Gray & Co., BROADWAY AT 31ST ST., NEW YORK. Brooklyn: Broadway at Bedford Ave., Fulton St. and Flatbush Ave.

STARVE ON STALLED TRAIN

INCIDENT RIOT AND ATTEMPT AT SUICIDE IN BLIZZARD BOUND CARS ON PRAIRIE.

St. Paul, April 2.—Passengers arriving to-day on a Great Northern train which was due last Friday, tell of being snowbound for four days and five nights on the prairies of North Dakota in the worst blizzard the Northwest has seen in many years, with food enough for only two frugal meals a day, and with such a small amount of fuel that the women had to wrap themselves in blankets and the men wore their overalls and night to keep from freezing. The train was completely lost to the world for a time.

Late on Thursday afternoon it picked its precarious way out of Williston in the hope of being able to reach Minot, about fourteen miles to the east, before night. Almost midway, at a little stopping place called Ray, where there are only a sliding water tank and a coal shed, the train was stalled. The engineer thought he could run the engine back to Williston and get aid, and, taking the conductor, started on the trip. The lone engine was stuck in a drift on a cut a short distance out of the town and had to be abandoned. This left the train of eight coaches and about two hundred and fifty passengers alone on the siding, with all communication cut off.

On Monday evening Professor Colegrove, of the University of Washington, who had been despondent and morose, attempted suicide by cutting his throat with a razor. There was a red and white plough, but he had no facilities for performing the necessary operation, and it was absolutely necessary to get into communication with one of the neighboring towns. In their desperation the passengers broke open everything in the train's chest, and in the conductor's box found a telegraph instrument. A young man, an electrician, faced the blizzard and tapped one of the wires and attached the instrument. He notified the operators at both Minot and Williston what had occurred.

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FAVORS AN EAST SIDE TUNNEL.

RAPID TRANSIT COMMISSION STUDYING THE LAY OF THE LAND FOR SUBWAY EXTENSION.

FIRST, LEXINGTON, MADISON AND FIFTH AVENUES.

The extension of the rapid transit system in Manhattan and The Bronx by an East Side tunnel is already engaging the attention of the Rapid Transit Commission. No formal action to establish a route for such a tunnel has been taken yet, of course, and the discussion of the subject has not reached a point where directions have been given to the engineers to prepare tentative plans. There are many things to be thought out, explained and agreed on before the commission can give the instructions to the engineers to go ahead with plans. It can be said, however, that preliminary studying of the situation is in progress.

The Rapid Transit Commission holds the view that it was proposed to increase facilities of travel in the city in ways most to the interests of the city. In its view of the situation there should not be unnecessary invasion of territory that is adequately served by existing railroads or which can be served sufficiently by the railroad companies can be induced to extend and improve their lines. In studying the East Side of Manhattan, therefore, the Rapid Transit Commission are expected to regard Second-ave. and Third-ave. as unsuitable avenues for extensions of the rapid transit subway system. In Second-ave. and in Third-ave. there are elevated roads, controlled by the Manhattan Railway Company, and electrical surface lines controlled by the Metropolitan Street Railway Company. It is believed that these two powerful companies can meet all the requirements of travel in both avenues.

Leaving out the two avenues mentioned, the commission will consider the advantages of routes along First-ave., Lexington-ave., Madison-ave. and Fifth-ave. It is not to be expected that a subway would run under the Park-ave. tunnel.

The invasion of Fifth-ave. by a subway would be regarded by many persons as a misfortune, but there has been some thought of running the subway only in Fifth-ave. north of Fifty-ninth-st., and running it partly under the east border of Central Park, so as to escape tearing up any of the pavement in the avenue. In the discussion of this route, however, it has been said that the subway would supply facilities for travel only to people coming from one side of it, the travel from the park side being regarded as insignificant.

First-ave. is regarded by some as too far east for a subway. A route by First-ave., however, would be the most direct connection between the New East River Bridge and the populous lower East Side at the south end of the line and the Willis Avenue Bridge at the north end of the avenue. The subway in the avenue will be continued under the Harlem River and into The Bronx, of course, and there is a large section of The Bronx lying northeast of the Willis Avenue Bridge. It is expected, too, that the Port Chester road will connect with the Willis Avenue Bridge. Some members of the commission, however, are expected to oppose the First-ave. route on the ground that it is too near the East River.

FAVOR LEXINGTON AND MADISON AVES.

Lexington and Madison aves., it may be said, are the routes most in favor with members of the commission. Both avenues extend through a section of the city which requires increased facilities of travel. They reach the Harlem River at points where extensions of the subway into The Bronx Borough will be needed in future. On behalf of Madison-ave. it is said that it is most in need of increased facilities for travel, and that a subway along that avenue would be of great benefit to the people of Fifth-ave. For the Lexington-ave. route it is said that it would give relief to a larger district, and that it could be made to connect more easily with the lower East Side. It is not impossible that subways in both Lexington-ave. and Madison-ave. may be recommended for the future.

The engineers of the Rapid Transit Commission probably would be in favor of an extension of the subway up Lexington-ave. at first. The extension would be considered as part of the central system, rather than as an East Side system, and at first it would be constructed entirely north of Forty-second-st., going into an eastern section of The Bronx. An extension down the avenue south of Forty-second-st., engineers have said, could be made at any time to meet demands of the people of the lower East Side and of the people crossing the new bridges from Brooklyn.

A subway connection between the new bridges, when they are completed, and the Borough of The Bronx will be one of the needs of the near future. That such a connection should be made by a subway lying as far to the east in Manhattan as practicable is a contention of engineers who have studied the situation. Such considerations are much in favor of the Lexington-ave. route, if the First-ave. route is to be regarded as unavailable.

The building of a four track electrical road to connect the Willis-ave. bridge at its end in The Bronx with Port Chester is one of the possibilities that may have much weight with the Rapid Transit Commission and its engineers in solving the problem of a route for an East Side subway. The route of the Port Chester road has been surveyed, and abundant capital to build the road is said to be available. Officers of the railroad company have declared that the building of the road will be begun as soon as the State Railroad Commissioners pass favorably on the application for a franchise. The application has been before the commissioners for many months. There have been several hearings, some of them continued through several days. Rival railroad companies which opposed the granting of the franchise at first have practically withdrawn opposition. Property owners of Westchester County have declared in favor of the new road. Still the commissioners have waited, neither granting the application nor refusing to grant it. The delay has been surprising to many people.

While members of the Rapid Transit Commission are sure that an extension of the tunnel system in the city will be needed in the near future, they feel that there should be the fullest possible consideration of routes before any action is taken. The interests of the whole city are to be considered, as well as the interests of any particular section of the city. When the extension is constructed, it will be by means of the credit of the whole city. The contract will be drawn on the lines of the contract under which the present subway is being constructed. Bonds will be issued by the city, and the contractor will have to bind himself to pay the interest on the bonds and an additional percentage which will form a sinking fund to pay for the bonds at maturity.

As the city's credit must be used, there must be sufficient credit to enable an issue of some millions in bonds without going too near the city's debt limit. Some members of the commission think that a contract for an extension of the subway as at present planned cannot be made for several years. It is believed, therefore, that there is no urgent need for haste in making plans for the extension.

REAL ESTATE MEN WANT IT.

THE PROPOSITION THAT THE RAPID TRANSIT COMMISSION SHOULD AT ONCE HAVE PLANS DRAWN FOR

an East Side tunnel, so that all the preliminary obstacles may be overcome by the time the present route is in operation, and work may then be begun on the East Side feeder without any unnecessary delay, meets with the warm approval of the real estate men who have been seen by Tribune reporters. It appears to be the consensus of opinion that the natural route for this branch should be northward along Lexington-ave., which is in accord with The Tribune's suggestion.

"An East Side tunnel is of great public necessity," said Frank R. Houghton, the well known real estate broker and appraiser. Mr. Houghton has been treasurer for many years of the general committee to promote rapid transit of the Real Estate Board of Brokers of this city. "An East Side branch of the subway," he added, "is the more needed because of the great congestion of this part of the city. The West Side section of the city seems to be well taken care of. Traffic facilities equal to those provided for the West Side are particularly needed on the Forty-second-st. to the Harlem River. People now living on the upper East Side of the city are not able at present to travel from their homes to downtown sections as quickly as persons whose homes are in the upper West Side, for the reason that the express trains on the Ninth-ave. road make better time than those on the Third-ave. line. From Christopher-st. to Lexington-ave. on the Ninth-ave. road there is a three track system, while the three track system is much shorter on the Third-ave. road.

It is the opinion of the opinion that it is impossible to get real rapid transit without a four track system. This opinion is held by the general committee to promote rapid transit of the Real Estate Board of Brokers. Whether or not Lexington-ave. is wide enough for such a system, I cannot say without referring to some records. At this moment I think the avenue is too small or narrow to permit of the laying of four tracks in a subway tunnel. It is, however, surely wide enough for two tracks, and two tracks are better than none at all. The width of Park-ave. is about one hundred and forty feet. It is not wide enough to accommodate four tracks up Lexington-ave., under the Harlem River, and reach in a straight line, if possible, Webster-ave., and thence run up Webster-ave. The branch should extend to the city limits. If not Lexington-ave. is wide enough for such a system, connections could be made there with the trains of the New-York, New-Haven and Hartford Railroad. People living north of the Harlem River receive the principal benefit from the proposed East Side branch."

BEGINNING TO-DAY AT 10:30 A. M.

And continuing each day hereafter, morning and afternoon, until further notice.

Auction Sale of SILVERWARE

On account of removal to more commodious quarters we will offer our stock of Silverware at auction for a limited time.

Sterling Silver and Fine Silver Plated Ware

Cut Glass, Rogers Spoons, Forks and Cutlery. Attention is called to this exceptional opportunity of securing goods of the highest grades at undoubted bargains.

A. J. COMRIE AND J. P. HALL, Auctioneers.

THE MERIDEN COMPANY

INTERNATIONAL SILVER CO., Successor, 208 Fifth Ave. (Madison Sq.) 1128 Broadway, N. Y.

Advertisement for The Aeolian Co. featuring a piano and the text 'Growth of Appreciation.' Includes a small illustration of a piano and a person playing.

READY FOR A FINISH FIGHT

MINERS DETERMINED THAT OWNERS SHALL RECOGNIZE THEIR UNION.

Dubois, Penn., April 2.—All the bituminous coal mines of the Rochester and Pittsburgh Coal and Iron Company are idle to-day. The resolution declaring for a strike was obeyed by all the men, and as a consequence ten thousand miners are idle. The final clause of the strike resolution reads: "No settlement of the question in dispute shall be recognized unless sanctioned by the properly authorized committee and the officers of the organization."

THE PALISADES PARK BILL.

QUARRY OWNERS OPPOSED TO ITS BECOMING A LAW.

Albany, April 2.—Governor Odell gave a hearing this afternoon upon Senator Goodsell's bill, authorizing the Commissioners of the Palisades Park to acquire, maintain and manage lands available for use as a public park such mountain lands along the Hudson River in Rockland County, as lie between Piermont Creek on the south, and the State reservation at Stony Point on the north, beginning at and including what is known as Hook Mountain in the village of Upper Nyack, Rockland County, and extending thence along the west bank of the Hudson River to the said State reservation at Stony Park.

HIT BY ELEVATED ROAD ENGINE.

UNKNOWN MAN PUSHED THIRTY FEET WILL PROBABLY DIE.

An unidentified man, about forty-five years old, poorly dressed, narrowly escaped being mangled to death by a train late last night on the elevated structure at West Broadway and Bleecker-st. The pilot of the locomotive struck the man, pushing him for about thirty feet from the end of the platform. He was saved from being crushed to death by the catching of his clothing in the pilot. He was seriously injured by being wedged in between the pilot and the ties, and was taken unconscious to St. Vincent's Hospital. He had two deep cuts on his left side, two severe scalp wounds, a fractured skull and a broken ankle. His condition is critical, and it is expected that he will not recover.

WILL LOCK OUT 10,000 WORKERS.

Augusta, Ga., April 2.—The following notice, signed by the president of the mill in which it was posted, was put on the bulletin board in every cotton mill in the Augusta district to-day:

Owing to the demand made on the John P. King Manufacturing Company for an advance of 10 per cent, accompanied by a notice that if not granted its operatives would refuse to work after Saturday, April 5, and said demand having been refused, notice is hereby given to the employees of this company that should such a strike be inaugurated this mill will close indefinitely on the eve of Tuesday, April 8.

NO CHANGE IN NEW-ENGLAND.

ROSENDALE BRIDGE DESTROYED.

Kingston, N. Y., April 2.—The iron bridge of the Consolidated Rosendale Cement Company at De Witt's Mills was blown up with dynamite last night, and it is believed that it was done by unemployed men in the Rosendale cement region. Consolidation of different cement companies made necessary the closing of some mills and quarries, and it is alleged that certain unemployed men said that if they could not work others should not.

JUNUS H. BROWNE DEAD.

Junius Henri Browne died yesterday at 6 p. m. at his home, No. 152 West Fifty-seventh-st. He was born in 1832 at Seneca Falls, N. Y., and was edu-

ated in St. Xavier College, Cincinnati. On his graduation he began newspaper work. He was the author of connected with various papers. He was the author of several books, among them being "Four Years in Secession," "The Great Metropolis," "A Mirror of New-York," and "Signs and Omens in Europe." He was a member of the Earned Club.

Advertisement for WISSNER PIANOS, featuring the text 'Valuable Collection of Gold, Silver & Copper Coins.' Includes a small illustration of a piano.

Advertisement for REED & BARTON, SILVERSMITHS, featuring the text 'Broadway and 17th Street, N. Y. 6 Maiden Lane, N. Y.'