R. T. BOARD TO CONSIDER TUNNEL

PRESIDENT ORR PROMISES THAT TRIBUNE'S PLAN WILL BE THOROUGHLY INVESTIGATED.

COLER SAYS IT IS NOT TOO LATE FOR CITY TO FACE ABOUT

Alexander E. Orr, president of the Rapid Transit Commission, said yesterday that The Tribune's proposition for a tunnel under the East River, instead of completing the construction of the Manhattan Bridge, was of such importance that it would receive the thorough consideration of the commission in its present investigation of the problem of rapid transit between the boroughs of Manhattan and Brooklyn. Mr. Orr declined to discuss the subject further, except to say:

"At the recommendation of Mayor Low, the Board of Rapid Transit Commissioners has taken up the whole problem of relieving the congestion of transit between Manhattan Borough and Brooklyn Borough. Three plans have been presented relating to connections between the present Brooklyn Bridge and the new East River bridge now building. The question of the practicability of Bridge No. 3, known also as the Manhattan Bridge, as compared with tunnels under the East River at this or other points, will also be considered. Our engineer will also study the question thoroughly from a scientific standpoint, so that both the engineering and financial aspects of the problem will have the fullest consideration."

"Do you not think that better transit facilities could be supplied by a tunnel, and at much less expense to the city, than by the proposed Manhattan Bridge?" asked The Tribune reporter.

"I do not care to express any opinion at the present time," Mr. Orr replied, "but I will say that the proposition to connect the boroughs at this point by tunnels has so much to recommend it and is of such far reaching importance that it will be carefully dealt with in the report of the commission to the municipal authorities."

LOOK WITH FAVOR ON TRIBUNE'S PLAN.

From other sources it was learned that several members of the Rapid Transit Commission look with favor on The Tribune's proposition, believing that a tunnel can be built from Manhattan Borough to Brooklyn which would offer the same transit facilities as the proposed bridge, and which would cost only a fraction as much.

The agitation for a tunnel under the East River, between the Brooklyn and Williamsburg bridges, has awakened the interest of the people of Brooklyn, and many have come forward in support of building the tunnel instead of a third bridge. Bird S. Coler, ex-Controller, who was instrumental in securing the construction of the Brooklyn extension of the rapid transit subway by means of a tunnel from the Battery to the Brooklyn Borough Hall and the station of the Long Island Railroad, said yesterday:

"The Tribune is to be commended for taking up this subject at this time. Even if the contract has been let for the foundations of the bridge at the navy yard, known as the Manhattan Bridge, it is not too late for the city to face about and build a tunnel instead. The adoption by the municipal authorities of plans for this bridge was a mistake in the beginning. As a member of the Board of Estimate and Apportionment, I voted against the proposition of a third bridge over the East River. The erection of such a bridge will, of course, mean the expenditure of about $15,000,000. A tunnel affording the same transit facilities could be built for one-third the cost. A double tunnel connecting the boroughs of Manhattan and Brooklyn, where it is proposed to build the Manhattan Bridge, would accommodate the traffic requirements of this heavily congested district for the next twenty or twenty-five years. South Brooklyn is also in dire need of rapid transit connection with Manhattan, and this part of Brooklyn will not be accommodated until it is also tapped by a tunnel. It would be possible, therefore, to build a tunnel in place of the navy yard bridge, a second to Long Island City, and a third to South Brooklyn, for the same amount of money that is contemplated in the erection of the Manhattan Bridge.

COULD BE BUILT IN HALF THE TIME.

"Another reason why one or more tunnels should be built instead of a third bridge is that their construction will take one-half the time. A bridge, at the least, takes seven years to build. The East River bridge is an example. Plans for the bridge were approved in 1896, and at the present time, six years afterward, the cables are only partly completed. According to the engineers employed on the structure, it may not be thrown open to the public before the end of 1903. The conditions at this point are declared by eminent engineers to be ideal for tunnel construction."

It may be remembered that Mr. Coler made a trenchant attack upon Mayor Van Wyck in December, 1899, when he characterized Mr. Van Wyck's scheme of two bridges across the East River, one at the navy yard and the other across Blackwell's Island, as "scandalously extravagant." Mr. Coler went at the heart of the thing at that time, when he said:

"The Mayor of this city has publicly declared that if both of the proposed bridges across the East River be built at a cost of $30,000,000 it will be impossible to enter into the construction of tunnels. This declaration raises the squarest of issues. It means that the interests of the teeming population of all the South Brooklyn districts must be sacrificed for the benefit of a few real estate speculators in Queens County."

When the project for a third bridge over the East River at the navy yard and for still another across Blackwell's Island was persistently pushed by Mayor Van Wyck and by various Tammany politicians, who evinced an unwonted interest in these vast enterprises, it was common talk that such improvements were more for the purpose of stimulating values in real estate than for relieving the population of the crowded districts of Brooklyn. When the city committed itself to the erection of the Manhattan Bridge by authorizing a contract for its foundations there was an immediate outcry from citizens in both Brooklyn and Manhattan that the enterprise would entail an extravagant use of the city's money, and by cutting down the city's debt limit it would retard the extension of the present rapid transit system.

WOULD SAVE NEARLY $10,000,000.

As a consequence of the recent successful agitation for early work on an East Side subway, it developed that the city stood ready to build it, at an estimated cost of $12,000,000, as soon as the city's debt limit would permit. Thus it follows that if the city should abandon the project of a Manhattan Bridge and build a tunnel instead, with a decrease in the cost of about $10,000,000, almost enough money would thus be saved to go right ahead and build the East Side subway.

If, on the other hand, the $15,000,000 necessary to build the Manhattan Bridge be utilized instead in the construction of three tunnels under the East River, rapid transit connection with Manhattan could be afforded to the district of Brooklyn between the East River bridge and the Brooklyn Bridge, to South Brooklyn and to Long Island City.

OPPOSED BY THE CONTROLLER

SEES POSSIBLE RAILWAY MONOPOLY IN ELEVATED CONNECTIONS BETWEEN BRIDGES.

Determined opposition to the Lindenthal and Martin plans for connecting the Manhattan terminals of the Brooklyn Bridge and the Williamsburg Bridge by elevated roads has been expressed by Controller Grout. He sees a possible monopoly in the use of the two bridges, and of the Manhattan Bridge later, if that structure is ever built, if the terminals in Manhattan are connected. If two or more railroad corporations wanted the use of the bridges, Mr. Grout said yesterday, the competition would lessen the danger of monopoly.

"The indications," said the Controller, "are that if the Manhattan terminals of the bridges were connected by means of an elevated road the Brooklyn Rapid Transit Company would be the only bidder for the right to run trains over the bridges, and therefore would be in a position to dictate terms to the city. The city could reject the bid, but it would then have three bridges on its hands, absolutely useless, as far as transportation purposes are concerned, and the public travel would practically be at a standstill. Public clamor would soon demand that the city agree to the terms of the Brooklyn Rapid Transit Company, no matter what they be. Mr. Greatsinger might offer us a dollar for the bridges, and we would have to accept it.

"It is my earnest belief that the city should operate all the bridges. The present bridge was one of the best conducted roads in the country under the city's management. We have $71,000,000 invested in bridges, which should and can be made a profitable investment; but never, if we allow a corporation to have a complete monopoly of them, placing it in a position to pay us whatever it is disposed. The Brooklyn Bridge was a profitable investment for the city under its own management, and I don't see that it can't be made so again with the new bridges.

"Commissioner Lindenthal admitted yesterday that it was not necessary to connect the three bridges in Manhattan. The congestion at the terminals of any of the bridges may be relieved and eliminated if those terminals are located near the established lines of travel in Manhattan. It seems to me that if the approaches of the Williamsburg and Manhattan bridges are so located no elevated structure would be necessary to connect the bridges, because all travel would be diverted into its proper channels."

DRAGGED BY RUNAWAY HE STOPS

POLICEMAN, THROWN UNDER WAGON WHEELS, ON CENTRAL BRIDGE, BECOMES UNCONSCIOUS.

Bicycle Policeman Thomas Mullarky performed a daring feat yesterday when he stopped a runaway horse on the Central Bridge just at a moment when it seemed as if the unmanageable animal would dash into several vehicles and bicycles in its path.

Oliver Mattner, of No. 184 East One-hundred-and-twenty-fourth-st., was driving his horse, attached to an express wagon, along Viaduct-ave. When near St. Nicholas-ave. the animal became unmanageable and started on a gallop toward Central Bridge. Mattner tugged on the lines, but his efforts were futile.

Mullarky was attracted to the runaway by the shouts of a score of persons. He mounted his wheel and gave chase, catching the animal as it neared the east rail of the bridge. He succeeded in catching the bridle. Just as the bridge was reached Mullarky was thrown from his wheel. He rolled under the wagon, but managed to save himself from being crushed under the wheels. He was dragged about twenty feet, but clung to the bridle and succeeded in steering the runaway against the east rail of the bridge, where it came to a stop.

As soon as the horse halted, Mullarky became unconscious. Policeman Leibold, of the West One-hundred-and-fifty-second-st. station, sent in a hurry call to the J. Hood Wright Hospital for an ambulance, and Mullarky was removed. He had sustained severe contusions about the head and chest, but it is thought by the surgeons that he will recover.

ATLANTIC CITY.

An exceedingly small part of this famous resort was destroyed in the recent fire. We will present some interesting pictures showing the rebuilding now under way in the burned district, and an article showing that the capacity of the resort to accommodate people is not appreciably diminished. See to-morrow's Tribune.

HOLDS CONTRACTORS RESPONSIBLE.

SUBWAY WORKERS MUST PAY FOR DAMAGE CAUSED BY BROKEN WATER MAIN.

Justices Freedman, Truax and Gildersleeve, in the Appellate Term of the Supreme Court, yesterday handed down a decision which settles the vexed question as to whether the subway contractors are responsible for damages caused by broken water mains. The decision was in a suit brought by Ignatius L. Lorsner, of Ninety-sixth-st. and Broadway, against John B. McDonald, William F. Norton and William Dalton, as a test case, fifteen more actions remaining in abeyance until an authoritative decision had been rendered.

Lersner sued for $90 25, declaring that the contractors in blasting broke a ten inch high pressure water main in front of his premises, with the result that his basement was flooded and his property injured. In the VIIth District Municipal Court judgment was rendered by Judge Fallon in favor of Lersner against the two sub-contractors. The three defendants appealed from this ruling, holding that the city was primarily responsible for the damage. The justices of the Appellate Term unanimously upheld the decision of the lower court.

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FOR A NATIONAL MUSEUM.

STRONG PLEAS TO PRESERVE THE OLD HALL OF RECORDS—BRIDGES MAKES A HIT.

Alderman "Jimmie" Bridges has run a red line around the second day of May, 1902, because, in the eyes of his South Brooklyn constituents, that was the day he "broke into" New-York City's social "Four Hundred." Alderman Bridges was so noisy and disrespectful toward President Fornes in the early part of the year, before he came to know just how nice a man Mr. Fornes is, that when the president made up the committees he apparently "lost" the South Brooklyn statesman by appointing him to the Committee on Public Education, and to no other committee. Mr. Bridges was so indignant that he threatened to resign his only appointment, but thought better of it. The wisdom of his decision must have been apparent to himself yesterday afternoon, when he indulged in a rare burst of eloquence with reference to the need of saving the old Register's office as a National Historical Museum. There were many prominent people at the hearing in the aldermen's chamber, when Mr. Bridges, with his hair beautifully combed, rose in his place and said:

Mr. Chairman and Ladies and Gentlemin: It is scarcely necessary for me to say that I am in favor of protecting this ancient building. It should be saved for the future generations of young Americans as a palladium of liberty and revolutionary recollections. In the halcyon days of this republic our forefathers died and many of them bled to give this country liberty from the mailed fist of the oppressor. This old Hall of Records is clustered all over with the earmarks of Revolutionary conflict.

Mr. Chairman, I move the adoption of the resolution.

There was a round of applause for Alderman Bridges. The women nodded approvingly and smiled at him, and as soon as the resolution was declared adopted many of the women stopped long enough to shake hands with Alderman Bridges and express admiration for his sentiments.

The hearing and its result were eminently satisfactory to those interested in Alderman Goodman's resolution calling for the transformation of the old Register's office into a museum. A resolution somewhat similar was introduced three years ago, but Mayor Van Wyck vetoed it on the ground that it did not provide any governing power or control of the building by the city. The present reolution allows such control, the president of the association to be appointed by the Mayor annually.

Alderman Goodman was the first speaker, and explained the resolution and previous resolution. Colonel Joel B. Erhardt explained the object of the museum. A letter was then read from John D. Crimmins indorsing the resolution.

William F. King, ex-president of the Merchants' Association, said New-York was the show city of the country, and from a commercial point of view this change would be one of the best things for the city.

Mrs. Dunlap Hopkins made an interesting speech. She said in part:

What we want to do is to touch the foreign element of this city, who really elect our Mayor and our officers. They know nothing about our George Washington or our Jefferson or our naval and military heroes. We are founding this museum with a mean ulterior motive, so that all foreigners can learn the patriotism of our country. We do not wish to have any one above Fourteenth-st. come to the museum, but the foreigners and their families. This is just a nucleus to bring about a great work in this part of the city.

Mrs. Abbe, of the City History Club, spoke in favor. It seemed to her that a place where so many of the forefathers had suffered should be sacred to the people. She spoke of short excursions to the various historical places of the city for the children of the foreigners and the work being done to Americanize them.

Colonel Asa Bird Gardiner and Miles M. O'Brien spoke strongly in favor of the plan. Among those who were present and did not speak were Mrs. J. P. Kernochan, Mrs. Janvier Le Duc, John Du Fais, Gilbert S. Coddington and F. Augustus Schermerhorn.

THE FULTON BACK IN BROOKLYN.

SHE IS GOING TO NEW-SUFFOLK TO HAVE HER BATTERY OVERHAULED.

The submarine torpedo boat Fulton reached Brooklyn yesterday from the Delaware Breakwater, where the explosion took place on her on Tuesday. She came in charge of the tugboat Storm King and the yacht Mindora, and was taken to the Morse Iron Works. From there she will go to New-Suffolk, Long Island, to have the necessary repairs made on her. It will take several weeks to overhaul her battery. Then she will probably start again on the trip to Washington.

The Fulton returned in charge of H. H. Morrell, her mate. Several members of the crew were also with her. Captain F. T. Cable and F. G. Verdu, representing the Holland company, went to Washington after the accident.

$15,000,000 FOR IMPROVEMENTS.

This vast sum will be spent on the great additions and improvements which the big department stores are making in Sixth-ave., from Fourteenth to Thirty-fifth-st. See description in to-morrow's Tribune.

HOTELS SWINDLED OUT OF $12,000.

FORGER USES FORGED CHECKS AND LETTERS OF CREDIT.

Hotel proprietors from Portland to Pittsburg, including those of this city, have requested the police to arrest a man who has passed forged checks amounting to about $12,000 on them. The checks purported to bear the signature of the Earl Fruit Company, of San José, Cal., and were accompanied by letters of credit similar to those issued by the National Hotel Keepers' Protective Association, of which Edgar A. Walz, of No. 7 East Forty-second-st., this city, is the president. The operator, so far as reports have been received from the various cities in which he has worked, has had no less than seven aliases. They are L. O. Hoffman, C. A. Cotterall, James Bailey, A. B. Webster, W. G. Bissel, H. D. Gordon and L. O. Stuesen.

At the Hotel Broezel, Buffalo, where the forger obtained $186, he presented a letter of credit purporting to be indorsed by George C. Boldt, proprietor of the Waldorf-Astoria.

HOLD ANTHRACITE CONFERENCE.

SENATOR HANNA, MITCHELL AND SARGENT TAKE PART.

Washington, May 2.—There was a conference here to-day regarding the anthracite coal mining labor situation in which Senator Hanna, the chairman of the conciliation committee of the National Civic Federation; President John Mitchell of the United Mine Workers and Frank P. Sargent, of the Locomotive Firemen, took part. Senator Hanna said the subjects under consideration were regarded as secret for the present, and declined to talk for publication. No meeting of the conciliation committee to consider the report of the representatives of the mine workers and the operators who met in New-York early this week has been called, as Senator Hanna is still awaiting the report.

SPRING WELCOME AT PRIORY FARM.

There are not many places where the advent of spring brings more joy than at Priory Farm, where the Brothers of Nazareth carry on their good work. Brother Gilbert, who is at the head of the institution, did not succeed last fall in collecting enough money to provide an adequate heating plant, and many of the worthy inmates of the place could not be housed because the rooms were not habitable in cold weather. But Brother Gilbert has not relaxed his efforts, and hopes to collect the $4,150 which is needed before another winter reminds the brotherhood of its poverty.

Subscriptions for the lighting and heating fund may be sent to Richard Stevens, Castle Point, Hoboken, N. J.

A GOLDEN WEDDING.

George W. Miller, of the New-York bar, and Mrs. Miller will celebrate their golden wedding at their home, No. 303 West Seventy-seventh-st., on next Monday. Mr. Miller was formerly of Rochester, N. Y., and is now seventy-two years old. In 1862 he was appointed District Attorney of Monroe County. Other subsequent offices which he held were City Attorney of Rochester, First Assistant United States District Attorney for the Northern District of New-York, and later in the same office Acting United States District Attorney, and Superintendent of the State Insurance Department, which office he retained for several years. In 1868 Mr. Miller made the speech in the New-York State Democratic Convention nominating John T. Hoffman for Governor.

In 1852 Mr. Miller married Mary E. Warren, of Rochester. The children of the union are Mrs. Walter Blackman, of London, wife of the American artist; Frank W. Miller, of the New-York bar; Andrew Miller, of "Life"; Mrs. Frederick C. Van Duzer, of London; Mrs. Charles R. Johnson, Miss Helen Miller and Hugh Miller, of this city. Mr. and Mrs. Miller have nine grandchildren. The anniversary will be observed by a family luncheon given by Andrew Miller at the Waldorf-Astoria, and a reception in the evening at the family home.

INJURED IN PARK RUNAWAY.

MAN AND WIFE RUN INTO WHILE DRIVING BY UNMANAGEABLE HORSE.

There was considerable excitement in Central Park last evening when a horse attached to a dogcart became unmanageable in the West Drive, near Ninety-first-st., and ran away. It belonged to the Durland Riding Academy, and was driven by one of the employes, Frank Alford, a riding master, of No. 556 West Sixty-sixth-st. Franklin Clarkin, of "The Evening Post," was on the seat with him.

The animal, which was a "green" horse, was trotting along the West Drive at an easy pace, when it suddenly became frightened, got the bit between its teeth, and started off at a gallop. Alford and Mr. Clarkin tried in vain to check the horse, but it tore up the drive at a furious pace, creating excitement and confusion among the drivers of a score of vehicles that filled the driveway.

At Ninety-fifth-st. the horse dashed directly into a buggy in which were seated Mr. and Mrs. W. L. Radford, of No. 11 West Ninety-fifth-st., knocking the light vehicle over and throwing the occupants out. The buggy was wrecked. Mr. Radford's right wrist was sprained and his wife sustained severe contusions and bruises to her back. They were removed to their home in a cab, after refusing the attendance of an ambulance surgeon.

The horse Radford was driving broke loose and ran south to Eighty-eighth-st., where it dashed against a tree. It fell, and before it had time to start off again was caught by Policeman Eagan.

As soon as the "green" horse attached to the dogcart became disentangled from the wreckage it turned around and darted south, crossing a narrow lawn and dashing down the bridle path. Alford and Mr. Clarkin, who had retained their seats, despite the force of the collision, tugged on the lines with might and main, to hold the horse in, but the animal sped on at top speed to Sixty-sixth-st., where it was stopped by James Conway, of the sheepfold in Central Park.

As the runaway was nearing Sixty-sixth-st. Conway ran into the bridle path and managed to grab hold of the bridle. He gave a tug on one of the lines and threw the horse to the ground. The animal was slightly cut and bruised about the legs. Alford and Mr. Clarkin escaped injury.

I. WORMSER PLEADS GUILTY

HE HAS AUTOMOBILE CASE REOPENED AND IS FINED $25.

When the case of Maurice S. Wormser, who surrendered himself on Tuesday, when he learned that a warrant on a charge of speeding his automobile was to be issued for him by Judge Kellogg, of Yonkers, was called in that city yesterday, his brother, Isidor Wormser, asked to have the records changed, saying that he was the man wanted, and not Maurice Wormser. Then, when Judge Kellogg adjourned the case for a week, because Mr. Lauterbach, Mr. Wormser's lawyer, would not permit a decision against his client, as his identity had not been testified to on the stand, Mr. Wormser insisted that the case be reopened, and pleaded guilty. The judge thereupon fined him $25, which was immediately paid.

When the hearing began, Policeman Miller, of Yonkers, who was the chief witness for the people, was put on the stand. Mr. Lauterbach succeeded in mixing him up so that the final result of his testimony was that the automobile was running at only about eight and one-half miles an hour. Several other witnesses were at once put on the stand, who said that the machine was going at very high speed. They declared that the reason they could not recognize the driver was because of the high speed. Then it was that Judge Kellogg started to close the case and Mr. Lauterbach protested. The result was the adjournment, the reopening and Mr. Wormser's plea of guilty.

The case of Jefferson Seligman's chauffeur was adjourned.

HAWKES SAVES ON SALARIES.

FINDS A TAMMANY COPYIST WHO DRAWS $3,000 A YEAR.

By a rearrangement of the employes of the Dock Department in the classified list and an equalization of salaries, Commissioner Hawkes has been able to cut off the Tammany sinecures, and reduce the salary account of his department about $16,000. He has divided his force among three bureaus—construction and maintenance, superintendence and accounts.

In the first mentioned bureau Mr. Hawkes found a Tammany appointee doing the work of a copyist and receiving $3,000 a year. Nine thousand dollars a year is saved in the Bureau of Superintendence by reducing the number of dockmasters from twenty-seven to twenty-one and by the equalization of salaries.

In ordering the destruction of the section of Pier No. 12, East River, used as a dump by Brown & Fleming, of No. 129 Broad-st., Commissioner Hawkes has broken up a monopoly supported by Tammany. The establishment of this dump was opposed by the Maritime Exchange and shipping men generally, and they were greatly pleased that it had been abolished.

YALE DEGREE FOR LORD KELVIN.

HONOR WAS TO HAVE BEEN CONFERRED AT BICENTENNIAL CELEBRATION.

New-Haven, May 2.—Secretary Anson Phelps Stokes, jr., of the Yale University Corporation, tonight announced that the honorary degree of LL. D. will be conferred next Monday afternoon upon Lord Kelvin, of Scotland. The degree will be conferred with the usual academic ceremonies in Battell Chapel. The degree was voted to Lord Kelvin last autumn, when it was hoped that he would attend the bicentennial celebration. Lord Kelvin will deliver an address in Battell Chapel after the degree is conferred.

PRESIDENT WEBB MAY RETIRE.

W. H. MAXWELL MENTIONED AS A POSSIBLE SUCCESSOR.

It is rumored that the College of the City of New-York is to have a change in presidents under the act of the last legislature providing for voluntary retirement of members of its faculty on pension. President Alexander S. Webb is nearly seventy-five years old, and is understood to be desirous of withdrawing. He would be retired on a pension of $5,000.

W. H. Maxwell, City Superintendent of Schools, is mentioned as a possible successor. Edward Lauterbach, the president of the board of trustees, in which resides the power of appointment and retirement, said yesterday that it was thought probable that President Webb would retire at the end of the current college year. Mr. Lauterbach added that no man had been suggested in the board as a successor. Mr. Maxwell, he thought, would be an excellent choice for such a post, but there had been no official discussion of the subject.

THE LAUGH ON MR. GROUT.

CONGRESSMAN GRIGGS, REFERRING TO ELECTRIC TRAINS, TALKS OF "CONTROLLER'S" NOISE.

At the meeting of the Sinking Fund Commissioners yesterday the changing of the location of the Fifth District Municipal Court of Brooklyn, now Bath-ave. and Bay Twenty-second-st., to Third-ave. and Fifty-third-st., was considered. It was decided to allow the court to remain where it is for another year. Congressman Griggs spoke in favor of this plan. Regarding noise at the new location he said:

"It is true we have electric trains, but the noise of suppressed force from the 'controller' when the trains are brought to a stop"——

He was interrupted by a storm of laughter. Controller Grout laughed himself; Mayor Low poked him playfully in the side. Congressman Griggs blushed.

This outburst of merriment was followed by another when Mr. Griggs completed his sentence—"is much greater than the noise of any steam noise."

It was some time before quiet was restored.

MORO CHIEFTAINS.

A page of excellent photographs of Moro chieftains, including the Sultan of Jolo, and natives. These are the inhabitants of the Jolo or Sulu Islands. They are Mahometans and slave owners. See to-morrow's Tribune.

CHILDREN'S JUDGE NAMED

MAGISTRATE OLMSTED PROMOTED AND PETER T. BARLOW PUT IN HIS OLD PLACE.

Mayor Low yesterday appointed Willard H. Olmsted, one of the city police magistrates, a justice of the Court of Special Sessions, and it is understood that he will be assigned to the new Children's Court. The term is for ten years, at $9,000 a year. Peter T. Barlow was appointed to fill the unexpired term of Judge Olmsted. He will serve until May 1, 1907, at a salary of $7,000 a year. Messrs. Olmsted and Barlow were sworn in by Mayor Low yesterday morning, and later received congratulations from their friends. Magistrates Deuel and Crane and ex-Assemblyman Hal Bell were candidates for the position, and they received the indorsement of the Republican County Committe. Mr. Olmsted's appointment is highly satisfactory to Republicans generally. His work as a police magistrate has favorably impressed Mayor Low.

Justice Olmsted was born in Salisbury, Conn., in April, 1858. He attended the common and high schools at Auburn, N. Y., and studied law in the office of the late Senator Woodin, of Auburn. He was admitted to the bar in 1880. Mr. Olmsted practised law several years in Auburn and then came to New-York, where he took up newspaper work in the spring of 1887. He was a political writer until he was appointed to succeed Job E. Hedges as magistrate in December, 1897. Justice Olmsted is married, and has two children. He is a member of the Republican Club and of the Heights Club, and lives at No. 580 West One-hundred-and-forty-eighth-st. He would have had five years more to serve as magistrate.

Police Magistrate Peter Townsend Barlow, who succeeds Justice Olmsted, was born in this city on June 21, 1857. He is a graduate of Harvard, and was admitted to the bar in 1881. He is a member of the law firm of Shipman, Larocque & Choate. His father was S. L. M. Barlow.

The City Directory gives Magistrate Barlow's address as No. 55 East Twenty-first-st. This is in the Seventeenth Election District of the XXVth Assembly District. From the records Mr. Barlow neither registered nor voted at the last election. He therefore failed to vote for the man who appointed him to office.

Magistrate Barlow sat in Yorkville Court for a little time in the afternoon. He was coached by Magistrate Olmsted and went through the routine rapidly.

WHAT NOT TO EAT.

Do Americans lack endurance because of wrong food habits? Symposium by authorities of many countries upon the diet of the people, in The Tribune to-morrow.

A SUICIDE AT PARENTS' GRAVES.

WOMAN FOUND UNCONSCIOUS IN CEMETERY—SHE HAD CANCER AND WAS DESPONDENT.

Lying between the graves of her father and mother in the Sleepy Hollow Cemetery, Tarrytown, Miss Maria Hoffman, seventy years old, was found in an unconscious condition yesterday by William Burroughs, a grave digger. Beside her was an empty glass. The police were informed, and the woman was taken to the hospital, where she died a few hours later. Near where Miss Hoffman was found were two pieces of paper which had contained morphine.

Miss Hoffman was last seen alive on Thursday afternoon, when she was wandering in the cemetery. She was suffering from cancer of the breast and had been despondent for some time. Until last October she lived in Bayonne, N. J. Then she went to White Plains, and from there to Brooklyn. On Tuesday she went to Tarrytown to see Mrs. George Van Tassel, an old friend. She stayed with Mrs. Van Tassel until Thursday afternoon. When she went away she said, "Well, you may never see me again."

NINETEENTH CENTURY CLUB ELECTION.

At the business meeting of the Nineteenth Century Club on Wednesday Walter S. Logan was elected president, John Lloyd Thomas secretary and Edgar L. Marston treasurer. Among the vice-presidents elected were Mrs. Robert Abbe, Mrs. J. Pierrepont Edwards, Austen G. Fox, John W. Goff, Mrs. Hilborne L. Roosevelt, Anson Phelps Stokes, E. R. L. Gould and Edmund Wetmore.

THE BROOKLYN AT TOMPKINSVILLE.

The cruiser Brooklyn, which reached the navy yard from the Philippines on Thursday, dropped down to the Tompkinsville anchorage yesterday morning. After she has been inspected by a board of officers she will return to the yard and be stripped of all her furnishings preparatory to a thorough overhauling.

NEW-JERSEY NEWS.

STRIKERS BALK AT WATER

HOSE ATTACHED TO BOILERS WHEN THREATS ARE MADE TO TEAR DOWN MILL FENCE.

Hackensack, May 2 (Special).—The strikers in Lodi became extremely defiant and threatening to-day, and as a result Blum Brothers, proprietors of the Alexander Dye Works, closed their mill this afternoon, and said they would keep it closed until the strike ended. The trouble began at 7 o'clock, when the strikers crowded too near the entrance to the Alexander plant. Deputy Sheriff Blauvelt and his twenty aids urged the strikers back, and in doing so John Volger, one of the officers, jabbed a striker in the back. Instantly the man's companions made for Volger, who jumped through the gate into the mill yard. To ease the minds of the strikers Deputy Sheriff Blauvelt had to relieve Volger from further police duty.

The strikers were angry because a number of workmen were smuggled into the plant, and they went into the nearby woods and secured clubs. They waved these weapons defiantly as they came back to the mill, and threatened to tear down the high fence and drag the workmen from the mill. Fearing that these threats would be carried out, Blum Brothers had three lines of hose attached to the hot water boilers and two men placed in charge of each nozzle near the gate. Had the strikers attempted to force an entrance the hot water would have been turned on them. This seemed to weaken the strikers, and they contented themselves with preventing any dinner pails passing into the mill.

At 1 o'clock Blum Brothers closed their mill, after having all their goods removed from the vats.

The delegates of the Passaic Union of Federated Labor, Michael J. Murin and Joseph Kominski, had another conference with Blum Brothers to-day. They asked that the wages be raised from $7 50 to $10 a week, but the firm was obdurate and refused to increase the wages.

Delegate Kominski told a Tribune reporter this afternoon that the strikers would cause the Boettger Dye Works to close to-morrow by preventing even the girls from returning to work in the morning. This action may cause trouble, for Sheriff Soley's deputies have received instructions to prevent forcible intimidation. Boettger Brothers say they will raise the wages of their employes if Blum Brothers will.

FIRE THREATENS NEWARK.

SEVERAL MEN OVERCOME FIGHTING FLAMES.

The large brick storage warehouse of Amos Van Horn, No. 82 to 92 Bank-st., Newark, was partly destroyed by fire yesterday morning, and a number of firemen were overcome by smoke. The warehouse is located in a solidly built up neighborhood, full of inflammable material, and for a time a general conflagration was threatened. The building is five stories high, and is practically three buildings in one. It was considered fireproof.

Two employes were on the fifth floor, packing furniture at 9 o'clock, when they discovered flames in the northeast corner of the floor. A hand extinguisher was used without success, and the men hastily descended and gave the alarm. Ten minutes afterward the floor was a mass of flames, and Chief Kiersted sent out a general alarm for extra engines. The fire ate its way to the floor below, and enveloped the building from end to end.

Lieutenant Robert H. Park, of No. 3 engine, was overcome in an extension of the building, and was found lying unconscious. Other firemen disabled were Captain Theodore Wolf, of No. 3 engine, and Firemen Canfield and Stahl, of No. 3 engine. All the men recovered and returned to duty.

The building is owned by Amos Van Horn. The first floor is used as a receiving department, the second for storage, the third as salesrooms, and the fourth and fifth for a storage warehouse. About four hundred families had their furniture and other household effects in storage. Most of them were not insured. Mr. Van Horn estimates his loss at $75,000, fully covered by insurance. The loss to the owners of the property in storage is estimated at $25,000.

The Wanamaker Store.

What Was Told Last Week By the Long Island

Automobile "Endurance Run"

THE *First* American-made car to finish was a SEARCHMONT Tonneau, No. 65.

The *Second* American-made car to finish was a SEARCHMONT Tonneau, No. 69.

The *Fourth* American-made car to finish was a SEARCHMONT Touring Car, No. 80.

One, two, four—a rather remarkable record, certainly; for only three cars were entered, and the three cars were driven the hundred miles without a stop. The first two cars carried four passengers each, and the other one carried two passengers—finishing *one, two, four* against some seventy competitors.

Two foreign cars came in ahead of all others; but they were cars of about double the horse-power of the American cars, and sell for $4,000 and $10,000 respectively, against $2,500, the price of the two SEARCHMONT Tonneaus, and $1,200, the price of the Touring Car.

Then one of the SEARCHMONT Tonneaus had a private test of still greater value, that did not appear in public print. It was driven by our representative from our store in Philadelphia on Thursday, to take part in the run, as follows:

THURSDAY, Philadelphia to New York..... 110 miles
FRIDAY, Over L. I. Club Course from New York... 130 miles
SATURDAY, L. I. Endurance Run, from New York... 130 miles
SUNDAY, returned to Philadelphia from New York... 110 miles

Covering in the four days..... 480 miles

Each new experience but adds to the fame of the cars of the FOURNIER-SEARCHMONT COMPANY. Its pre-eminence among American-made automobiles is undisputed; and horse-power for horse-power, it is a worthy rival of the best foreign machines at double the cost.

We had hoped to exhibit today the famous Mors 64 horse-power racing car with which Henri Fournier won the Paris-Berlin race. It has been in our Automobile Station for some time, and will be in our Automobile Showrooms this morning; but we do not know how long, as it has just been sold, and its new owner has notified us that his repairman will come to work on it some time today, when it must be immediately taken back to our repair Station. However, it will be at one place or the other today, and will be shown to those who are interested in seeing the machine that holds every world record—the most talked about machine in the world. Its record is one mile in 51 2-5 seconds.

Besides the FOURNIER-SEARCHMONT cars, which are of gasoline power, we have the following Steam and Electric Automobiles—each of highest character in its class:

Mobile Steam Cars—

Pleasure Touring Car, for six passengers. The finest pleasure car offered in America today. $2,000.

Mobile Coupe. Luxury in its highest guise shows in every line of this carriage—unsurpassed for the city or country. Price, $3,000.

Mobile Wagonette, carrying eight to ten people, for Summer hotel or country use. Price, $2,000.

The above cars are on exhibition to-day. The entire line made by the Mobile Company comprises twenty-four different styles, ranging in price from $750 to $3,000.

Baker Electric Vehicles—

Phaetons and Runabouts. Unequalled for city and suburban use; and having "thoroughbred" style. Particularly smart and refined for women's use.

Runabouts, $850. Phaetons, $1,600.

The exhibition is well worth seeing.

Annex Store, south of Ninth street.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Ave., 9th and 10th Sts.