

THEIR EYES ON IOWA.

TARIFF REVISION SCHEME MAY BE LAUNCHED THERE.

ACTION OF THE HAWKEYE STATE REPUBLICAN CONVENTION AWAITED WITH KEEN INTEREST BY POLITICIANS.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, July 25.—Politicians in Washington are looking forward with keener interest than has been devoted to any other political gathering of the year to the Republican State Convention of Iowa, which meets the middle of next week. The reason for this is the expectation that a determined movement will be made at the convention to commit the party in Iowa to an outright and specific declaration for tariff revision to be inaugurated by the House that will be elected in November, but will not meet until the first Monday in December, 1903, unless the President should call an extraordinary session of the new Congress before that date. It is important to note that from the Republican point of view the situation in Iowa is pretty much a counterpart of that in Wisconsin, with the exception that the dominant issue which threatens the party with factional troubles of a more or less serious nature in Wisconsin are local, while in Iowa they are national. A parallel, however, can be drawn between the party conditions in these two great Republican strongholds of the Central West that will make the situation all the more easily understood. Such a parallel shows that Governor Cummins of Iowa sustains relations to the national leaders of the Hawkeye State that are similar to the relations between Governor La Follette and the national leaders of the Badger State. In other words, what the Wisconsin Governor is to Senator Spooner and Postmaster General Payne the Iowa Governor is to Senator Allison, Speaker Henderson and Secretary Shaw. The only difference is that Governor Cummins's contention has an immediate and direct bearing on the one national issue of overshadowing importance, the tariff, while Governor La Follette's deals with questions that pertain strictly to the economic policy of his State government, but which, it is admitted at the same time, may at no distant day find their way into national politics.

CUMMINS AND LA FOLLETTE.

The parallel between the movements started by these two able and conspicuous Governors of important Republican States, however, does not end at this point. Each is powerful in the party in his own State, and each committed himself, when first elected to the Governorship, to engraft certain reforms on the principles and policies of the party. In brief, both Governor Cummins and Governor La Follette belong to that class of officials in high places who conceive it to be a part of their party duty to keep Republicanism completely in touch with what to them appear to be advanced ideas that are growing steadily and relentlessly in popularity. With Governor La Follette it is reform of State taxation; with Governor Cummins it is reform or revision of the tariff. To this he pledged himself two years ago when nominated for Governor of Iowa, after having repeatedly failed to secure the nomination. At that time, it is said, he was strong enough to have forced into the Iowa platform a tariff revision plank, but he was dissuaded from this by Senator Allison, Speaker Henderson, Senator Dolliver, Secretary Shaw, Representative Lacey, Representative Hepburn and other members of the powerful Congress delegation of Iowa. The claim is made that he did not force this declaration in the platform two years ago because the men whose names are here given promised him that they would join him at this year's convention in his efforts to pledge the party in the Hawkeye State to lead in the movement for a radical but with careful revision of the Dingley tariff schedules to meet what those who think as Governor Cummins thinks consider changed industrial and commercial conditions, not only in the United States, but throughout the world.

OPPOSED BY HENDERSON AND SHAW.

It is understood that Speaker Henderson and Secretary Shaw are opposed to the Cummins enterprise being started at this juncture, and that they will fight him bitterly on this point in the convention next week. The exact attitude of Senator Allison is not yet known, although, in view of the fact that he and Speaker Henderson usually are together on all great party questions, it is inferred that the Senator either will keep wholly out of the fight or that he will throw the great weight of his influence against the movement. Secretary Shaw's position is said to be somewhat embarrassing to the President, who is known to be in sympathy with every intelligent suggestion for a cautious and serious investigation of the demand for the inauguration within the Republican lines of a tariff revision movement. It is considered not unlikely, therefore, that in order to counteract whatever influence against the movement Secretary Shaw's intimate connection with the national administration may have Governor Cummins will induce some other recognized representative of the President to give out an authorized statement embodying the views and wishes of Mr. Roosevelt concerning the question involved. If this is done it will be taken as the keynote in the Congress campaign by every tariff revision Republican completely and in part. It is believed that Chairman Babcock and typical Republican officials of the Republican Congress Campaign Committee are strong advocates of revision at an early date, either in whole or in part. The Chairman of the Finance and Commerce Committee of the House is expected to bring their influence to bear on the President in behalf of the Cummins proposition and utilize the result thus obtained in their work to control the Republican control of Congress.

MOVEMENT OF VAST SIGNIFICANCE.

Republican leaders in Washington, for the reason here given, are therefore keeping their eyes on Iowa, and they concede that, while it is of course possible for Governor Cummins and his followers to meet defeat in their battle at the State Convention next week, nevertheless the vast significance of the movement cannot be ignored or blinked out of existence. They point out that it is of singular importance to bear in mind that a movement for tariff revision is started in what is perhaps the most thoroughly democratic and typical Republican State in the Union, and that the confidence of the nation in the administration is strong. It is argued that the tariff revision sentiment that is sweeping in Iowa will grow and spread out over all the Republican sections of the country in short order, and that the sooner the party managers give to this fact its due importance the more thoroughly will the business of the country, the better it will be for the party and the country. It should be borne in mind that the Iowa movement contemplates that the friends of protection, and that the movement must not be permitted to get into the hands of the Democratic free traders, who would completely demolish the business of the country, send capital scurrying to cover, and precipitate

PENNSYLVANIA SPECIAL TO CHICAGO IN 20 HOURS.

Leaves New-York daily 1:55 P. M., arrives Chicago 8:55 A. M. Standard equipment.—Adv.

POCONO MOUNTAIN SPECIAL.

via Lackawanna to Delaware Water Gap, Stroudsburg and Mount Pocono, leaves Fridays and Saturdays at 2 P. M. No stop between New-York and the Gap.—Adv.

CANADIAN PACIFIC'S OFFER

HELPING COLONIAL STATESMEN IN THEIR NEGOTIATIONS.

LATEST PHASES OF THE OCEAN TRANSPORTATION PROBLEM OF THE BRITISH GOVERNMENT.

(Copyright, 1902, by The Tribune Association.) (Special to The New York Tribune by French Cable.)

London, July 26, 1 a. m.—Lord Stratheona and the Canadian ministers neither confirm nor deny the reports telegraphed from Montreal and Halifax that the Canadian Pacific Railway has offered to establish a fast Atlantic passenger service and a greatly improved cargo service, with complete appliances for cold storage. It is probable, however, that an offer of some kind has been made for the purpose of assisting Sir Wilfrid Laurier and Messrs. Muloch and Fielding in their negotiations with the Board of Trade and in their conferences with the premiers of New-Zealand and Australia. The announcement serves as a feeler for drawing out the comments of the English press on systematized efforts for fighting the Morgan combination, and the earliest responses, with few exceptions, are favorable. The newspapers here are aware that there is a strong public sentiment in favor of defending British maritime interests, and they now encourage it by sarcastic paragraphs at the expense of the Morgans, father and son, and by complacent references to the energy of Canada and the vitality of the old empire, and the facility with which "Morganatic" agreements can be dissolved. The facts have already been fully presented in these dispatches. There has been a determined effort to secure the co-operation of the colonial premiers in making three offers to the Imperial Government. One offer for a fast mail service between Liverpool and Halifax; another for a cargo service between Montreal, Cape Town, Auckland and Sydney, and a third for a mail service between Vancouver and Sydney. Lord Stratheona and other prominent Canadians are confident that the first object can be accomplished by the payment of liberal subsidies from the Canadian and British treasuries. Various amounts are named in the proportions of two-thirds and one-third. The second plan is dependent upon the co-operation of England, Canada, Natal, Cape Colony, New-Zealand and Australia, and the proportions of the subsidy which each shall bear cannot be readily arranged. The third project is still in the air, but the prospects are not favorable for carrying it out in conjunction with the first plan. British officials are not convinced that a twenty-six days' service to Australia by way of Canada is worth the expenditure of an enormous subsidy. If the first and third schemes could be substituted, as the whole of the Australian mails would be carried weekly by the Orient Line and by way of Canada and the Pentapolis and Oriental Line would be knocked out. No definite results have been accomplished. No definite imperial government, without doubt, is impressed with the earnestness of the colonials when they come to put their hands deep in their own pockets in order to keep the British flag free from the control of international shipping pools. There is no indication, however, that the Board of Trade has broken off negotiations with Messrs. Morgan and Dawkins in connection with their shipping combination.

General Wheeler starts to-day for Paris, but will return for the coronation. He is taking a hearty interest in the organization of the new Anglo-American Club, and is deeply impressed with Lord Roberts's enthusiasm about it. At the colonial conference yesterday, Premier Seddon strongly favored colonial participation in the defence scheme, but Sir Wilfrid Laurier and Premier Barton made it very clearly understood that they were not prepared to ask their Parliament to sanction any military expenditure beyond what was necessary for their own defence. They did not ask the Imperial Government to assist them in their defence, and did not propose that by any legislative form of compulsion they should assist in Imperial defence, but they were quite ready to render voluntarily in any future war the same assistance rendered in previous years in the Sudan and South Africa. The Athenaeum Club, which has the unique reputation of being the most exclusive and unobscure club in London, gave last night a banquet to a dozen distinguished men who had been honored with the new decoration of the Order of Merit. Nearly all the guests were members of the club. I. N. F.

FOR EDUCATION IN CUBA.

Havana, July 25.—At a Cabinet meeting held to-day Secretary of Public Instruction, presented the budget of his department, showing the amount required for educational purposes to be \$3,917,343. Señor Diaz, Secretary of Public Works, submitted an estimate of the value of the buildings at Camp Columbia, which he placed at \$236,000.

NO MORE TRAIN COLLISIONS.

CLERGYMAN'S DEVICE MAKES THEM IMPOSSIBLE, IT IS SAID.

[BY TELEGRAPH TO THE TRIBUNE.]

Omaha, July 25.—Railroad collisions will become a thing of the past if a new invention which the Rev. Kurtmann Mueller, pastor of the German Lutheran Church at Hartford, S. D., comes into universal use. If it two trains cannot, it is alleged, get within 2,000 feet of each other on a single track. When the trains reach a point where they are 8,000 feet apart a danger signal in the form of an electric globe is lighted in the engine cab directly in front of each engineer. If the engineer for any reason fails to stop his train the engine will automatically stop itself. The train moves 2,000 feet after the danger signal is first displayed, and then the device automatically blows the whistle as a warning and stops the train. This is not all that is accomplished, according to report, by this almost human piece of machinery. In the superintendent's office hangs a dial with an indicator, and the superintendent may look at this dial and find out the exact point where every train on his division is located, whether running or standing still. If running, he can tell the speed each is making. He can also, by simply throwing a lever, turn the automatic device on every working engine on his division, and bring them all to a standstill at one time. He can also stop any one train anywhere, and then flash lights in the cab to the engineer to give him orders by a code or signals. The communication between the superintendent's office and the engines is by two electric wires, which are strung along the telegraph poles, then attached to the track at certain points by two wires running down the poles and under the ground to the engine. The scheme of stopping the trains requires no electric wiring of the rails. The only extra equipment consists of brass plates placed under the fishplates and next to the rails to insure connection. On the front of the engine, above the cowcatcher, is placed an iron box about 18 inches square in which the device and engine are placed. If a switch is left open the danger signal is given in the cab, because the connection with any train which may be on the side track is at once evidenced on the main track being broken while the switch remains open.

ALL DRIVEN OUT BY AMMONIA.

FAMILY RESCUED FROM ROOF OF WAREHOUSE—MAN NEARLY BLINDED.

Escaping ammonia drove all the occupants of the eight story cold storage warehouse at No. 218 West Twenty-eighth-st. out of it yesterday. The family of Mr. Farland, the assistant superintendent, had to be rescued from the roof by firemen. Edward C. Boyd, the engineer, got some ammonia in his eyes and was taken to a hospital. A cap blew off a half-inch pipe, letting the ammonia escape in the basement. Boyd ran up to the pipe on smelling the ammonia. He was almost blinded. He was carried out by several firemen. Farland, his wife and three children had to flee from the odor, though they were on the top floor. Firemen put a ladder from No. 216, a five story tenement house, next to the warehouse. The family descended the ladder to the roof and then went to the street. The ammonia was shut off and the pipe was soon repaired. No damage was done.

COMMISSIONER TO REPRESENT CHINA.

IMPERIAL INTENTION IN REGARD TO THE ST. LOUIS EXPOSITION.

Peking, July 25.—The Emperor will announce to-morrow that he has decided to send an imperial commissioner to represent China at the St. Louis Exposition, instead of placing China's interests in the hands of the Chinese Minister to the United States, as had been intended. The United States Minister here, Mr. Conger, has secured an audience with the Emperor for John Barrett, the Commissioner General of the Exposition for Asia and Australia, for to-morrow, when the announcement will be formally made. Mr. Conger entertained at dinner the members of the council and of the Foreign Office, who discussed the exposition with Mr. Barrett. Incidentally, they thanked Mr. Conger for the sincerity of the United States assistance in bringing about the withdrawal of the foreign troops from Tien-Tsin.

IT SAVES A DAY.

The 20th Century Limited, via New-York Central and Lake Erie, leaves New-York at 10:45 P. M., arrives Chicago 9:45 next morning.—Adv.

TIME SAVED, MONEY MADE.

The Pennsylvania Special leaves New-York at 1:55 P. M., arrives Chicago 8:30 A. M. Only 20 hours.—Adv.

FRENCH CABINET FIRM.

TO CLOSE MORE RELIGIOUS SCHOOLS—EXCITEMENT IN THE REPUBLIC.

WOMEN APPEAL TO THE WIFE OF THE PRESIDENT—OLD MEMORIES REVIVED.

Paris, July 25.—A Cabinet council at the Elysee Palace to-day examined the questions brought up by the application of the Law of Associations. President Loubet signed a decree submitted by the Premier, M. Combes, ordering the forcible closure of twenty-six congregational schools in Paris and in the Department of the Seine which have refused to disperse voluntarily. Decrees closing forcibly similar schools in other departments will be signed so soon as the prefects' reports are received. A strange scene, reminiscent of stormier, sadder days in France, occurred to-day at the Elysee Palace. A large delegation of women, including the wives of several members of the Chamber of Deputies, assembled at the palace to appeal to her husband, the President, to stop the school prosecutions. Mme. Loubet sent out word to them by General Dubois, head of the President's military household, that it was impossible for her to receive a deputation upon a subject which was solely within the scope of the executive. The wife of Deputy Reille made a violent protest. "Tell Mme. Loubet," she said, "that the blood of women will flow if measures are not taken to stop this ill-treatment of the Sisters. We will address a letter to the wife of the President in which we will declare war upon the oppressors. The Christian women of France have decided not to suffer in silence."

A serious situation is prevailing in the Catholic country around Brest on account of the closing of the unauthorized schools. The countryside has taken up arms, and is determined to resist any attempt at the forcible execution of the orders of the Premier. An incident yesterday evening at St. Meen, eighteen miles from Brest, shows the spirit of the peasantry. Two newspaper men of Brest drove there in an automobile to investigate the situation at the Sisters' school. Immediately after they had entered the commune a boy sounded a bugle, and crowds of peasants swarmed from the fields, armed with pitchforks and iron bound sticks, shouting, "Long live the Sisters!" "Long live liberty!" One of the reporters was dragged from the automobile, and the fanatics beat him with their pitchforks and sticks. The newspaper man explained in the Breton dialect that he had only come in search of information, but the crowd refused to listen to him, and the reporter had to keep them at bay with a revolver. He succeeded in regaining the automobile and drove off at full speed, followed by a shower of stones. A school at Ploudaniel, in the same neighborhood, has been converted into a fortress, barricades have been erected and the inhabitants have formed a cordon about the surrounding area. The Lady Superior said: "You see our barricades. They must shoot us before we yield. There will be bloodshed if any one attempts to enter."

Placards have been posted in the townships urging resistance to the police. The population of Landerneau, twelve miles from Brest, has formed relays to guard the school, and peasant women sit on benches opposite the gate knitting while awaiting the coming of the gendarmes. They are greatly excited, and declare they prefer to be shot rather than abandon the Sisters. The Lady Superior of the Landerneau convent said: "I will only yield to force. The women and other people who are guarding the school light and day have given us a courageous example. The population of Roscoff, thirteen miles from Morlaix, is guarding the schools day and night. Sentinels are watching the roads, and men are sleeping on the ground in the neighborhood in order to resist the first attack."

Count Albert de Mun, the Clerical leader in the Chamber of Deputies, is stamping the country, denouncing the action of the government and urging resistance.

The "Journal Officiel" publishes a decree, signed by President Loubet, designating twelve congregational schools in Paris and fourteen in other parts of France, which are to be closed immediately, as they have been opened since the passage of the law of associations, without authorization. As matter of fact the Sisters of Angers, in the capital of the Department of Maine-et-Loire to-night, and was continued till midnight. The Municipal Council was in session at the time of the demonstration. There was much fighting between students of the Catholic college and the radicals, in which several persons were injured. Twelve arrests were made.

MARCONI NOT THE INVENTOR

HIS PATENT PAPERS GIVE CREDIT TO AN ITALIAN NAVAL OFFICER.

London, July 25.—The "Saturday Review" says a startling denouement followed Professor Thompson's attacks in "The Review" on the validity of the Marconi patents, in which the wireless was said to be an Italian naval officer, named Solari, was the real inventor of the wireless telegraph system. It says: "The 'Official Journal' of the Patent Office on July 16 contains a brief notice of a very unusual character. It announces that Guglielmo Marconi, who, on September 10, 1901, had filed a patent in his own name for this invention, now seeks to amend the application by converting it into an application for a patent for an invention communicated to him from abroad by the Marquis Luigo Solari, of Italy."

NEARLY READY AT NAVY YARD.

MESSAGES TO BE RECEIVED AS SOON AS INSTRUMENTS ARE PUT IN PLACE.

All the preliminary work for the introduction of wireless telegraphy at the navy yard has been completed, and messages will be received as soon as the instruments are put in place. For that purpose the tall flagstaff near the entrance of the Sands-st. gate has been set apart and altered to suit the surrounding conditions. A topgallant mast has been set up, which now makes it twice as high above any of the surrounding buildings, which might intercept the current. It is stayed from the truck and topmast head with hemp stays, which will not attract the electric current from the wires running to and from the receiving and transmitting at the top. The lower stays are of steel wire. Commander Rogers said yesterday that he could not see the receipt of a letter of a very unusual character, as he had not yet received word from Washington. The first trial will be from the station now being set up at the Atlantic Highlands, which will be one of the connecting links which will go to make up the system of wireless telegraphy along the coast. The Navy Department intends to construct one of these stations in each of the navy yards, so that warships at sea can send messages directly to any yard they may be compelled to go to for emergency repairs, and not be delayed by the present methods.

THE KAISER TO VISIT THE CAIR.

Christiansburg, Norway, July 25.—Emperor William will leave Bergen to-morrow for Emden, where after a few days his majesty intends to go to Russia to meet the Czar.

CRANBERRY LAKE AND BACK.

Excursions every Sunday to the Lackawanna Railroad's new picnic resort. Special train leaves New-York at 8:45 A. M., returning, leaves the lake at 8:15 P. M. Delightful ride through Summit, Morristown and all the Oranges.—Adv.

SUNDAY MOUNTAIN EXCURSION.

To Match Chunk, Sunday, July 27th, via New-York Central. Ticket \$1.50. Special train from Ft. Liberty St. 8:30 A. M. Switchback 50c. extra.—Adv.

CAPT. BROWNSON HONORED.

THE PRESIDENT SELECTS HIM AS THE NEXT SUPERINTENDENT OF THE NAVAL ACADEMY.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, July 25.—Captain Willard Herbert Brownsong, commanding the battleship Alabama, has been selected as the next superintendent of the Naval Academy at Annapolis, and will be ordered to assume his new duties in October. The President's choice in this assignment is in the nature of a high compliment to Captain Brownsong, as the whole naval personnel was closely scanned to find the officer best suited to meet the unusual responsibilities which will rest on the superintendent in the next few years. In that period the famous institution will be thoroughly rehabilitated, buildings and improvements costing more than \$3,000,000 are to be completed, the corps of professors and midshipmen will probably be doubled, and the work could be entrusted to no one but an officer of exceptional ability. Although many officers had been applied for the post, the President did not hesitate to choose Captain Brownsong, who was in no sense a volunteer for the duty. Captain Brownsong will

win his commission as a rear admiral while at the head of the academy, which exactly fits in with the determination of the authorities that hereafter only an officer of that grade shall command the academy steamer, which from every point of view is now becoming a more important post than any of the great navy yards. Captain Brownsong had a tour of duty as commandant of cadets at the academy eight years ago, and has always maintained great interest in the institution, from which he was graduated in 1865 and at which he has served times as an instructor. Captain Brownsong, while universally conceded to be one of the most capable and best equipped officers in the service, and perhaps the ideal type of an energetic commander, had no opportunity for heroic achievements while commanding the converted merchantman Yankee in the war with Spain, but he is sufficiently famous as the man who fired the shot that reverberated around the world and gave notice to all nations that the United States would brook no interference with the commerce that had the protection of its flag. This was in the harbor of Rio Janeiro in 1898, in the Mello naval insurrection. At that time Captain Brownsong was in command of the Detroit, and with other vessels under Rear Admiral A. E. K. Benham was protecting American shipping interests. When the insurgent naval force under command of Admiral Da Gama, on his battleship, the Aquidaban, threatened to sink the American ships if they insisted on giving safe escort to the American coffee ships to their docks in the harbor, Captain Brownsong, as the leading Brazilian ship, started up the harbor, cleared for action. The other vessels of the American squadron were ready to attend to any other ships of the Brazilian fleet that attempted to interfere. The single shot of the Detroit caused the collapse of the blockade. Captain Charles H. Davis, for the last five years superintendent of the Naval Observatory, will succeed Captain Brownsong in command of the Alabama. Commander Richard Wainwright, who has been at the head of the academy since 1895, will be ordered to command an unarmored vessel, probably on the European station, his rank not permitting him to take a first class command aboard.

HEARD THE NEWS IN MIDOCEAN.

WIRELESS MESSAGE TOLD CLARENCE H. MACKAY OF HIS FATHER'S DEATH.

Queenstown, July 25.—Clarence H. Mackay, son of the late John W. Mackay, who was a passenger on board the Cunard Line steamer Campania, from New-York July 19, which arrived here to-day, received the news of his father's death by wireless telegraphy at 3 p. m. July 24 from the westbound steamer Saxonia, of the same line. Mr. Mackay received a large number of telegrams here. The wireless news created the greatest sympathy for Mr. Mackay among the Campania's passengers.

HE GOT HIS MONEY BACK.

THIEF COULD NOT STAND THE GAZE OF A LAWYER WHOSE POCKET HE HAD PICKED.

Frank M. Tichenor, a lawyer, at No. 38 Park Row, had an encounter with a pickpocket on the platform of an elevated railroad station in Brooklyn the other day which might have been serious but turned out to be somewhat comical. In a crowd of persons waiting for an approaching train, Mr. Tichenor felt a suspicious tug at his hip pocket, and turned to see a man backing away from him. He kept near the man and watched him sharply until the train arrived. The man made a rush for the train, and Mr. Tichenor followed him into a car. The stranger found a seat and sat down. Mr. Tichenor planted himself in front of the man and felt in his own pocket to make sure if his wallet was there. It wasn't. With his hand in his empty pocket, Mr. Tichenor bent upon the man a look of fierce suspicion. The man bore the gaze for a minute and then asked, with a stutter: "D-d-did you d-d-drop your p-p-p-pocket-book?"

ALDERMEN AFTER BOARDMAN

MAY ATTACK HIS RELATIONS TO THE P. R. R. WHILE SERVING AS RAPID TRANSIT COUNSEL.

Certain members of the Board of Aldermen who have taken umbrage at the attitude toward the board assumed by Albert B. Boardman, counsel to the Pennsylvania Railroad Company, passed around the word yesterday that they would attack Mr. Boardman at the meeting of the board on Thursday next, and that they would cause an attack to be made on the Hudson River Day Line trips. New landing W. 122th St. 9:35 A. M. See Ads.—Adv.

"THE BUFFALO LIMITED."

A second edition of the Empire State Express, leaves New-York daily 12:30 P. M., due Buffalo 11:00 P. M., by New-York Central.—Adv.

EAST SIDE TUNNEL SOON

RAPID TRANSIT BOARD TO HASTEN PLANS.

USE OF PRIVATE CAPITAL IN CONSTRUCTION WOULD MAKE AN EARLY BEGINNING OF THE WORK POSSIBLE.

The East Side branch of the rapid transit subway system, the necessity for which has been pointed out in The Tribune from time to time, is now practically assured within a short time. It is the intention of the Rapid Transit Commission to take up the subject, together with the proposed extension through Broadway from Forty-second-st. to Union Square, in the autumn. There appears to be no good reason why contracts for these extensions should not be awarded immediately, as August Belmont, president of the Rapid Transit Subway Construction Company, has indicated his willingness to use private capital in their construction. About \$8,000,000 is saved to the city in the cost of the Brooklyn extension, the contract for which was awarded to the Belmont people on Thursday, and Mr. Belmont believes that this sum ought to be used, as far as it will go, on the East Side and Broadway extensions. Frederick Evans, secretary of the construction company, pointed out yesterday the reason why his company is willing to use private capital. In borrowing money from the city, the company is obliged to pay interest at the rate of 3 1/2 per cent, and an additional 1 per cent when the bonds are redeemed. This 1 per cent can be saved when private capital is employed. This makes it desirable for the construction company to make the lowest possible bid for subway work, so that as little of the city's credit as possible is used. It is argued, therefore, that the \$8,000,000 remaining from the cost of the Brooklyn extension would probably be sufficient to insure the construction not only of the second tunnel to Brooklyn, for which William Barclay Parsons, chief engineer of the Rapid Transit Commission, has been directed to prepare plans, but the East Side and Broadway branches as well. Mr. Belmont was keenly disappointed when he learned that the Rapid Transit Commission had decided to delay these two latter improvements until the autumn, expecting that his low bid for the Brooklyn extension would induce the Commissioners to call for bids immediately on the East Side and Broadway routes. Mr. Parsons went out of town early yesterday, and had no time to think of plans for the second Brooklyn tunnel. He has not yet decided on the route, which is to be the most direct possible from the City Hall to Borough Hall, in Brooklyn. It is thought that he has abandoned the idea of placing the tunnel at Maiden Lane or Fulton-st. with a subway through Nassau-st. to the City Hall, a Nassau-st. is extremely narrow and congested at all times, and subway work would cause no end of confusion. The contract for the Brooklyn extension will probably be signed within a couple of weeks. The Belmont people are ready to deposit the bond required and sign the contract without delay. Work must be begun within sixty days after the delivery of the contract. This means that ground will have to be broken, but the real work will not begin for possibly six months. It will take that length of time to gather the material, and it is the purpose to avoid torn up streets as much as possible. The contract provides that the entire extension shall be completed within three years, and all, excepting the East River tunnel, must be finished within two and a half years. The subway people are confident that they can finish the tunnel in much less time, however.

THE FIRST SHOT OF THE WAR WILL PROBABLY BE TURNED BY MAYOR LORAIN.

The ceremonies, it is thought, will take place in the neighborhood of Borough Hall, Brooklyn, to emphasize the fact that this is to be a Brooklyn tunnel. The principal features of the Brooklyn extension contract are as follows:

Contractor to build and equip the road and lease it from the city for a term of thirty-five years. The city will pay for construction \$2,000,000, for terminals \$1,000,000. Contractor to pay the rental consisting of interest at the rate of 3 1/2 per cent on bonds issued by the city to provide for construction, and 1 per cent additional on all bonds. The contractor guarantees transportation without charge of cars for the entire subway route. Contractor to deposit with other railroads such cash or securities to guarantee construction, and a bond of \$100,000 to guarantee rental. The city will have a lien on the bonds. The contractor agrees to enter into traffic arrangements with other roads when directed to by the Board. The railway and its equipment as contemplated by the contract constitute a great public work. All parts of the structure exposed to public sight shall therefore be designed, constructed and maintained with a view to the beauty of their appearance as well as to the utility of the work. Contractor is exempt from taxation on his interest in the railroad and equipment. Eight hours' work will constitute a day's work. Contractor agrees to enter into traffic arrangements with other roads when directed to by the Board. It is the purpose of the city—and it is intended by the contract to carry out this purpose—that the railroad shall so far as practicable be operated in harmony not only with the connecting lines but with all other railroads, and that the greater part, but also with other rapid transit and New-York, and be capable of connection with the railroad, and that any passenger upon the railroad or upon any one of the other railroads shall have the benefit of a continuous ride over the railroad and any of the said railroads at the minimum practicable rate.

The contractor shall begin actual work upon the railroad within sixty days after the execution of the contract. The entire railroad to be completed, constructed and equipped, ready for immediate full and continuous operation, within three years after the date of the execution of the contract. The average speed of trains must not be less than twelve miles an hour, including stops. From 10:30 p. m. to 1:00 a. m. every five minutes; at all other times to the full capacity of the subway. Freight may be carried so long as it does not interfere with the passenger traffic.

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Frank M. Tichenor, a lawyer, at No. 38 Park Row, had an encounter with a pickpocket on the platform of an elevated railroad station in Brooklyn the other day which might have been serious but turned out to be somewhat comical. In a crowd of persons waiting for an approaching train, Mr. Tichenor felt a suspicious tug at his hip pocket, and turned to see a man backing away from him. He kept near the man and watched him sharply until the train arrived. The man made a rush for the train, and Mr. Tichenor followed him into a car. The stranger found a seat and sat down. Mr. Tichenor planted himself in front of the man and felt in his own pocket to make sure if his wallet was there. It wasn't. With his hand in his empty pocket, Mr. Tichenor bent upon the man a look of fierce suspicion. The man bore the gaze for a minute and then asked, with a stutter: "D-d-did you d-d-drop your p-p-p-pocket-book?"

ALDERMEN AFTER BOARDMAN

MAY ATTACK HIS RELATIONS TO THE P. R. R. WHILE SERVING AS RAPID TRANSIT COUNSEL.

Certain members of the Board of Aldermen who have taken umbrage at the attitude toward the board assumed by Albert B. Boardman, counsel to the Pennsylvania Railroad Company, passed around the word yesterday that they would attack Mr. Boardman at the meeting of the board on Thursday next, and that they would cause an attack to be made on the Hudson River Day Line trips. New landing W. 122th St. 9:35 A. M. See Ads.—Adv.

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