CRANE ASSAILS MOYNIHAN

ANGRY POLICE CAPTAIN SAYS HE WILL TAKE CASE OF PRISONERS DISCHARGED TO JEROME.

The action of Magistrate Crane in discharging from custody in the Harlem police court yesterday John Vigorito, the alleged proprietor of the Lion Hotel, at No. 2,218 Second-ave., and remarks made by the magistrate, made Captain Moynihan, of the East One-hundred-and-fourth-st. station, angry.

"Captain Moynihan is no more fit to be a captain of police than is the Queen of England," was the comment made by Magistrate Crane.

"What is the use of a police captain trying to clean up his precinct and keep things straight if a police magistrate will not hold disorderly persons on good evidence. This whole thing looks funny. It looks as though this prisoner was using political influence to save himself. I shall take this matter before the District Attorney at once and enlist his aid," said Captain Moynihan.

Detectives of Captain Moynihan's command late on Saturday night made a raid on Vigorito's place and captured fourteen prisoners, six men and eight women. Detective Storjohan told Magistrate Crane that Vigorito's place had been under police surveillance for some time and that it was notorious in the district.

The detectives took the register of the hotel when they made the raid. In court this register showed that twenty-five couples had stayed at the hotel, which has only seven rooms. The magistrate immediately discharged all the prisoners, including the alleged proprietor, on the ground that the police had no proper evidence on which to hold the prisoners. At the same time, however, he severely rebuked Vigorito, telling him that if he was ever brought before him again he would send him to jail.

"You men in Captain Moynihan's district make the most idiotic arrests made in any precinct in the city," declared the magistrate.

The discharge of Vigorito and the remarks of Magistrate Crane were reported to Captain Moynihan by his men, and the captain said:

"I shall send Detectives Storjohan and Simerlein to District Attorney Jerome the first thing to-morrow morning with this matter and see if he will help me. My evidence against the Lion Hotel, collected by my men, is complete, and the prisoners should be held. The police captains are charged with neglecting their duty in allowing such places as Vigorito's to run. We get evidence and try to close the places up. What chance has a police captain got if the magistrates will not hold the prisoners?"

Captain Moynihan exhibited one of Vigorito's business cards, which, he said, was picked up in Magistrate Crane's courtroom just after the termination of Vigorito's case. The card had on the back of it:

"Hon Mr. Hayes: My place was arrested last night. Please come and help me."

Detective Storjohan reported to Captain Moynihan that he had seen Nicholas J. Hayes, the Tammany leader in the district in which the raid was made, in court while the case was going on.

Captain Moynihan declared that Vigorito was a member of Hayes's political club in the district.

At Magistrate Crane's home, No. 139 West One-hundred-and-nineteenth-st. yesterday it was said that he had gone out of the city for the day.

Nicholas J. Hayes was seen at the Pocasset Club, of which he is president. He said:

I don't know what Captain Moynihan means by saying such things. I don't know anything about the case. I don't know Vigorito. I don't know how that name appeared on that card. It may be some other Hayes. I went to the lobby of the court this morning to see a man who had been arrested on an intoxication charge. Any one who knows Magistrate Crane knows he would not throw any case out of court in which he had evidence, and he would not let any one influence him.

ATTERBURY MAKES REPLY.

SAYS HE AND MR. WALDO OPPOSED GUDEN'S NOMINATION.

Walter B. Atterbury, the leader of the XVIIth Assembly District, Brooklyn, has issued a statement in reply to a circular sent out by the committee of fifty Republicans in the district. It is in part as follows:

It seems undignified to reply to the petty and contemptible assertions in the circular, which are given without a semblance of confirmation, and the implied insinuation that I had some dishonorable connection with Mr. Guden's nomination. For the benefit solely of those who do not know me, I will state that I never was a candidate for Register or Naval Officer, as the writer of the circular well knew. I consented to accept the nomination for Sheriff in 1897 and lead a "forlorn hope" to certain defeat on the Republican ticket, which General Tracy headed, from a feeling of loyalty to my party. The Republican party was split in two at that time, but I polled 8,000 votes more than General Tracy in the county.

I was a candidate for Surveyor of the Port solely at the instance of Major I. F. Mack, who was one of Hanna's chief lieutenants at the St. Louis convention and Editor of "The Sandusky Record," and who now lives at that place. He informed me that the McKinley people in Ohio wanted a friend in the New-York Custom House." The President not only wanted to appoint me, but had several discussions with Senator Platt, as the President told me, to induce the Senator to consent to my appointment. President McKinley, in June, 1898, twice asked me to accept the Commissionership of Immigration at the Port of New-York, and I declined. A month later I was absolutely appointed postmaster, which I did not want, and I went to Washington and declined the place and asked the President to appoint Francis H. Wilson in my place, which he did.

I never held any other public office except the one I now have, which I never sought, and it was given to me by Controller Morgan because of his personal desire that I should represent him in my present capacity. The Republican organization in Brooklyn knew nothing of the matter whatever.

Two years ago Lieutenant Governor Woodruff, in the presence of Mr. Waldo, in the Clarendon Hotel restaurant, suggested that I accept the postmastership or the Internal Revenue Collectorship to succeed Wilson or Moore when their terms expired. As both he and Mr. Waldo know, I declined. Surely I can hardly be called a chronic officeseeker, as alleged in the circular.

In 1900 Senator Platt suggested that I take charge of the United States census for the entire city of Greater New-York, and I replied that I could not undertake it. Later on, to oblige the Republican organization, I agreed to take charge of that territory, which comprised all of Long Island and Staten Island, including Brooklyn, for which I received the enormous sum of $1,400 or $1,500. Governor Merriam, the director, and Senator Platt both personally congratulated me when the work was completed.

Regarding Guden, Mr. Atterbury says that he and Mr. Waldo protested against his nomination. He declared that he did not go near Guden prior to election, but that Guden twice sought him out and begged him to prevent the Twenty-third Warders from cutting him at the polls. Mr. Atterbury said he did not go near Guden after election until he was advised that Guden intended to recognize the XVIIth Assembly District in making appointments in his office.

The statement continues:

One of the implied duties of an executive member is to obtain patronage for his district, and I would have been derelict in my duty had I not endeavored to do so, particularly when Mr. Dady had publicly declared in October, during the campaign: "If we elect the county officers we will put Atterbury and Waldo out of business."

Up to that time Mr. Guden had not committed any crime to my knowledge. I confess that I like to reward my friends by doing them any favor I can; that is right and proper. If the gentleman who drew the circular would quote the testimony in the Guden matter, instead of simply referring to it, when nothing of the sort that he refers to can be found, he would be less dishonest. Unwarranted insinuation is the meanest form of attack.

I never advised my friends to be "coy" on the fusion ticket. The XVIIth Assembly District gave the largest majority for the fusion ticket it ever gave in its history for any ticket, and the reason that its percentage of gain over the previous year was not greater is due to the fact that in the aforesaid previous year we made a gain of 500 votes for McKinley over the vote of 1896, while the total Republican vote in the county had decreased 150, and this with no increase in the Republican population.

Reference to almanacs will show that the Republican vote in the Twenty-third Ward has shown a steady increase during the period that I have been executive member, although there has been a persistent emigration of Republicans from this ward into the more southerly territory of Brooklyn. It is humiliating to have to answer these petty attacks.

HEAT FROM KEROSENE OIL
is cheaper than from coal, and less trouble, if you use
"Miller Heaters."
No Odor, Smoke, Ashes. No Danger.
An Extinguisher puts out the light.
An Indicator tells when oil is needed.
Convenient to heat milk, water or food.
Insist on having "Miller" heaters from your dealer. If he will not supply, we can. Price $4.50, and up.
EDWARD MILLER & CO. Manufacturers. Established 1844.
28 and 30 West Broadway.

CANTOR TO CHAMPION CANALS

WILL ASK DEMOCRATIC CONVENTION TO PLEDGE PARTY'S SUPPORT FOR LEGISLATION FOR THEIR DEVELOPMENT.

It has been suggested to President Cantor by canal boatmen and by representatives of commercial interests that he draft and present to the Democratic State Convention a plank pledging the party to the development of the canal system of the State in conformity with the plan suggested by the Greene Commission and approved by commercial bodies of this city, Buffalo, Rochester, Syracuse and intermediate points. It is his intention to comply with these requests and submit a resolution to be incorporated in the platform committing the party to this proposition. Speaking on the subject he says:

The Republican party was practically pledged to the development of the canal system by making it a thousand ton lock canal and a canal prime with nine feet of water, all of the authorities interested in this system of transportation agreeing that this will provide ample accommodations not only for the present but for the future, and make this route capable of doing all the transportation work required of it.

We had supposed that this construction had been agreed on as the policy of the State. But Governor Odell has seen fit to decline to carry out this agreed policy, and has put himself, practically, on record as the enemy of the system, and therefore in opposition to the vast commercial interests of the State. After vainly endeavoring to compromise on what he termed "economy in expenditure," by suggesting a plan capable of providing for the rapid growth of water transportation (and thus suggesting the appropriation of a large sum of money that in a very short time would be practically squandered) he has defeated all efforts of those who are believers in the State's progress and who desire to make these water routes conform to the present and future necessities of the State.

It has been a long struggle between the railroads and the canal, and frequently, even in my day as a legislator, has it been necessary to resist the powerful influences of railroad corporations in the appropriation of public funds for the maintenance and improvement of the canals; but it is believed now that the railroad corporations appreciate that the development of the canal system, instead of injuring their carrying trade, creates additional passenger and traffic freight for them by the building up of towns, villages and cities, and therefore this opposition has practically disappeared.

While I dislike very much to suggest politics in connection with such an artery of commerce, yet I must appeal to the record to prove that the Democratic party was for years the champion of the canal system, and has done everything in its power to make this system serviceable, not only as a means of transportation, but also as a check upon the railroad companies, at least in the earlier days. One needs only to observe the traffic upon the Great Lakes in order to be convinced of the importance of keeping this waterway fully up to the requirements of our commerce. I believe that both political parties should be committed to this "thousand ton and nine feet of water" proposition.

I do not believe that it can be truthfully said that the counties not bordering on the canal are opposed to the appropriation of sufficient moneys for this purpose. All the counties are interested not only in the greatness of this State and its financial and commercial superiority and strength, but they all receive at least a reflex benefit from the growth of those counties more directly affected by the canal. It seems to me that this is the time for this city and for the other cities so directly interested in the canals of the State to send their delegations to the two conventions—the Republican and the Democratic—in order to have both parties pledged to this development of the canal system. For my part, I shall urge upon the Democratic convention at Saratoga the adoption of a plank committing the party to this proposition.

WHY M'MILLAN GOT OUT OF RACE.

HE DID NOT WANT TO BE A CANDIDATE AS HIS FATHER'S SON.

Detroit, Sept. 7.—The announcement of D. M. Ferry's candidacy for United States Senator was first made by William C. McMillan, who yesterday issued a statement saying that he would not enter the race for his father's place. Last night, however, Mr. Ferry himself talked freely of his candidacy, and said confidently that he was in the campaign to win. By entering the field with the support of Mr. McMillan, Mr. Ferry is looked on in some quarters as the candidate of what is called the federal machine in Michigan politics. General Alger and his closest supporters refuse to talk about Mr. Ferry's backing, and declare that they anticipate a fair campaign, in which they are going to do their best to defeat a worthy opponent.

General H. M. Duffield, one of Mr. McMillan's closest friends, says that the latter withdrew from the race because he did not want to make a campaign in which he would be considered by many voters merely as his father's son. Michigan newspapers that oppose Mr. McMillan have been elaborating on this idea, and suggesting that the succession of a son to his father's seat in the Senate savored of a monarchical form of government.

SENATOR PLATT DENIES IT.

NO COMBINATION TO PREVENT PRESIDENT ROOSEVELT'S NOMINATION.

Senator Platt, at the Fifth Avenue Hotel, yesterday denied a story that the business interests of the country were incensed at President Roosevelt and were combining to prevent his nomination. The story went on to say that Senator Platt, J. Pierpont Morgan and others identified with commercial interests were forming a combination to bring about the defeat of President Roosevelt in the next national convention, inasmuch as their entreaties to him to leave the trusts alone had been ignored. Senator Platt said yesterday that this story was absolutely untrue, that he was in no combination to defeat President Roosevelt for a nomination, and that he knew of no expostulations on the part of the business men of the country against the course of the President.

Governor Odell will be in the city to-day, and many matters relating to party affairs will be talked over. The final touches will be put on the slate to be nominated at Saratoga. It is practically assured that George R. Sheldon will be the nominee for Lieutenant Governor. John T. McDonough, who has been a candidate for a place in the Court of Appeals and who has insisted that he did not care for a renomination as Secretary of State, may be prevailed upon to change his mind and run for Secretary of State.

It was understood yesterday that the State convention would indorse the administration of President Roosevelt. The question of committing the State delegation to Roosevelt for 1904 has been under discussion, but this will be settled at the conference when the Governor gets here.

STIFF GALE ON LAKE ONTARIO.

ONLY LARGEST STEAMERS ABLE TO GO OUT—TOURISTS HELD ON NORTH SHORE.

[BY TELEGRAPH TO THE TRIBUNE.]

Rochester, Sept. 7.—A gale which began on Thursday night is sweeping Lake Ontario from the west, and paralyzing passenger traffic. Only the largest steamers have been able to put out, and they have had some exciting experiences. The storm is causing most trouble to the hundreds of tourists who, flocking from the Canadian lakes, are in the north shore ports, unable to reach home except by train, which means a long and roundabout trip by way of Toronto.

The steamer Arundell, from Alexandria Bay to Charlotte, with two hundred passengers, struck a squall off Sodus, forty miles east of here, and was blown half way across the lake and finally forced to run for Cape Vincent for refuge. The Alexandria, from Picton and North shore ports, was due at Charlotte at 7:30 o'clock last night. She arrived at 2 p. m. to-day. The United States life saving crews along the lake shore have been flying storm signals for forty-eight hours, and have doubled their watches.

TWO KILLED IN FIVE WRECKS.

PENNSYLVANIA FREIGHT TRAINS HAVE A FIELD DAY.

Altoona, Penn., Sept. 7.—Five freight wrecks occurred to-day between Johnstown and Harrisburg, on the Pennsylvania Railroad. The first was at 2 o'clock this morning, and was caused by a runaway freight train crashing into another freight train at McGarvey's station, three miles west of Altoona.

A short time later a train on the Cresson and Clearfield road broke in two near Frugality, and, the sections coming together again with great force, several cars were wrecked. One brakeman was taken from under the cars dead, and another died on his way to the Altoona Hospital.

A wreck at Port Royal was caused by a burned journal. Nine cars, it is said, loaded with valuable merchandise, were destroyed. Shortly afterward there was a wreck at Millerstown, in which five loaded cars were broken to pieces, the result of a broken wheel. Another wreck occurred at Ryde, in which several cars were broken up.

STILL HUNT A CANDIDATE.

TALK OF JUSTICE D. CADY HERRICK FOR THE DEMOCRATIC SACRIFICE.

ORLEANS COUNTY GETTING COLER'S BOOM READY—MEN MENTIONED FOR MINOR OFFICES.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, Sept. 7.—Friends of Justice D. Cady Herrick, of this city, are suggesting that he be made the Democratic candidate for Governor. Evidently they think that if a candidate is to be drafted from the bench in this hour of dire need of the Democratic party, Judge Herrick might well be asked to make this sacrifice for his party. He has only three years more to serve in the Supreme Court, and, moreover, it is known that for several years he has had thought of resigning and returning to his law practice. When he accepted a nomination for the Supreme bench he was not in good health. Now, with health restored, he could return to his practice. Judge Herrick's friends, therefore, evidently feel that possibly he could be persuaded to run for Governor.

Ex-Senator Hill and Judge Herrick are said not to be as far apart as is sometimes credited, and therefore it may be that Judge Herrick will be a prominent candidate at the Democratic convention. In recent years he has served in Kings County occasionally, and always has been on good terms with Hugh McLaughlin and other leading Kings County Democrats. Thus it may be that he will have the support of the Kings County Democrats. As a leader in 1892 to bring about the third nomination of Grover Cleveland for President the judge might count on considerable support in the convention from the Cleveland Democrats.

PREPARING COLER'S BOOM.

Ex-Controller Coler's friends intend at the county convention of the Orleans County Democrats, which will be held at Albion on September 11, to place him before the State as the man to head the Democratic ticket. A delegation will be elected pledged to support him. It will be remembered that Mr. Coler and David B. Hill recently appeared in company at the fair of the Orleans County Agricultural Society at Oak Orchard. Mr. Coler is president of the Medina Sandstone Company, of Albany, which has a capital of $2,000,000 and owns a range of quarries near Albion. This is the explanation given of the acquaintance of the Orleans County Democrats with Mr. Coler.

Within the last few days conventions to elect delegates to the Democratic State Convention have disclosed several candidates for the minor positions on the Democratic State ticket. Thus the Wayne County Democrats expressed the conviction that D. J. Van Auken, of Geneva, treasurer of Hobart College, should receive the nomination for State Treasurer. It is said that Mr. Van Auken is a passive candidate and may not become an active one. Then the Cattaraugus County Democrats have pledged their delegates to support Frank H. Mott, of Jamestown, for Secretary of State. Democrats are rather scarce in the southwestern part of the State, and it is also a prosperous region. Mr. Mott's nomination, therefore, is thought unlikely.

WANTS TO BE NAMED FOR CONTROLLER.

Perhaps the most serious recommendation yet made by a county convention is that of the Warren County Democrats, who asserted that George R. Finch, of Glens Falls, a wealthy lumberman, should be nominated for Controller. Warren County is also a Republican County, but Mr. Finch is believed by the Democratic leaders to be a strong man. Ex-Controller Joseph Gavin, of Buffalo, however, it is reported, was here recently, and possibly saw Mr. Hill. In any case Mr. Gavin, it is thought, would like to be the candidate for controller, and, as the Erie County Democrats have no candidate for any other place, unless Judge Gray declines a renomination for Judge of the Court of Appeals, when John Cunneen, a leading lawyer of Buffalo, would become a candidate for that position, Mr. Gavin has a good chance to be named.

The Democrats of the 1st Assembly District of Oneida County have expressed a preference for the nomination of ex-Mayor Richard W. Sherman, of Utica, for State Engineer. Mr. Sherman is an engineer and brother of James S. Sherman, the Republican Congressman from the Oneida-Herkimer district. There is said to be a movement in Tompkins County to elect delegates favorable to Congressman Sulzer of New-York for Governor. The Tompkins County Democrats will hold their convention at Ithaca on September 10. The Democratic conventions for the election of delegates to the State convention will be held rather late in the cities, owing to the Primary Reform law. This week Democratic conventions will be held in Saratoga, Chautauqua, Tompkins, Columbia, Orleans and Rockland counties.

INTERNAL COMMERCE.

JULY SUMMARY OF THE TREASURY BUREAU OF STATISTICS.

Washington, Sept. 7 (Special).—Information of timely value to the commerce of the country is brought together in the July summary of internal commerce, issued by the Treasury Bureau of Statistics.

Of interior trade movements the report says that for seven months ending with July, 1902, the receipts of live stock at the five markets of Chicago, Kansas City, Omaha, St. Louis and St. Joseph reached a total of 34,222,094 head, in contrast with 35,323,972 head for the corresponding period of 1901. There is a difference of 1,101,878 head to be supplied before the receipts of the current year shall have equalled those of last year. Analysis of stocks of cut meats at the five markets of Chicago, Kansas City, Omaha, St. Joseph and Milwaukee shows that on July 31 of the current year there were on hand 209,094,087 pounds. On the corresponding date of 1901 the combined stock consisted of 279,891,345 pounds.

Freight receipts at 121 points on the Great Lakes for the month of July, 1901, were 7,004,685 tons, and for the corresponding period of 1902 7,582,848 tons were received at 144 different ports. Shipments from 204 different points for July, 1901, were 7,031,357 tons, and for 1902 7,426,548 tons from 217 ports. Total shipments for the first seven months of 1901 were 19,653,334 tons, and 26,876,004 tons for the same period of 1902, showing a gain of 7,222,670 tons, or 36.7 per cent; 16,568,899 tons passed the Sault Ste. Marie Canal, against 11,548,192 tons in 1901 and 12,775,216 tons in 1900.

Trade movements at Boston, New-York, Philadelphia and Baltimore show that for the first seven months of the current year the receipts of grain and flour, reduced to bushels, at New-York were 56,626,630 bushels, compared with 83,510,688 bushels for the corresponding period of last year. At the three other ports of Boston, Philadelphia and Baltimore the receipts were 57,266,045 bushels, compared with 121,685,795 bushels for the same period of 1901. Of receipts at New-York in July of this year, 77 per cent came by rail and 23 per cent by water.

Traffic in iron and steel originating in Southern producing territory in the first seven months of this year amounted to 1,131,273 tons, compared with 857,760 tons for the corresponding period of 1901. There was a decline in this traffic in July, the tonnage of 143,559 tons being the smallest in the course of the current calendar year, but considerably higher than the tonnage of 127,713 tons in July, 1901.

Coal shipments from New-York for the month of June by water, as reported by six of the leading coal carriers to tidewater, amounted to 496,497 tons, and for the six months ending with June to 3,967,666 tons. Reported shipments from Philadelphia were as follows: For June, 102,600 tons; for six months ending with June, 1,271,191 tons. Coastwise coal shipments from Baltimore during June were 172,896 tons, and for six months to the end of June, 1,006,997 tons. The total amount reported from the three ports was 471,903 tons in June, and 6,245,854 tons for six months ending with June. Coal receipts at Boston, mostly by coastwise lines, for the first seven months of 1901 were 2,661,346 tons. This year's receipts were 2,497,737 tons.

In the half year to the end of June, 1901, there arrived at San Francisco 13,315,222 bushels of wheat. For the half year to the end of June, 1902, the total receipts were 17,125,773 bushels, being a gain of 28.6 per cent over the receipts of the preceding year.

The report of the Pacific Coast salmon pack for a series of years gives the total for 1901 as 5,066,793 cases, including Columbia River, Sacramento River, Puget Sound and outside rivers. British Columbia and Alaska. The largest output for any preceding year was that of 1898, amounting to 3,138,040 cases of four dozen one pound cans each.

Traffic on the Monongahela River, as reported by the engineers in charge, in the month of July amounted to 5,471,069 tons. The tonnage movement at the Davis Island dam, on the Ohio River, south of Pittsburg, for July was 1,123,991 tons. The tonnage moved through the New-York State canals for the season ending with July shows a total of 1,333,928 tons, compared with 1,447,128 tons for the same period of 1901.

The Pennsylvania Railroad's shipments to August 2, originating east of Pittsburg and Erie, amounted to 22,305,910 tons, of which 1,612,659 tons were anthracite coal, 14,968,183 tons bituminous and 5,725,068 tons coke. The Baltimore and Ohio Railroad coal and coke movement for the first six months of this year reached a total of 10,711,941 tons, of which 8,429,288 tons were bituminous, 409,466 tons anthracite and 1,863,209 tons coke. On the Norfolk and Western Railroad the six months' tonnage was reported as amounting to 4,140,879 tons, of which 1,333,183 tons reached tidewater. For the twelve months ending with June the Southern Railway, embracing Tennessee and Alabama districts, handled 3,481,868 tons of coal originating on its lines. Receipts of coal and coke at St. Louis for the seven months ending with July of this year amounted to 2,819,313 tons, compared with 2,419,013 tons for the corresponding period of 1901. Receipts at Chicago for seven months ending with July show a total of 5,138,062 tons this year, compared with 5,223,697 tons last year. The Connellsville weekly coke output still averages somewhat higher than in 1901.

ON THE WAY TO CHICAGO.

THE HIGHWAY ASSOCIATION'S PARTY ARRIVES AT PHOENICIA, N. Y.

Phœnicia, N. Y., Sept. 7 (Special.)—"Automobiles and good roads have a lot to overcome before either will become popular, as we found out on this trip," said W. L. Dickinson, of the New-York and Chicago Road Association, after the first day's experience in the Toledo car on the route over the proposed highway. At the start an attempt to cross the North River at Fourteenth-st. met with refusal, and valuable time was lost before reaching the West Shore ferry at Forty-second-st. It was 12 o'clock when the party finally started up the Weehawken hill. And what a climb! The road is a mass of loose stones and sand, in addition to about a 20 per cent grade. From the top of the hill to the end of the Hudson County Boulevard at Guttenberg the route was over a splendid stretch of road. Then came a down grade with sand and roads undergoing improvement, in addition to the laying of trolley tracks. Hackensack was reached at 12:40, the odometer registering ten miles. Dinner was taken and the start was renewed at 2:15. Considerable street improvement is being done in Hackensack and the roadways are frequently blocked.

A few miles further on, at Allendale, another force of men was improving the road.

Again just out of Suffern more road building was being done. From Ramseys to Suffern the roads are not good, being hilly and sandy. At Suffern the president of the township, R. G. Riggs, showed his appreciation of the road improvement work by joining the association. We stopped long enough at Suffern to take on water and visit the Ramapo Iron Works, where there are more good road enthusiasts.

The roads from Suffern to Tuxedo follow the Erie Railroad along a beautiful valley and river. At Arcola a stop was made long enough to take a snapshot of a relic of early days in the form of an old fashioned water mill and fall. Fine roads were followed to Tuxedo. Expecting to get gasolene there, preparations were made to obtain it, and it was found that the clerk in charge of the fuel had gone on vacation and neglected to stock up his supply. With a short stop the party pushed on toward Newburg, leaving Tuxedo at 5:38. At Central Valley good road friends and gasolene were found. It was 7:48 when at Central Valley the start was made for a fourteen mile spin to Newburg. The roads were fine, of dirt and gravel, with the only drawback of loose planks on the numerous bridges. Newburg was reached at 9:17 in good shape. So far the Toledo had performed its work in good style, never faltering at any hill. At Newburg, the home of the Governor of the Empire State, there are many people interested in the good roads movement. Among them are D. J. Coutant, the town clerk; Dr. Carr and E. W. Kelly. Leaving Newburg at 10:15, there were good roads to Highland, a distance of fourteen miles.

From Highland to Kingston the road has been sadly neglected. Everywhere are evidences of the wasteful use of the public road money. With the best of material and a $3,000 road making plant in one town, the road has been badly built. This is expected to be corrected. Stopping only for dinner at Highland, the run was continued to Rondout and Kingston. Delayed again to get gasoline, the party stopped over night.

The wisdom of the choice of the road west of the Hudson is shown by the opinion of George Soules, the chauffeur. He has gone over both routes and declares that the route selected is the better of the two. One of the features of the trip, so far, is the guidance of George C. Wheeler, the famous century rider. He has ridden his wheel the entire distance, and, by his knowledge of the roads, aided greatly in selecting the good roads travelled. He returned to New-York from Kingston.

Fleischmann's, N. Y., Sept. 7.—The party reached here at 7:30 over the Catskill Mountains. A heavy rain early in the morning caused a delay; start was not made until 10 o'clock. Out of Kingston the worst example of roads in the country was encountered. Years ago a corporation made it a toll road and laid blue stone slabs for a roadbed. Time and traffic have made havoc of the highway until it is a mass of rocks and mud puddles. Considerable indignation exists among the people over the apathy of the trustees in charge of the road, and the litigation now going on is expected to result in the road being improved soon under State aid. A good part of the roads travelled to-day are improved, and a large portion of the remainder will be made all right inside of a few months.

From Phœnicia to Pine Hill there is a stretch of eight miles of State road that is as fine a bit of improved highway as is to be found anywhere. The supervisor in charge of this road is Jay Simpson, of Phœnicia, and himself an ardent enthusiast.

State Engineer Bond is expected to visit this locality to inspect the roads now under construction. One of the Catskill Mountains was climbed just before reaching here without difficulty, and nearly forty-five miles were covered to-day without trouble. On the way to Chicago increasing interest is found in the plan of a continuous highway across the country. At Woodstock the roads are excellent. This place is famous as the summer home of the popular Mayor of Cincinnati, Julius Fleischmann.

RABBI ORDERED OUT OF SYNAGOGUE.

HE HAS TO BE THREATENED WITH ARREST—CONGREGATION SAYS HE RESIGNED AND MUST GO.

[BY TELEGRAPH TO THE TRIBUNE.]

Kingston, N. Y., Sept. 7.—The Rev. Bennet Grad, the rabbi of Temple Emanu-El, the leading Jewish synagogue of this city, was ordered from the temple yesterday by the officials of the congregation, in spite of his protest. For some weeks trouble has been brewing in the synagogue. The rabbi having refused to remain another year at an increase of $200 in his salary, a call was extended to the Rev. J. Lieser, who accepted and was to take charge on September 1, when, it is said, the Rev. Mr. Grad's term expired.

On Friday night Mr. Grad started to conduct the service as usual, but was asked to desist by Jacob Forst, president of the congregation. Refusing to comply, he was ordered out of the synagogue, but would not go until threatened with arrest. Rabbi Grad insists that his term does not expire until September of next year, and that he is therefore legally in charge. While popular among his people, they say he refused to remain another year and compelled them to secure another man, and he must go.

TRANSATLANTIC TRAVELLERS.

Among the passengers on La Bretagne, which arrived from Havre yesterday, were:

E. Decorl.
Edmond Blanc.
Dr. G. S. Bishop.
Henry Eberhard.
J. Gilbert Hynds.
W. H. Maxwell.
Henry Newman.
V. M. Osborn.
H. Parker Williamson.

On the Potsdam, from Rotterdam and Boulogne-sur-Mer, were:

Walter X. C. Beckwith.
N. C. Brooks.
William N. Bunker.
Harvey Clement.
Professor W. H. Converse.
Judge Rufus B. Cowing.
William Davenport.
John L. Emerson.
Dardley Ward Fay.
Dr. J. T. Fisher.
Dr. John Addison Fordyce.
Dr. George C. Freeborn.
Dr. E. Peabody Gerry.
F. M. Gilley.
Charles Stanford Harmon.
E. Hartmann.
H. C. Havens.
George Hooker.
Dr. Clarence C. Howard.
Walter B. Howe.
J. H. Kean.
W. R. Kinyon.
E. J. Everwyn de Lange.
The Rev. F. D. Lobdell.
Thomas S. Nedham.
C. L. Noble.
L. J. Parma.
Edward Perry.
H. A. Potter.
S. von Praag.
F. T. Redwood.
Darvin Frank Rickard.
A. F. Rose.
Frank R. Savidge.
Henry Strater.
Stephen S. Townsend.
E. L. Warren.
Edward Wester.
Dr. Henry Wolf.

GOSSIP OF POLITICIANS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, September 7.

MR. CABLE IS IN EARNEST.—Former Congressman Ben T. Cable, of Illinois, who is managing the Congress campaign for the Democrats in the West, with headquarters at Chicago, was in Washington yesterday, in consultation with Chairman Griggs of the Democratic Congress Committee. Mr. Cable, so it is reported on trustworthy authority, gave to Mr. Griggs what is known in the West as "a straight talk." He told the chairman that there had been entirely too much palaver among leading Democrats to the effect that it would be best for the Democrats not to carry the Congress election this fall, even if they were able to do so. Mr. Griggs agreed with him on this point, but for some reason not explained it appears that Mr. Cable dwelt on this topic so long and with such emphasis that the chairman of the committee, who is jealous of his authority, gave the Illinois man to understand that enough had been said on that topic, unless Mr. Cable meant to intimate that Mr. Griggs was one of those Democrats who believed that it would be a bad thing for the party to control the next House. If that was his meaning, then, of course, Mr. Griggs would discuss the subject with him to his heart's content, but in a way that the Illinoisan would not like. Whether the colloquy grew into the proportions of trouble cannot be learned, though it is supposed that when the Georgian and the Illinoisan parted they were not as good friends as the requirements of their respective positions in the party organization demand. However, after this conference with Chairman Griggs Mr. Cable spoke with characteristic Democratic optimism of his party's outlook. The situation in the West, he said, was getting better all the time, and, although there has not been much activity in either party except in the nomination of candidates, he believes when the campaign gets under full swing in the next three weeks it will be shown that the Republicans will have a harder fight to retain control of numerous districts in Illinois, Kansas, Minnesota, Michigan, Indiana, Iowa and Wisconsin than they now seem to think. In fact, Mr. Cable talks as if his hope has taken the form of belief that the Democrats will make from one to five gains in all the States mentioned, in which event, of course, the Republicans would have to look to the East to save their control of the next House.

SENATOR SPOONER'S RETURN.—While the most reliable news obtainable from Wisconsin is extremely gratifying to the Washington friends and admirers of Senator John C. Spooner, it cannot be said that there is not yet a good deal of work to be done for him. It is evident that he is gaining strength every day, and that at the present rate of progress he will carry the next legislature, but it is also evident that the Senator's enthusiastic friends are pursuing a course calculated to do him more harm than good in their positive assertions that all danger is passed. Governor La Follette, with the aid of the machine he controls, is too powerful in Wisconsin to be sneered at, and while, of course, Mr. Spooner has more individual strength in the State than the Governor, still the situation is not such as to justify the Spooner adherents in their overconfident course. At least, this is what the most experienced Wisconsin politicians in Washington say, and it agrees exactly with the information which comes here in private letters from reliable correspondents in the Badger State. Mr. Spooner has not yet subscribed to the La Follette platform, which, it will be remembered, was made a condition precedent to his return to the Senate with the consent of the La Follette people. Whether or not the Senator intends to subscribe to the docrine enunciated by the Governor and his fellow platform makers is not known, though those who are best acquainted with Mr. Spooner say that he will never yield to the demands of his enemies. Some of his friends still fear that if he does not do something to placate the La Follette followers they may be able to do something through their machine to injure him, and it is intimated that if the movement now on foot among some of Senator Spooner's home supporters to nominate an independent State ticket is not speedily stopped the Governor and his machine will see to it that the legislature is "thrown," and thus again give to the Democrats a Senator from Wisconsin. That there is some danger of this being done is believed by capable judges, and it is probable for this reason that something will be done at an early date to patch up a working truce between Messrs. Spooner and La Follette.

KEEPING THEIR EYES ON MAINE.—Leading politicians of both parties in Washington are exhibiting unusual interest in the outcome of the contest in Maine, which will be settled by the election to-morrow of a full set of State officers and the entire House delegation. The Democratic managers of the Congress campaign, for reasons that appear to be satisfactory to themselves, have exerted themselves to the limit of their resources for more than a month in Maine. They have sent every spellbinder available into that State, and have spent a good deal of money in so doing. If, therefore, the returns to-morrow do not show notable Democratic gains, Chairman Griggs and his committee associates will be the subject of a great deal of criticism from the men who have contributed to their campaign fund, as well as from the leaders of the party in Congress. It is generally believed here that there will be a smaller vote in the Pine Tree State to-morrow than there was even in the election four years ago, when, as now, it was an "off year." Two years ago the State was carried for McKinley by a majority of over thirty thousand. If the returns to-morrow show a majority of fifteen thousand the Republicans will be satisfied. Maine Republicans do not vote very enthusiastically except in Presidential years. Unless the Democrats cut the majority down below ten thousand, it is generally conceded that they will have nothing whatever to brag about.

IDAHO TRUE TO HEITFELD.—Meagre reports from the Democratic State Convention of Idaho of last week indicate a complete triumph for Senator Henry Heitfeld, whose term expires next March, and who is a candidate for re-election. The radical platform is of Mr. Heitfeld's own making, and it appears that the State ticket nominated was also of his contriving. Thus the only real farmer in the Senate has exhibited a political astuteness and craftiness of which comparatively few people in Washington thought him capable. However, his control of his own party does not signify by any means his control of the State. The Republicans have not given up hope of redeeming Idaho, and the situation there now is altogether encouraging to them. It is not known yet whom they will pit against Mr. Heitfeld for the Senate, since it seems that ex-Senator Shoup does not particularly desire to re-enter national politics, though it is known that there are several Idaho Republicans even stronger than Mr. Shoup, any one of whom, it is believed here, will be able to defeat Mr. Heitfeld.

BOIES AGAINST HENDERSON.—It is quite likely that the Democrats of the IIId Iowa District will prevail upon ex-Governor Horace Boies to lead their forlorn hope against the re-election of Speaker Henderson. The ex-Governor's son had been selected to make the race, but it seems that the national managers have induced the young man to withdraw in favor of his father, and that the latter man's nomination will be formally made in a short time. While ex-Governor Boies undoubtedly is the strongest Democrat in Iowa, there is no probability of his beating Speaker Henderson. General Henderson's normal majority is nearly 18,000, so that it is not at all likely that the Speaker can be beaten by anybody. Considerable significance, however, is attached to the Boies movement. The ex-Governor was a candidate for the Presidential nomination against Mr. Cleveland in 1892, and was a candidate again in 1896, when Mr. Bryan stampeded the convention at Chicago away from "Silver Dick" Bland, of Missouri. It cannot be believed, therefore, that in consenting to take a hopeless nomination for Congress he has not had a clear understanding with the national managers of his party as to his future. Hence, it is thought that he will be in the Democratic free-for-all in 1904, with promises of support which he was unable to secure in advance in either of his other applications for his party's Presidential nomination.

THE CRICKET CHAMPIONSHIP.

Only six games remain to be played in the championship series of the Metropolitan League, and still the result is an open question. The team of the Knickerbocker Athletic Club has the greatest prospect of winning, but Brooklyn and Paterson are also decidedly in the race, and it is still possible for either of these teams to win the pennant.

In the contest for the individual trophy for the best batting average M. R. Cobb appears to be safely ensconced in first place, while second honors may be taken by W. Bunce, J. Poyer or F. J. Prendergast. The records:

SUMMARY OF CHAMPIONSHIP SCHEDULE.

	Played.	Won.	Lost.	Drawn.	Per cent.
Knickerbocker A. C.	11	8	1	2	.888
Brooklyn	10	7	2	1	.777
Paterson	11	6	4	1	.600
Livingston	11	3	5	3	.375
Manhattan	10	2	8	0	.200
Kings County	11	0	11	0	.000
Nelson Lodge					

BATTING AVERAGES.

	Inns.	Not out.	Most in innings.	Runs.	Aver.
M. R. Cobb, Livingston