BROOKLYN BRANCH BEGUN

SUBWAY MEN BREAK GROUND—CONTRACT NOT LET.

THREE SECTIONS OF UNDERGROUND RAPID TRANSIT SYSTEM EXPECTED TO PRESENT BIG DIFFICULTIES.

Although sub-contracts for the extension of the rapid transit subway to Brooklyn had not been let yesterday by the Belmont-McDonald syndicate, work was going on in a small way opposite No. 17 State-st. At that point a sewer is to be moved out of the way of the tunnel, and a gang of men in the employ of the Degnon-McLean Company had begun an excavation. It was said that ground was broken there without any formality on Saturday, when the sixty-day limit for beginning the subway extension work under the contract between the city and the Subway Construction Company was about to expire.

Mr. Belmont said yesterday that the company was not compelled by the terms of its contract to make any sub-contracts for the work, as the company had given a bond to the city. Bids for the sub-contracts were being considered by Mr. Belmont, and Mr. McDonald yesterday. Late in the afternoon Mr. Belmont said they were not ready to announce the acceptance of any of the bids.

Three of the sections of the subway extension are expected to present difficulties which may make the construction work tedious. They are the subway in lower Broadway, the tunnel under the river and the subway in Fulton-st., Brooklyn. As the tunnel can be bored only from each end on down grades to the middle of the river, the workmen necessarily must take longer than in the construction of the subways in Broadway and Fulton-st., where several subsections can be opened on the cut and cover plan at the same time. Serious delays in Broadway and in Fulton-st. are expected, however, on account of the immense traffic in both thoroughfares, that must be interfered with as little as possible. It is probable that the greater part of the labor in both thoroughfares will have to be done at night.

In preparation for the work, the engineers have made elaborate plans, which show every obstruction to be encountered, every sewer to be depressed, every water pipe or gas main to be moved, and all vaults under the streets which must be closed. The advance explorations for the plans have shown that no rock blasting will be needed either in Broadway or in Fulton-st. The absence of rock will make the work on the cut and cover plan much easier than the work has been at several places in the upper parts of Manhattan, and much less dangerous. If it were not for the great traffic, the subways in lower Broadway, Manhattan and Fulton-st., Brooklyn, could be completed in a year's time, the engineers say.

The work of constructing the subway in Fulton-st., the great artery of travel in Brooklyn, is to be made more difficult by the need of keeping elevater trains and trolley cars running. The columns for the elevated railroad structure rise at the edges of the sidewalks in the thoroughfare, fortunately, or it would be necessary to support the entire structure while the subway is being built. Most of the way in Fulton-st. there will be space for only two tracks in the subway, allowing the excavations to proceed without undermining the elevated railroad columns. At some of the stations, however, new supports for the elevated structure will have to be provided.

The time to be taken in the subway work there cannot be estimated closely in advance, the engineers say, but they declare that the contractors will be obliged to go ahead with as much dispatch as possible, and at the same time keep the side streets clear of building materials and permit traffic in the main thoroughfare to go on without interruption, particularly in the busy hours of the day. In the progress of the work the contractors will be allowed to open only one side of the street at one time. The tracks of the trolley lines will have to be kept supported and unobstructed, as the tracks in Fourth-ave., Manhattan, have been kept during the work there.

It is not to be expected that the work at any one point in Fulton-st. will take so long as the work in Park Row has taken. The excavations in Park Row were begun more than eighteen months ago. For months, so far as any one could see from the surface, little work was being done, while the yawning pits extending on both sides of the street were open and protected only by unsightly fences. Apparently the work here is to take about two years, and many people have declared that that is fully a year too long for the obstruction of such an important city thoroughfare. The engineers say, however, that the work has been attended with unusual difficulties.

Comparatively few people know that this section has been constructed for five tracks, and that it is to have no interior supporting columns. Four of the tracks are to be interlacing, so that trains arriving from uptown at the big underground station opposite the entrance to the Brooklyn Bridge can be sent on down Broadway on the way to Brooklyn, when the extension is ready; can be sent around the loop under City Hall Park, or can be switched back to either express or local tracks. It is because of the crossover tracks in the interlacing system that the subway in Park Row between the big station and Broadway can have no interior columns. The roof of the subway, therefore, has been supported by immense steel beams, which stretch all the way across the space to be occupied by five tracks. The fifth track, nearest to The Tribune Building, is one that makes the loop in City Hall Park, goes under the other four tracks near the Postoffice to prevent a grade crossing, and rises gradually to the level of the other tracks near the big station.

E. P. Bryan, general manager of the Interborough Company that is to operate the railway system in the subway, said yesterday that he had been misquoted as to the orders for cars.

"No contracts for the manufacture of the cars have been let yet," he said, "and, in fact, the specifications for the contracts have not come from the printer, and have not been sent to the car builders who are expected to make bids for the contracts. There seems to have been a mistake, too, about the reasons for not having the cars constructed entirely of fireproof materials. No question of expense was considered. We had some experiments made to ascertain the value of electrical fireproof woods, but we were advised by some engineers of prominence that the use of woods was not to be desired, and we learned that it would be impossible to procure enough of such woods for the building of the six hundred cars within the necessary time. The cars will be made so nearly fireproof, however, that it is not to be expected that any of them will take fire. The bottoms of the cars will have metal coverings, and the electrical wires will be encased in asbestos."

TUNNEL CO-OPERATION REPORTED.

THE PENNSYLVANIA AND THE NEW-YORK-BROOKLYN ONES MAY WORK TOGETHER.

The report printed in The Tribune some weeks ago that the building at the southwest corner of Pearl and Beekman sts. had been bought as part of the site for the Manhattan terminal of the New-York and Brooklyn Railroad was yesterday corroborated. About five men are in the building, making soundings for the tunnel, which, as previously announced, will run from Ann-st. and Park Row, Manhattan, to Furman-st., Brooklyn. It was learned that the borings were begun more than a week ago, and that the drills have already been sunk 116 feet. One of the workmen said that rock had not yet been struck, and that centrifugal pumps are to be used to pump up the sand in the line of the drills. Walter H. Knight 's the engineer in charge of the work.

It was also said yesterday that all the real estate that the tunnel company needs here and in Brooklyn has been acquired. There was a report that $6,000,000 to carry out the project had been raised in London, and that that sum had already been deposited here. According to another report, representatives of the Manhattan Transit Company and President Cassatt of the Pennsylvania Railroad Company have had a talk which is understood to have been on a possible co-operation of the New-York and Brooklyn and the Pennsylvania tunnels. These two tunnels will be widely apart, and how those identified with them can have any interests in common at present is yet to be revealed.

M'CARREN FOR LEADER.

PLAN TO MAKE HIM NOMINEE FOR UNITED STATES SENATOR, AND CONFUSION MAY RESULT.

The Brooklyn friends of Senator P. H. McCarren are booming him for the Democratic leadership of the State by suggesting that he stand as a candidate for United States Senator to succeed Senator Platt. As the friends of ex-Senator Hill are likely to vote for him for that honor, the action of McCarren would invite a test of strength between the Albany man who mismanaged the last campaign and McCarren, who was sidetracked for John N. Carlisle before the campaign opened. McCarren was selected by Hill for chairman of the campaign committee. As soon as Coler was nominated, however, he and his friends made it plain to Hill that McCarren would not do. Mr. Hill asked Mr. Coler's friends whom they wanted, and they took a week to decide on John N. Carlisle, of Watertown. Mr. Carlisle told a Tribune reporter that the farmers were thickheaded, and when he saw how it looked in print he sent telegrams to all the up-country Democratic papers repudiating The Tribune's interview with him.

McCarren wanted Judge Parker nominated, and even when Hill suggested that Parker would not do it is a matter of history that McCarren hung out for Parker until the venerable "Boss" McLaughlin made a trip to Saratoga and compelled the Brooklyn delegates to get in line for Coler. McCarren opposed the turning down of the Herrick, Murphy and Weed delegates, but Hill was bent on punishing his old enemies. The home counties of these three leaders unexpectedly went Republican by large pluralities and defeated the Democratic ticket.

If McCarren becomes a candidate for United States Senator in opposition to Hill, it will be interesting to watch the lineup in Tammany Hall. Sullivan is a thick and thin Hill man, but Charles F. Murphy is not. Sullivan controls the Xth, XIth, XIIth and XIIIth Senate Districts and the ten Assembly districts in the lower part of Manhattan. If Charles F. Murphy should join with the friends of McCarren in trying to down Hill, it is likely that Sullivan would stand by his old leader and prevent his humiliation. Furthermore, McCarren would have less than half of the Assemblymen and Senators from Brooklyn, as "Boss" McLaughlin is still doing business at the old stand, and he thinks Hill is the only man fit for State leadership. Senator McCarren when asked about his reported ambition yesterday refused to discuss it.

MAY RUIN SPECULATORS.

DELAY CAUSED BY FIRE WOULD HURT VALUE OF LAND TO BE OPENED UP.

The delay in the completion of the New East River Bridge as the result of the fire will mean the loss of many thousands of dollars, and may result in the ruin of many who have speculated in land in the region which the structure will open up.

Much of this land is bought on a margin and must be realized on within a certain time, or the bonus will be lost. Consequently a delay might possibly result in the losses indicated.

EX-PAYING TELLER ARRESTED

CAPTAIN TITUS DECLARES PRISONER SPENT BANK'S MONEY ON A WOMAN.

At the Hotel Bartholdi, Twenty-third-st. and Broadway, yesterday, J. Sherbourne Singer, a banker, up to two weeks ago paying teller of the Mutual Alliance Trust Company, of No. 323 Grand-st., was arrested and afterward locked up at Police Headquarters, charged with the larceny of $2,100 from the company. Captain Titus says the man has been spending the money on a woman. He also declares that a letter from Singer's wife in Philadelphia was found, in which she begged him to send her a dollar for a pair of shoes.

According to Captain Titus, Singer absconded two weeks ago. He was traced to Philadelphia, Baltimore, Washington and New-York. His accounts had been gone over and all the money he had access to counted. The condition of some bags of coin was such that Captain Titus was asked to arrest the man.

Titus declared that all the stolen money went to pay for dinners and outings with a woman, whose name he would not divulge. When they had dinners Singer paid with a check on the Mutual Alliance Trust Company, the captain declared.

The Detective Bureau chief explained that Singer, being paying teller, had charge of the checks and access to the cash. Coin was kept in bags. The detective says that when his own checks would come in the paying teller would meet them with cash from the bags.

Singer is a retired major of the 2d Pennsylvania Regiment, N. G. S. P. He is a Philadelphian. He was once paying teller of the Fourth Street National Bank, that city. A few years ago he was sent to Cuba as the bank's representative, to establish a bank there. After he had finished the work he accepted the position in the New-York company.

Captain Titus says the man's wife and several children are in Philadelphia, but he has not yet been able to find them.

Singer will be arraigned in the Essex Market court this morning.

MOYNIHAN PLEADS NOT GUILTY.

JEROME TO PUSH CASE—BAIL INCREASED TO $7,500.

Police Commissioner Partridge said yesterday that he had expected the arrest of ex-Police Captain Moynihan, who is accused of receiving bribes to protect disorderly houses in the East One-hundred-and-fourth-st. precinct, but had not anticipated that it would take place so soon. He had co-operated with the District Attorney's office in the case.

When asked if the ex-captain's arrest portended trouble for officials or ex-officials "higher up" than Moynihan, the Commissioner said he had nothing to say.

Moynihan was arraigned at 2 p. m. yesterday before Justice Holbrook, of the Court of Special Sessions, who was sitting as a magistrate, the charge against him being that of accepting an unlawful fee. Abraham Gruber, of the firm of Black, Olcott, Gruber & Bonynge, who appeared for the prisoner, said that his firm would protect the ex-captain's legal rights, with Mr. Olcott in actual charge. Because Mr. Olcott is engaged in the Molineux trial and because the firm has other important trials to handle, Mr. Gruber asked that the hearing of the charges against the prisoner be postponed for two weeks.

The ex-captain's plea was "Not guilty."

Assistant District Attorney Morgan, who has charge of the prosecution, said that the adjournment for two weeks was agreeable to him, but District Attorney Jerome jumped to his feet and said that he would immediately place the case before the grand jury. He was agreeable to an adjournment until Wednesday, but finally accepted a week from to-morrow, or November 18, at Justice Holbrook's suggestion.

Bail was fixed at $7,500, with the understanding that the bond of $2,000 already given would be continued and additional bail of $5,500 furnished to-day.

"Big Bill" Devery, with "Big Tom" Foley, was in the Court of Special Sessions, and had a private talk with Justice Wyatt. Devery insisted that he was not interested in Moynihan's case, as did Alderman Foley.

FIND TWO CAPTAINS UNFIT FOR DUTY.

At the request of Police Commissioner Partridge, the Board of Police Surgeons yesterday examined several policemen as to their physical ability to continue duty.

Captain Creeden, in command of the East Eighty-eighth-st. station, was declared physically unable to continue.

Captain Woods, of Long Island City, and Patrolman John J. Murphy were found unfit for duty.

Captain Burford of the Humboldt-ave. station, Brooklyn, was able to continue his duties as was Acting Captain O'Toole, in command of the Morrisania station.

MAY BE TROLLEY STRIKE IN ROCHESTER.

Rochester, Nov. 10.—Rumors are current that the employes of the Rochester Railway Company are about to submit a statement of their grievances to the company, and that if their accompanying demands are not complied with a trolley strike will follow. The employes have recently organized and received a charter from the Amalgamated Association of Street Railway Employes, and at their Friday night meetings grievances have been ventilated by certain motormen and conductors. It is thought that comparatively few of the employes are ready to go to the length of a strike, but the men say they will undoubtedly ask for an increase of wages and possibly for a recognition of the union.

FLAMES WRECK BRIDGE.

Continued from first page.

top of the tower made it impossible for them to get close enough. Finally a ladder was stretched and extended from Truck No. 11, on the Delancey-st. pier, as far out as it would reach. Then ropes were thrown to the men, who climbed back up the steel frame some twenty or thirty feet, and made the ropes fast to the framework. These were fastened to the extended ladder and drawn taut. Then, between falling redhot bolts and sizzling planks, the firemen slid down this rope to the ladder and crawled along that to the pier. They all got down safely, although they were burned by redhot sparks. When they reached the pier there was a tremendous cheering.

THOUGHT THREE MEN LOST.

About this time James McKeon, of No. 434 Wythe-ave., Brooklyn, a foreman for some of the cable constructing work at the Manhattan end of the bridge, told the police that four of his men had been at work on the top of the tower when the fire broke out. He said they were Daniel Brophy, of Montreal, Canada, and his brother John, a laborer, known only as "Tom," and A. P. McBride, of No. 434 Wythe-ave., Brooklyn. He said they had been trying to cut away the woodwork about the twelve small 2¼-inch cables, when suddenly the framework on which they stood gave way. The two Brophy brothers, he said, and "Tom" were thrown into the river, while McBride, by catching some projecting pieces of the steel framework, managed to save himself.

McKeon said he had been to the Brooklyn end of the bridge, and was on his way over to this side, walking the foot bridge, when he met McBride, who told him the story. McKeon went back when he learned the footbridge had fallen at the Manhattan end, and came over to this side on the Brooklyn Bridge.

Up to midnight, however, the police and the life saving men, who were patrolling the river in boats, had found no bodies, and had no further verification of the story.

While the fireboat Zophar Mills was underneath the bridge, close up to the tower, a big bolt fell and struck Fireman Jeremiah Haggerty, of No. 35 Vandewater-st. He was seriously injured, and after treatment on the boat by Ambulance Surgeon McDonald, who had been taken out in a rowboat, was taken to Gouverneur Hospital. His condition is said to be critical.

When the foot bridge fell the horses attached to Engine No. 15 ran away, breaking the hydrant connection. A number of planks and heavy iron bolts fell where the team had stood. The horses attached to the engine tender also ran. Both teams were caught a couple of blocks away. The team attached to Truck No. 11, standing in East-st., a hundred feet away from the tower, were cut loose when the foot bridge began to sway, and ran. The truck was almost buried by the debris, and the horses would certainly have been killed had they been left there. the firemen barely got away in time.

After the firemen had been taken from the tower Chief Engineer Kingsley Martin, of Commissioner Lindenthal's department, appeared at the scene. He became anxious as to the safety of the four big 18¼-inch cables. He said he wanted to go up and look after them.

"We'll take you up," said Battalion Chief Guerin.

CHIEF ENGINEER MARTIN CLIMBS BRIDGE.

So with the battalion chief and a fireman, whose name was not learned, as escorts, Mr. Martin began the perilous climb of 355 feet up the steel framework. The wooden stairway or ladder had long since been burned away. Up the steel frame of the great tower the three men started. The big crowd stood back, breathless almost for one minute, and then yelling itself hoarse with terrific cheers the next. The trio climbing the steel rods paid no attention to the crowd, but steadily mounted upward, the firemen carrying two axes.

Up and up they went, their bodies seeming smaller and smaller. Finally they reached the top, and were almost lost in the darkness.

Once on top the work of cutting away the woodwork that remained about the four big main supporting and permanent cables was begun under the direction of Chief Engineer Martin. This work went on for some two hours.

At its end, and when they had done all that could be done, the chief engineer and his escorts started on the climb downward.

According to Battalion Chief Guerin the first of the four big cables, known as Cable No. 1, was all right when he saw it last. Cable No. 2 had some strands on the outside that were badly warped and a few that had parted. He could tell nothing about Cables Nos. 3 and 4 for the fire was at its hottest at the point where they crossed over their saddles, and were fastened to the steel tower.

After the firemen had made their reports to Chief Croker, he said:

"I am told that an engineer has been to the top of the tower. He says that all of the twelve 2¼-inch cables have parted and that some of the big supporting cables are in bad shape. There is grave danger of at least one of them breaking. In that case the danger is very great, and cannot be estimated."

Chief Croker then ordered a battalion chief to inform the police to stop all traffic up and down the East River for the night. He said that it was too dangerous to allow river craft to pass up and down under the bridge cables.

STOREHOUSE HISSES INTO RIVER.

About 7 o'clock the fire spread from the framework on top of the tower down to the big storehouse of the Pennsylvania Steel Company, on the platform from which the bridge promenade will start when completed. This storehouse was 125 feet from the water surface. The fireboat Zophar Mills steamed up under this and turned streams of water into the storehouse. It had about as much effect on the fiercely raging flames as the stream from a squirt gun would have on a gasolene torch.

The storehouse was filled with tool chests, barrels of oil and tar, and other stuff of the most inflammable nature, In it were tons of bolts, nuts and rivets. As the storehouse burned the floor gave way, and this mass of red and white steel debris plunged with a steaming hiss into the river. There were two or three big hoisting derricks on this platform also, and they, too, went into the water and plunged into the mud at the bottom.

In the mean time Battalion Chief Guerin had ordered all firemen to turn out with all the Babcock fire extinguishers and all the apparatus on the scene. The firemen started at the storehouse with them and used them, but with little effect, and the fire practically burned itself out.

A RAIN OF WHITEHOT STEEL.

The scene about the bottom of the tower was a most awesome one. From the platform on the top, as the floor gave way, fell great redhot bolts and blazing timbers. This floor was of timbers twelve inches square. The bolts were eight, ten and twelve feet in length, and from three to six inches in diameter, and many of them moulded down to an almost sharp point, with the screw threads for the nuts cut half way up their length.

These bolts, weighing in the neighborhood of three hundred pounds, according to the workmen about the scene, fell fast and thick for a time. Some of them plunged down straight as an arrow shot from a bow, and buried themselves three and four feet in the earth, or jammed through the floor of the Delancey-st. pier. So hot were they when they struck the pier that they would no sooner touch than a tiny sheet of flame would spurt out from around them.

The nuts that fell were as large around as a man's thigh, and weighed from twenty to thirty pounds. Great sections of red hot and smouldering timbers came crashing down as well, and fell, some on shore, some on the pier and some struck with a splash and a sizzle into the river.

In the midst of all this deluge of red hot material the firemen worked away. They laughed and joked each other regarding these terrible missiles as they fell. They jestingly referred to one particularly vicious looking red hot iron bolt, sticking upright through the dirt, as a "toothpick."

"Better have one," said a fireman. "You may not need it to-morrow. Some of us won't want to pick our teeth if this thing keeps on much longer."

These falling missiles soon set fire to the Delancey-st. pier. Lines of hose were then run into the river and streams of water continually played on the pier. Nevertheless, the pier is damaged to a great extent.

On the Broome-st. pier, just north of the northern side of the tower, stood scores of barrels of oil. The greatest precautions were taken to prevent any possibility of this oil catching fire. Several times big blazing firebrands fell perilously near the barrels, but none of them were set into a blaze. Streams of water were kept playing on them, so there would be no danger from occasional heavy sparks that blew in every direction.

At 10 o'clock the firemen succeeded in running up a second line of hose to the top of the tower, and Engine No. 11, with a steam pressure of three hundred pounds, pumped up the water. Twice the hose burst, and had to be restretched, but finally a tiny stream of water was forced through clear to the top of the tower, and squirted feebly out on the smouldering flames. The stream was so feeble, however, that it had no appreciable effect, and the effort was not long kept up.

Chief Croker said that the fire started from a forge used to heat rivets, that stood in the toolhouse on the south side of the tower, at the extreme top. The burning timbers and oils that fell through to the storehouse on the promenade platform, two hundred feet and more below, set fire to that, and the firebrands from that started the fire on the pier, so that there were really three fires burning at once.

Chief Croker said that about six months ago there was a small fire in the toolhouse on the promenade platform, 125 feet up, but that it was put out by the fire apparatus which the workmen used and that there was a damage of $500.

He thought that the four supporting cables were damaged from 150 to 200 feet out from the tower. These he said would have to be replaced, as many of the outside strands of the cables were badly warped, and the temper taken out of them.

LOSS AT LEAST $600,000.

Mr. Hildebrand, who has entire charge of the work being done by the Roeblings, and who represents that firm, said that he didn't know the extent of the damage done to the bridge work. He said he could not tell until to-day how badly damaged the four big cables are. So far as the foot bridge is concerned, he said that could be rebuilt at small expense and at no great amount of time or labor. Asked as to the extent of the time it would take to replace the damage done by the fire, he said he could make no estimate until to-day.

At 2 o'clock this morning Mr. Hillenbrand declared that no lives had been lost.

INJURY TO BIG CABLES.

CHIEF ENGINEER MARTIN ALSO TELLS OF THRILLING EXPERIENCE ON THE TOWER.

Chief Engineer Kingsley Martin, in charge of the steel construction of the bridge, told a graphic story of his climb to the top of the tower and gave some facts about the fire and the injury to the bridge. He said:

"I was at my home in Brooklyn when I was informed about 7 o'clock of the fire. I hurried over and met Battalion Chief Guerin and four or five men who had just come down from the top of the tower. The hose line had broken and they were helpless. Guerin decided to make another try and Axeman Michael Callahan, of truck No. 18, who proved to be a great worker and fine fellow, volunteered to go with him.

"The stairs are of wood, leading up through the tower, and the stairway is in the northern tower. It took us three about fifteen minutes to get to the top. It was a bad quarter of an hour, as the French say. I wouldn't want to go through it again. Bolts and rivets of steel, heated to whiteness, fell all around us. Timbers of pretty good size, with end and sides lighted and flaming, also tumbled about our heads.

"When we reached the top we found the platform of the toolhouse, or the under part of its floor, burning. Timbers and rivets were falling from it through the door. The sight was a remarkable one, as the wood and irot hit the steelwork in the fall of 330 feet. What we immediately were forced to notice was that the fire was rapidly gaining headway toward the stairs and if these caught fire our escape was cut off. The footpaths had burned away and we had no other means of getting back to earth again except by the stairs. We had to fight to keep that, and at once.

"Battalion Chief Guerin, with fine presence of mind, spied a barrel half filled with water. We bailed that out in our hats and threw it on the fire as it burned the wood near the stair and in a few minutes we saw we were successful as the fire stopped gaining, then lost ground and then we had it altogether away from the stairs.

"By this time two hose lines had been got up, spliced and made into a Siamese hoseline with three hundred pounds pressure on each line. This served to break the Siamese connection again and again, and made heaps of trouble. The first time it caused a delay of half an hour. When it did get going after each break, it made quick work of the fire. It took half an hour about, to put out the blaze. In that time you can imagine how much water was poured on the fire and from that judge how the poor firemen at the foot of the tower were drenched. Tons of water fell the height of the tower on them and it was heroic work they had to do. Guerin and that axeman, Callahan, are heroes, I think, for the work they did there to-night. About a dozen or fifteen men came up from truck 18 and engine 11 and soon got the fire out.

"The four cables, numbered from the north and called one, two, three and four, are on saddles, each saddle weighing thirty-four tons and made of steel. Nos. 1 and 2 were red hot and No. 4 was red hot all the way through. The thirty-four tons of red hot steel could not be approached and I could get my hand nowhere near it. I could not get over to No. 1. The intense heat will not injure the saddles and they will need no repairing.

The heat from the saddles, however, played havoc with the cables. That part of the cables Nos. 1 and 2 resting on the saddles will have to be entirely replaced. The heat makes the wires brittle and for fifty feet on each side of the tower the cables will have to be replaced by new wires which will be spliced. The cables will not have to be made over and the splicing and replacing will not injure them. It is done on the Brooklyn Bridge and on all bridges and even while the bridges are being used. It does not weaken the cables. There is not much probability that any more than fifty feet of the cables are injured, and not all of the wires in that space are damaged.

"Perhaps half the wires for fifty feet of No. 2 will have to be replaced. These wires will be put in one at a time and spliced or repaired with cuffs. Not nearly as many wires in the other cable will be replaced. But it will cause a delay of, at the very least four months to do the repairing. I could not estimate nearly the actual time it will take.

"I want to say that there is no danger whatever, not the slightest, of the cables falling or of the tower being injured. The cables can stand the weight on them now. Of course, with the wires damaged, they could not stand any very great additional weight, but they can stand their own weight, and what is on them now. So far as the fire injuring the tower is concerned, the effect of a fire like that on the tower is like hitting an anvil with a tackhammer."

DELAYS IN BUILDING BRIDGE

THE ORIGINAL COMMISSION APPOINTED IN 1895—VAN WYCK DISMISSED IT.

The history of the New East River Bridge is one of delay and legal complications. The original commission, consisting of Andrew D. Baird, James A. Sperry, Henry Batterman, Francis B. Thurber, Richard Deeves and Salem H. Wales, was appointed by the Mayors of this city and Brooklyn in 1895. They decided on the route from the foot of Delancey-st. to South Sixth-st., Brooklyn, and purchased for $200,000 the rights of the East River Bridge Company to build a bridge between the same points. The general plans were adopted on August 19, 1896, and filed in this city and Brooklyn. In May, 1897, an amended plan, making the bridge straight from end to end, was adopted. The plans called for a structure 1,600 feet between the towers—the largest of its kind in the world. It was to be 118 feet wide, with accommodation for four surface railroad tracks, two tracks for elevated trains, two roadways, two footways and two cycle paths. The estimated cost was $10,000,000. Two full city blocks at each end were devoted to plazas, or approaches.

During the summer of 1896 diamond drill borings were made at the sites of the tower foundations. Work on the Manhattan tower was begun on November 7 and completed in September, 1898. The caissons for the tower foundations were built on the Brooklyn side, then taken across the river and sunk in position. The Brooklyn tower foundations were begun in July, 1897, and completed in March, 1899.

On January 19, 1898, Mayor Van Wyck summarily dismissed the original commission and appointed Messrs. Lewis Nixon, Smith E. Lane, Julian D. Fairchild, James W. Boyle, John W. Weber and Thomas S. Moore. Lewis Nixon became president—his first step in political life in this city. Under the old commission delays and legal complications had been numerous. Extensions of time had had to be granted on many contracts, and Mayor Van Wyck warned the new commission that no such condition would be tolerated.

The contract for the Manhattan anchorage was given to Shanley & Ryan for $750,770, while that for the Brooklyn anchorage went to the Degnon-McLean Construction Company for $723,578. The contract for the steel towers was obtained by the New-Jersey Steel and Iron Company for $1,220,230. The steel cables were furnished by the John A. Roebling's Sons Company for $1,398,000. The first wire for the temporary footbridge was strung on April 11, 1901; the first wire of the first permanent cable was strung on Friday, November 29, 1901.

In the course of construction, there were many accidents, several workmen being killed. L. L. Buck is the chief engineer, with O. F. Nichols as his assistant.

MARKLE MEN TO GO BACK.

SETTLEMENT OF DIFFICULTIES IN HAZLETON REGION—NEW STRIKE MAY COME IN PANTHER CREEK DISTRICT.

[BY TELEGRAPH TO THE TRIBUNE.]

Wilkesbarre, Penn., Nov. 10.—The strike of the G. B. Markle & Co. mine workers ended to-night, and there is prospect that the Coxe Bros. & Co. men will agree to-morrow to return to work. These are the two largest individual operators in the Hazleton district, and this will practically end the strike there. The officials of the companies and the strikers had promised the strike commissioners when they were on the scene a week ago to-day that they would make an effort to settle the strike at once.

The Markle men, 2,500 in all, while they did not agree individually to abide by the decision of the commission, met to-day and passed a resolution declaring:

> We hereby resolve to abide by the decision of the commission appointed by the President of the United States under the conditions specified by the President to the large coal corporations.

John Markle declared this was acceptable. He, however, maintained his new brass check system, and the men agreed to this, and he also retains his right to engage or discharge any employe. As Mr. Markle considers personally the case of any one who has a complaint, the strikers were sure that he would be fair in this, and they accepted. He has refused work to several and evicted them from the company's houses. The union will provide for these until they get other work. A number of the men returned to work to-night, and all will enter the mines to-morrow. The mines are the Jeddo and Ebervale and Highland No. 1 and No. 2. Their output last year was 1,062,000 tons. The mines are in excellent shape, having been drained by the famous Ebervale tunnel. Not a non-union man was employed at them during the strike.

A committee of the Coxe Bros. & Co. met Major Stearns, the head of the company, at Drifton this afternoon and submitted a proposition to him. He replied, but neither side will say what the answer or the proposition was. Major Stearns left it in the hands of the strikers and awaits their decision. President Mitchell says that it may be made to-morrow. He will not state what they demanded.

While the conditions are thus improving in the Hazleton district the prospect is that there will be a large strike in the Panther Creek region. There the strikers' committee to-day waited upon Superintendent W. H. Zehner and informed him that unless the men to whom was refused re-employment are taken back, they will declare a strike of the 5,500 next Sunday. These men number 218, and the company has refused them places on the ground that they were active during the strike, and that 112 of them are under indictment for rioting or strike violences of some kind. Mr. Zehner gave no answer, and if it does not come before Sunday they will call the meeting for considering the strike proposition. An effort will be made to have President Mitchell present.

This evening Mr. Mitchell received from Carroll D. Wright, of the strike commission, a copy of the answer made by President Baer of the Philadelphia and Reading to his demands in behalf of the miners. He would make no comment upon it, saying that would come when the commission held its sittings, and he would not make it public.

"I understand Mr. Wright is to give it out in Washington," he said.

Hugh McCaffrey, of Harrisburg, at one time the most prominent labor man in the State, being president of the Knights of Labor and the Mine Workers' Beneficial Association, was summoned here to-day by Mr. Mitchell, and they had a long talk.

Clarence Darrow, of Chicago, who is to conduct the case with Mr. Mitchell before the commission, arrived here to-day, and with John Shea, of this city, was taken down a mine to see the conditions of which he will have to talk.

The shipments of coal this week promise to reach 225,000 tons daily. For the last few days the increase has not been much, owing to the fact that repairs at the mines which are damaged are not proceeding so rapidly that there is room for many more men daily. Then the men who are at work have not yet become hardened after their long strike to a proper working condition, and are not able to work as hard as they will be able to. The present daily shipment is about 205,000 tons, while the average for this time of the year is about 280,000 tons. There are many men still idle, but if the strikes in the Hazleton region all end, as did the Markles' strike to-day, there will soon be a liberal increase in the production.

President Mitchell to-day sent out orders reducing the strike fund assessment from $1 to 50 cents a week, being effective upon all wages earned after November 1. In the call he says:

> During the continuance of the strike the coal companies deemed it better to permit many of the mines to fill, or partly fill, with water, rather than permit the engineers, firemen and pumpers to work removing it on an eight hour work day. The result is that many of the mines are not ready for operation, and about eighteen thousand men are still idle on that account.
>
> Several of the independent coal operators have refused to accept the terms of settlement, and are insisting that their employes sign individual ironclad agreements. Acting under advice from the officers of the organization, the miners have refused to sign any agreement until the commission has decided what the form and terms of the agreement shall be.
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> There are about twelve thousand men still on strike rather than sign these agreements. That makes a total of 30,000 men still out of employment in the anthracite coal fields. It is necessary that they should be cared for by the United Mine Workers of America.
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> As soon as the number of idle men has been reduced to that point when the organization can take care of them without further assessment you will be notified, and it will then be discontinued, which we hope will be within two weeks.

COAL STRIKE COMMISSION.

Washington, Nov. 10.—Carroll D. Wright, recorder of the anthracite coal strike commission, has received one of the replies of the coal operators to President Mitchell's statement filed with the commission. The replies will not be made public until copies have been furnished to Mr. Mitchell.

STEAMERS BRING 8,600 TONS.

Three steamers arrived here from Europe yesterday with anthracite in their holds. They were the Tropic, from Hamburg, with 1,800 tons; the Atbara, from Glasgow, with 4,000 tons, and the Ramleh, from Manchester with 2,800 tons. The total amount brought into port was 8,600 tons. The cargo on the Tropic was American anthracite shipped to Europe when coal was less expensive than it is now.

Railroads.

PENNSYLVANIA RAILROAD.

STATIONS foot of WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. FAST MAIL.—Limited to two Buffet Parlor Cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8.55 A. M. FAST LINE.—Pittsburg and Cleveland.

9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1.55 P. M. THE PENNSYLVANIA SPECIAL.—20-hour train to Chicago. Pullman Observation, Drawing-room, Sleeping, Dining, and Buffet Smoking Car.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis Louisville, St. Louis. Dining Car. For Welch, W. Va. (via Shenandoah Valley Route).

5.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cincinnati.

WASHINGTON AND THE SOUTH.

7.55, 8.25, 9.25 (Dining Car), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20) (3.25 "Congressional Lim.," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 9.25 (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car) (3.25 "Congressional Lim.," all Parlor and Dining Cars) 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night.

SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m., 12.10 night daily.

ATLANTIC COAST LINE.—Express, 9.25 a. m., 9.25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—"Florida and Metropolitan Limited," 12.55 p. m. daily. Express, 12.10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New-Orleans, 3.25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7.55 a. m. week-days, 12.55 and 4.55 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week-days and 8.55 p. m. daily.

ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, 7.55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches on Sundays.

CAPE MAY.—12.55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8.55 a. m., 12.10, 3.25, 4.10 and 4.55 p. m. week-days. Sundays 9.25 a. m., 4.55 p. m. (From Desbrosses and Cortlandt Streets), 9.00 a. m., 12.20, 3.40, 4.20 and 5.10 p. m. week-days. Sundays, 9.45 a. m., 5.15 p. m.

FOR PHILADELPHIA.

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.55, 9.25 (Dining Car) (9.55 Penna. Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 1.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 2.55, 3.25 (Dining Car), 3.55, 4.25, 4.25 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night. Sundays, 6.10, 7.55 (no coaches), 8.25, 8.55, 9.25 (Dining Car), 9.55 (Limited), 9.55, 10.55 (Dining Car) a. m., 12.55 (Dining Car), 1.55 (Dining Car), 3.25 (Dining Car), 3.55, 4.25 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night.

Ticket offices, Nos. 461, 1354, 111 and 261 Broadway, 182 Fifth Avenue (below 23d St.), 263 Fifth Avenue (corner 29th St.), 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager. J. R. WOOD, Gen'l Passenger Agent.

Railroads.

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and west bound trains, except those leaving Grand Central Station at 3.15, 8.30, 11.30 A. M., 2.45, 3.30, 9.15, 11.30 P. M., will stop at 125th St. to receive passengers ten minutes after leaving Grand Central Station. All southbound trains, except the "20th Century" and the "Empire State Express," and Nos. 36 and 66, will stop at 125th St. ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—†MIDNIGHT EXPRESS. Due Buffalo 4.15, Niagara Falls 5.02 P. M.

3.15 A. M.—*EXPOSITION FLYER. Due Buffalo 1.15, Cleveland 4.45, Indianapolis 11.45 P. M., Chicago 7.10, St. Louis 7.30 next morning.

7.54 A. M.—*SYRACUSE LOCAL. Stops at all important stations.

8.30 A. M.—†EMPIRE STATE EXPRESS. Most famous train in the world. Due Buffalo 4.45, Niagara Falls 5.45 P. M.

8.45 A. M.—*FAST MAIL. 24 hours to Chicago. Due Buffalo 7.10, Niagara Falls 8.07.

10.30 A. M.—DAY EXPRESS. Makes local stops. Due Buffalo 1.15 A. M.

11.30 A. M.—†RUTLAND EXPRESS. Due Rutland 7.55 P. M.

12.50 P. M.—*BUFFALO LIMITED. Due Buffalo 11 P. M., Niagara Falls 12.28 A. M.

1.00 P. M.—*SOUTHWESTERN LIMITED. Due Cincinnati 10.30, Indianapolis 11.30 A. M., St. Louis 6.45 P. M. next day.

1.00 P. M.—*CHICAGO LIMITED. 24 hours to Chicago via Lake Shore, 27 via M. C.

2.45 P. M.—*"THE 20TH CENTURY LIMITED." 20 hour train to Chicago via Lake Shore. Electric lights and fans.

3.30 P. M.—†ALBANY AND TROY FLYER. Due Albany 6.40, Troy 7.00 P. M.

3.35 P. M.—*ALBANY AND TROY EXPRESS. Local stops.

4.00 P. M.—*DETROIT, GRAND RAPIDS AND CHICAGO SPECIAL.

5.30 P. M.—*LAKE SHORE LIMITED. 24 hour train to Chicago. All Pullman Cars. Due Cleveland 7.25 A. M., Cincinnati 1.30, Indianapolis 3.10, Chicago 4.30, St. Louis 9.45 P. M. next day.

6.00 P. M.—*WESTERN EXPRESS. 28 hours to Chicago via both L. S. and M. C.

6.35 P. M.—*MONTREAL EXPRESS via D. & H. or Rutland.

7.30 P. M.—*ADIRONDACK AND MONTREAL EXPRESS.

8.00 P. M.—*BUFFALO AND TORONTO SPECIAL. Due Buffalo 7.25 A. M., Niagara Falls 8.33, Toronto 10.50 A. M.

9.15 P. M.—*SPECIAL MAIL LIMITED. Sleeping car only for Rochester.

9.20 P. M.—*SOUTHWESTERN SPECIAL. Due Cincinnati 7.50, Indianapolis 10.10 P. M., St. Louis 7.30 second morning.

9.30 P. M.—*PACIFIC EXPRESS. Chicago 34 hours by Michigan Central, 33 hours by Lake Shore.

11.30 P. M.—*NORTHERN NEW YORK EXPRESS. Cape Vincent, Ogdensburg, &c.

*Daily. †Except Sunday. ‡Except Monday.

HARLEM DIVISION.

9.08 A. M. and 3.36 P. M. Daily, except Sunday, to Pittsfield and North Adams. Sunday at 9.20 A. M. Pullman cars on all through trains. Trains illuminated with Pintsch light.

Ticket offices at 113, 261, 415 and 1,216 Broadway, 25 Union Sq. W., 275 Columbus Ave., 153 West 125th St., Grand Central Station, 125th St. station and 138th St. station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street" for New-York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

New York Central Route

BETWEEN NEW YORK, BOSTON AND NEW ENGLAND

Via Springfield and the BOSTON AND ALBANY RAILROAD. (New York Central & Hudson River R. R., Lessee.)

Trains leave Grand Central Station, Fourth Avenue and 42d Street, New York, as follows: †9.00 A. M., †12.00 noon, *4.00 P. M., *11.00 P. M.; arrive Boston 3.30 P. M., 5.40 P. M., 10.00 P. M., 6.15 A. M.

Leave Boston †9.00 A. M., †12.00 noon, *4.00 P. M., *11.00 P. M.; arrive New York 3.30 P. M., 5.40 P. M., 10.00 P. M., 6.14 A. M.

Tickets at New York Central ticket offices, 415 and 1216 Broadway and at Grand Central Station.

A. H. SMITH, General Superintendent. GEORGE H. DANIELS, General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Lessee.)

Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d St., N. R.:

*7.10 A. M.—For intermediate points to Albany.

†11.20 A. M.—(1) Saratoga and Mohawk Express.

*1.00 P. M.—Chicago Express.

*2.25 P. M.—Cont. Lim. for Detroit, Chi. and St. Louis.

*3.45 P. M.—(2) For Hudson River points and Albany.

*6.00 P. M.—For Roch., Buffalo, Clevel'd and Chicago.

†7.45 P. M.—For Roch., Buffalo, Detroit and St. Louis.

*9.15 P. M.—For Syra., Roch., Niagara Falls, Det. & Chi.

*Daily. †Daily except Sunday. Leaves Brooklyn Annex: (1) at †10.45 A. M., (2) at †3.06 P. M. Leaves Jersey City P. R. R. Sta., (1) at †11.20 A. M., (2) at †3.35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH, General Superintendent. C. E. LAMBERT, General Passenger Agent.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry—(time from South Ferry five minutes earlier).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—z4.00 (7.15 Easton only), 9.10 A. M., 1.20, 4.40, 5.00 (5.45 Easton only) P. M. Sundays, z4.25 A. M., 1.00, 5.30 P. M.

WILKESBARRE AND SCRANTON—z4.00, 9.10 A. M., 5.00 P. M. Sundays, z4.25 A. M.

LAKEWOOD, TOMS RIVER AND BARNEGAT—z4.00, 9.40 A. M., 1.30 (3.40 Lakewood only), 4.30 P. M. Sundays, 10.00 A. M.

ATLANTIC CITY—†9.40 A. M., †3.40 P. M.

VINELAND AND BRIDGETON—†z4.00 A. M., †1.30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—z4.00, 8.30, 11.30 A. M., 3.53, 4.45, 5.30, 6.30 P. M. Sundays, except Ocean Grove, 9.00 A. M., 4.00 P. M.

PHILADELPHIA (READING TERMINAL)—z*4.25, †7.00, †8.00, *9.00, †10.00, †11.00 A. M., †12.00, *1.00, §1.30, †2.00, †3.00, *4.00, *5.00, †6.00, †7.30, §9.00 P. M., *12.15 Mdt.

24TH AND CHESTNUT STREETS—§4.25, †8.30, *10.30, *11.30 A. M., *1.00, ‡*3.40, *5.00, *7.00, †9.25 P. M., *12.15 Mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—||4.00, z4.25, †8.00, ||†9.10 (10.10, 11.00 A. M. Reading only), ||§1.06, 1.20, †2.00 P. M., Reading, Pottsville and Harrisburg only, †5.00 P. M.

ROYAL BLUE LINE.

FOR BALTIMORE AND WASHINGTON—†8.30, *10.30, *11.30 A. M., *1.00, 2.00, ‡*3.40, *5.00, *7.00 P. M., *12.15 Mdt.

zFrom Liberty Street only. *Daily. †Daily, except Sunday. §Sunday only. ‡Parlor cars only. ||Via Tamaqua.

Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 113, 261, 434, 1300, 1354 Broadway, 182 5th Ave., 25 Union Square West, 153 East 125th St., 273 West 125th St., 245 Columbus Ave., New York; 4 Court St., 344, 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

W. G. BESLER, General Manager. C. M. BURT, General Pass'r Agent.

BALTIMORE & OHIO RAILROAD.

Leave NEW-YORK CITY.	South Ferry.	Liberty St.	
Chicago, Pittsburg	*12.10 nt.	*12.15 nt.	
Chicago, Columbus	*12.55 p. m.	*1.00 p. m.	Diner.
Pittsburg, Cleve	*3.35 p. m.	*3.40 p. m.	Limtd.
"Pittsburg Limited"	*6.55 p. m.	*7.00 p. m.	Buffet.
Cincinnati, St. Louis	*12.10 nt.	*12.15 nt.	
Cincinnati, St. Louis	*10.25 a. m.	*10.30 a. m.	Diner.
Cincinnati, St. Louis	*6.55 p. m.	*7.00 p. m.	Buffet.
Norfolk	†12.55 p. m.	†1.00 p. m.	Diner.
ROYAL BLUE TRAINS.			
Washington, Balto	†8.25 a. m.	†8.30 a. m.	Buffet.
Washington, Balto	*10.25 a. m.	*10.30 a. m.	Diner.
Washington, Balto	*11.25 a. m.	*11.30 a. m.	Diner.
Washington, Balto	*12.55 p. m.	*1.00 p. m.	Diner.
"Royal Limited"	*3.35 p. m.	*3.40 p. m.	Diner.
Washington, Balto	*4.55 p. m.	*5.00 p. m.	Diner.
Washington, Balto	*6.55 p. m.	*7.00 p. m.	Buffet.
Washington, Balto	*12.10 nt.	*12.15 nt.	Sleepers.

*Daily. †Daily except Sunday. §Sunday only.

Offices: 113, 26, 434, 300 Broadway, 6 Astor House, 25 Union Square W., 391 Grand Street, N. Y.; 343 Fulton Street, Brooklyn; Whitehall Terminal and Liberty Street. Baggage checked from hotel or residence to destination.

LEHIGH VALLEY.

Foot of West 23d A; Cortlandt and Desbrosses Streets B. *Daily. † Except Sunday. Sunday changes: c 12.25. d 12.[illegible] e 7.15. n 5.25. s 6.45. x 5.45.

	Lv. N. Y., A	Lv. N. Y., B
Buffalo Local	*s7.10 A M	*e7.20 A M
Buffalo and Chicago Express	*9.25 A M	*9.30 A M
BLACK DIAMOND EXPRESS	†11.55 A M	†12.00 N'N
Mauch Chunk and Hazleton Local	*c12.40 P M	*d12.50 P M
Wyoming Valley Express	†3.55 P M	†4.10 P M
Easton Local	†5.10 P M	†5.[illegible] P M
Chicago and Toronto Vestibule Express	*n5.40 P M	*x5.40 P M
THE BUFFALO TRAIN	*7.55 P M	*8.00 P M

Tickets and Pullman accommodations at 113, 261, 290, 335, 1234 and 1354 Broadway, 182 5th Ave., 25 Union Square West, 245 Columbus Ave., N. Y., 860 Fulton St., 4 Court St., 98 Broadway and Ft. Fulton St., Brooklyn. N. Y. Transfer Co. will call for and check baggage.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sts.

†8.00 A. M.—For Binghamton and Syracuse.

*10.25 A. M.—For Buffalo, Chicago and St. Louis.

*1.40 P. M.—For Buffalo and Chicago.

†4.00 P. M.—For Scranton and Plymouth.

*6.10 P. M.—For Buffalo and Chicago.

*8.45 P. M.—Utica, Oswego, Ithaca, Buffalo.

*2.00 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 113, 429, 1183 Broadway, N. Y.; 338 Fulton St., Brooklyn. *Daily. †Except Sunday.