MAYOR WRITES TO ORR.

VIEW OF RAPID TRANSIT.

Questions of Control and Management of Subway Discussed.

Mayor Low's letter to Alexander E. Orr, president of the Board of Rapid Transit Commissioners, was made public yesterday. In it the Mayor says it is good policy to make clear to the people of the city the exact situation and the problem to be dealt with as regards legislation looking forward to possible extensions of the subway. He agrees with Mr. Orr in desiring the unification of all subway lines.

The Mayor is opposed to Controller Grout's tentative plan for the municipal ownership of an independent line from Harlem to Brooklyn. He does not agree with R. Fulton Cutting's idea of purchasing back the contract already let to the Interborough people, and he thinks that extensions should be operated by the same company that has the main tunnel. He says:

Four things seem to me to be absolutely essential: First, a uniform rate of fare over every mile of the road built by the use of the city's credit from one end of the city to the other; second, that this uniform rate of fare, at first to be five cents, shall be reduced as rapidly as circumstances will permit; third, that, year by year, while the control of the city's system is in private hands, the city shall receive as large a percentage as possible of the earnings of the road; fourth, that the city, and not the railroad, shall dictate the character of service to be given.

At the present time, when the city wants better service at the hands of private companies, the burden of proof is placed upon the city to show that it ought to have it. I think that, either by the rapid transit law itself or by the contract, the burden of proof can be shifted to the operating company; so that, when it wants to give less service at any hour of the day than it gives during rush hours, the company must prove that the service it proposes to give is reasonable, and obtain permission to furnish only such service.

He goes on to say that the only bidder in a position to give the city a uniform fare over a system built with the city's credit is the Interborough Rapid Transit Company, which already controls the original subway and first Brooklyn tunnel, and thinks an amended law should give the city an option to make contracts with this company, from time to time, for extensions on the best obtainable terms. Such a law should provide for the examination of the company's books to secure a reduction of fare whenever the profits warrant.

The law should also provide for the termination af oll contracts at the same date, thus bringing the entire system to city control at the same time. There is little advantage in the city's acquiring the several systems at different times.

The law should also provide for periodic readjustment of the terms of franchise at intervals not exceeding twenty-five years, applying to those franchises having fifty years to run the same principle of periodic revision as recently applied to the Pennsylvania franchise. He continues:

In the matter of taxation, I have this suggestion to make. The power houses are already subject to taxation, like other real estate; that which is not taxed is the franchise and the rolling stock, and what we may call the interior equipment of the subway. The subway itself should not be taxed, for it belongs to the city. I venture the suggestion that every future extension of the road should be subject to taxation, during the term of the franchise, on the basis of the amount of money which the city is called upon to provide in order to secure such extension. Thus, if the city issues bonds for $5,000,000 in order to secure a given extension, that extension would pay taxes on an assessed valuation of $5,000,000 for the whole term of the contract; if the city issues only $1,000,000 of bonds, taxes would be paid on only $1,000,000; and if the contractors furnished their own money, so as to make no demand upon the city, they would pay no such tax. But, in this event, the city would own the road at the end of the franchise without having used its credit at all in order to secure it. The effect of such a provision, I think, would be greatly to limit the demands made upon the city's credit; and it might easily be, in some conditions of the money market, that the operating company would finance the cost of this extension, or of that, on its own account; at all events, such a provision as to taxation would have the advantage of making the amount of taxes a fairly ascertainable quantity—thus removing from the domain of bargaining an element that might otherwise be of great uncertainty.

The Controller suggests that the freedom from taxation, which was originally thought necessary, is no longer either necessary or permissible. He also proposes that the city should be authorized to construct the subway on its own account, and to lease it, when constructed, to whom it will. So far as the question of taxation is concerned, I am inclined to agree with the Controller, and if the fragments of subway likely to be built in the near future were complete systems in themselves, I should also be inclined to agree, without reserve, to his second proposition. But the pieces of the subway proposed for Manhattan and The Bronx are mere fragments, to make more complete the system created by the first contract—the control of which has passed from the city for fifty years.

As to Mr. Cutting's plan of buying out the Interborough company, thus acquiring at once a system capable of independent operation, and growing more valuable, the Mayor says it would be necessary to pay a 20 per cent premium on the company's stock to get possession. The company has already paid a profit of $6,000,000 for the control of the franchise.

At the outset it was supposed that the equipment would cost $7,000,000. It is now expected it will be $17,000,000. Under the original contract John B. McDonald agreed to operate the road for fifty years, with the privilege of a twenty-five year extension. At that time it was not known whether it could be financed or not; now it is nearly complete, and it is hoped that the Manhattan portion of the subway will be in operation by the end of this year. The Mayor says in conclusion:

It is practically certain, however, that the connection and use of the East River bridges will require similar co-operation from the Brooklyn Rapid Transit Company, and all future extensions of the subway system in Brooklyn must command the like co-operation either of the Interborough Rapid Transit Company or of the Brooklyn Rapid Transit Company. In other words, unless the city's transit system is to be broken up into fragments, with duplicate fares and conflicting management, there must be co-operation between the city and the private companies concerned. I think the real interest of the city require that this co-operation should be sought, upon terms that protect the interests of the public as perfectly as good judgment can devise; and, if successfully sought, I think it will mean, within a few years, a single fare from one end of the city to the other, over all roads, both public and private.

PLANS PLEASE BOROUGH.

Prominent Brooklynites Commend Parsons's Views.

Regarding the plans proposed by William Barclay Parsons, chief engineer of the Rapid Transit Commission, for the general improvement of transit facilities in Brooklyn, Edwin W. Winter, president of the Brooklyn Rapid Transit Company, said yesterday that the company had not had an opportunity to study Mr. Parsons's report, and could not therefore express an opinion as to its bearings on the Brooklyn company. It involved many important features, some of which had been heard of before, and others which were new to the company. All, however, were too important and far reaching to be passed on lightly at this time.

Mr. Winter added that the subject had the greatest interest for the Brooklyn Rapid Transit Company, and would receive its most careful consideration. The plans were entirely feasible, in the opinion of Mr. Winter, or they would not have been recommended by Mr. Parsons.

In a talk about Mr. Parsons's plan, Borough President Swanstrom of Brooklyn said yesterday that in examining the reports submitted by Mr. Parsons for rapid transit extension in Brooklyn he was gratified to note that the suggestions made by Mr. Parsons followed the lines laid down in the letter written by himself, Mr. Swanstrom, to the Board of Rapid Transit Commissioners. It was particularly gratifying to Mr. Swanstrom to know that these plans had been indorsed by Mr. Parsons, as they represented the sentiment of the people residing in and doing business in the various sections affected.

Public Works Commissioner Redfield thought Mr. Parsons's plans would have a great effect upon the future of Brooklyn. He said that every thoughtful person must realise that the rapid transit plans outlined by Chief Engineer Parsons, especially when to them was added the great work of the Pennsylvania Railroad, already authorized, the Blackwell's Island bridge, now constructing, and the present bridge connecting at Astoria with the New-York Central and the New-Haven and Hartford railroads, that with the completion to any large extent of these plans a new era would have dawned upon Brooklyn.

Superintendent Calder, of the local Building Bureau, in Brooklyn, said the scheme proposed by Mr. Parsons would be of great value to the borough. Brooklyn, said Mr. Calder, had already felt the stimulus of the anticipated completion of the new tunnel and the East River Bridge, and during the first ten weeks of 1903 the building operations of the borough had more than doubled those of last year.

B. R. T. BUYS POWER HOUSE PLOTS.

To Add to Two Stations and Operate Whole System by Electricity.

Announcement was made yesterday by President Winter of the Brooklyn Rapid Transit Company that it had bought, at a cost of $425,000, two plots, one adjoining the power house at Kent and Division aves., and the other adjoining the power house at Third-ave. and First-st., Brooklyn. At the Kent-ave. power house an addition will be built, with a capacity of 100,000 horsepower, and on the Third-ave. site a storage plant will be erected large enough to consume daily eight hundred tons of coal.

The property in Kent-ave. has a frontage on the water of 238 feet, in Kent-ave. of 200 feet, and a depth of 332 feet. The plot bought in Third-ave. is 220 by 635 feet. When the new power house and storage plant are completed the Brooklyn Rapid Transit Company, it is said, will be fully equipped to operate all its lines exclusively by electricity. President Winter said yesterday that the company was about to add extensively to its equipment, and that every effort would be made to increase the power supply facilities.

THINK P. R. R. CONTROLS SITUATION.

Lease of Jersey Roads Not Likely to Go Through Unless Railroad Approves.

The North Jersey Street Railway Company's officials at Jersey City were not disposed to discuss yesterday the proposal to lease its lines and those of the companies so closely affiliated with it to the Nevins syndicate. The prevailing opinion of those familiar with New-Jersey trolley affairs is that, if the proposition emanates from capitalists not identified with the Pennsylvania Railroad Company's interests, it will be rejected, as the Pennsylvania influence is believed to be potent in directing the affairs of the four companies involved, and ultimately will have trolley lines running parallel with its road between Jersey City and Philadelphia, and also on other branches where the passenger traffic is heavy, to relieve the increased traffic between local stations and not interfere with the operation of the through express trains, which annually grow in number.

The two trolley lines that run between Newark and Jersey City have been a source of relief. They have avoided putting on additional local trains, and have taken away an unwelcome class of passengers, who, to save five cents on the round trip, patronize the trolley cars. The fare by trolley between Newark and New-York is 10 cents, including crossing by the Pennsylvania Railroad Company's ferry. The round trip fare by train is 25 cents. During the busy hours the trolley cars are packed with passengers. The passenger traffic is growing rapidly, and the trolley cars will prevent congestion and interference with the express and fast freight trains.

"It will go as the Pennsylvania wants it to go," said a prominent stockholder yesterday, in referring to the prospective lease. "The Pennsylvania is now in control, and will not sell out to the opposition unless it gets all it is worth, with a little added."

BIG CASH REALTY DEAL.

Melrose Apartment House Sells for $340,000.

One of the best cash realty transactions of the year was reported yesterday. It was that George H. McCarthy, of the Frank L. Fisher Company, had sold the Melrose, a seven story elevator apartment house, on a plot 100 by 100 feet, at the northwest corner of One-hundred-and-eighth-st. and Central Park West, for the Barnard Realty Company to an investor for $340,000 cash.

The apartment house was built about three years ago by William F. Noble & Co. Noble & Co. sold it to Samuel Wood, who resold the property to Charles W. West, the lawyer. Mr. West traded the Melrose for the Barnard apartment house, at Seventy-first-st. and Central Park West, some months ago. Later the Barnard Realty Company took title to the Melrose.

A MIXTURE OF SMELLS.

Crackers, Cigars, Millinery and Flowers Burn at One Fire.

There was a somewhat unusual mixture of smells at a fire last night; also crackers made funny cracks, cigars smoked themselves, and much spring verdure on new millinery and in a flower store was robbed of its freshness and color.

A big plate glass window in the one story wooden building, No. 2,224 Third-ave., where Philip Stockton has a cracker store, burst into hundreds of pieces about 9.30 o'clock, and flames shot into the street. Then they spread to the rear to the millinery store of J. B. Kutner. Next they crept on the other side to the cigar store of Michael Abrams and flower establishment of Morris Goldfarb.

An enthusiast in smells who was one of the spectators gave a realistic description of the odors that reached his nostrils:

"From one quarter," he said, "came the strong appeal of a Pittsburg stogie; from another the appetizing smell of crisply baked crackers. Then a two for a cent cigarette zephyr came floating along, and hard on its heels was the pungent contribution of artificial grass and leaves. The fragrance of Easter lilies, roses and pinks mated with the fumes of plug cut and the acid stench of burnt rag robbed a five cent straight Henry Clay breva of its fragrant aroma. The fire was hot on the scent."

ENJOINS ALL TEAMSTERS.

Kansas City, March 13.—Judge Phillips, in the United States District Court, this afternoon issued an injunction restraining all members of the local Team Drivers' International Union from interfering with the business of eleven of the transfer companies of the city, whose men are on strike. The eleven companies petitioned the court to-day to restrain the strikers and their sympathizers on the ground that interference with wagons on the way to the stations and shipping yards was in violation of the Interstate Commerce laws. The injunction is made returnable on March 20.

CAME 4,000 MILES TO HAVE TOOTH OUT.

Brazilian Missionary Thought He Was Suffering from Dangerous Cancer.

Having come from his post four thousand miles away in the interior of Brazil to be operated on for what he thought was a dangerous cancer, the Rev. W. W. Waddell, a Presbyterian missionary, found on reaching New-York that his trouble was nothing more serious than an ulcerated tooth. This was extracted yesterday by Dr. Robert Strobridge, of No. 61 West Seventieth-st., and the missionary, almost free from pain for the first time in six months, left the dentist's office to cable his anxious wife that his life had been in no danger and that his affliction had been relieved.

The Rev. Mr. Waddell's trip to New-York was accompanied by considerable financial sacrifice and terrible anxiety on the part of his wife and children as well as himself. His feelings of gratitude and thanksgiving over the discovery that he was not afflicted with a dangerous malady are somewhat mixed with resentment at the doctor in Bahia, Brazil, who was unable to diagnose the case, and only strengthened the conviction of the doctor and his family that he was suffering from a malignant cancer.

WALLPAPER FIRMS MAY COMBINE.

Glens Falls, N. Y., March 13.—The directors and managers of the Standard Wall Paper Company, of Sandy Hill, and the Liberty Wall Paper Company, of Schuylerville, are considering a proposition to form a new company to buy the present factories and operate them together under one management. Meetings of the stockholders of the various companies will be held on March 28 to vote on the proposition. The name of the new company is to be the Standard Wall Paper Company.

ADDRESS ON IRISH SUPERSTITIONS.

One hundred and thirteen members of the Thirteen Club held the 224th dinner last night at the Press Club, and devoted it entirely to superstitions and folk lore of Ireland. General James R. O'Beirne, the guest of honor, delivered an address on "Irish Superstitions." Brian G. Hughes read a report on "Haunted Houses," and afterward informed the members that he had been invited to visit the Washington engine house, in East Twenty-second-st., Bayonne, where, it is said, a ghost exists. A committee of thirteen was selected to arrange for a dinner at that place at thirteen minutes past midnight on a date to be announced next week.

BURDICK INQUEST TO-DAY

PENNELLS' TO FOLLOW IT.

Mrs. Burdick Enters Objection to Husband's Will.

Buffalo, March 13.—It was announced by Justice Murphy to-day that an inquest on the death of Mr. and Mrs. Arthur R. Pennell, who were killed last Tuesday by their automobile dashing over a cliff, will be held soon after the conclusion of the Burdick inquest, which begins to-morrow. Every one whose name has been mentioned in connection with the mysterious murder of Edwin L. Burdick will be brought to the witness stand if possible. The general public will be excluded from the inquest, admission being by ticket.

Mrs. Paine, whose husband is a Batavia dentist, arrived in Batavia last night. She is the guest of Mr. and Mrs. William E. Webster. Subpœnas have been served on both Dr. and Mrs. Paine.

Justice Murphy said to-day regarding the probable date of the Pennell inquest:

We shall have to await the outcome of the Burdick inquest. The interests of Pennell and Burdick were so interwoven that the final outcome of the Burdick inquest may or may not have an important bearing on the inquests into the deaths of Mr. and Mrs. Pennell. The investigation into the deaths of the Pennells will be fully as searching and conclusive as I hope to make that into the death of Mr. Burdick.

The will of Edwin L. Burdick was made public to-day. No mention is made of his wife. He leaves $2,500 to relatives and the rest of his property to his three children, share and share alike. The will was made on December 8, 1902. Mr. Burdick names as executors of his estate Augustus B. Kellogg, George H. Dunston and George C. Miller. He names Charles Parke and Risley Tucker, his business associates, as guardians of his three children.

In the petition for probate no definite idea of the value of Burdick's estate is given. The petitioners estimate the value of his real property at $400, manifestly too low, and his personal property at $1,000 and upward.

Objections were filed by Hartzell & Hartzell, counsel on behalf of Mrs. Burdick, and by F. B. Hartzell in behalf of the infants, as their special guardian. G. O. Miller, counsel for the executors, said he thought some one should be appointed the special guardian other than Mr. Hartzell. The court, however, declined to revoke the appointment, and directed the entry "on the record that it is stipulated that the will be admitted to probate, and that the determination as to the validity of Paragraph 4 of the will of Edwin L. Burdick, deceased, which is brought into question by the objections filed thereto by Mrs. Burdick, the widow of the deceased, and the special guardian on behalf of the infants, may be determined by the Surrogate at a future date."

FUNERAL OF MR. AND MRS. PENNELL.

Buffalo, March 13.—This afternoon the funeral of Arthur R. Pennell and Mrs. Pennell was held at the family home, No. 208 Cleveland-ave. Aside from thirty members of the Erie County Bar Association, the only persons present were the close friends and relatives. As soon as the service, which was brief, was over the coffins were taken to the New-York Central station for transportation to Brunswick, Me.

NEW-HAVEN STRIKE TALK.

President Hall Says Employes Have Been Well Treated.

A meeting of the standing committee of the New-York, New-Haven and Hartford Railroad Company was held yesterday afternoon at the Grand Central Station to consider the grievances of employes and the threatened strike of the trainmen and conductors. All the facts relating to the situation that were in the hands of President John M. Hall were presented to the committee. Mr. Hall said later that he thought inasmuch as the men were organized, they would decide to strike.

"We are paying our men more now," said he, "than any of our competitors. In 1893 and 1894, during the business panic, when other roads made a reduction of wages, we did not. We are ready to meet our employes at any time to consider any differences of opinion they may have, but they must come as a committee of employes. We are always ready and willing to treat with our employes on any matter of interest to themselves or the company."

FOR A SHEPARD BOOM.

Harmony Dinner Planned in His Interest in Brooklyn.

It was learned yesterday that the annual dinner of the Brooklyn Democratic Club, to be held some time in April, is to be a "Democratic harmony" affair, after the fashion of the harmony dinner given by the National Civic Club, of Brooklyn, in the spring of 1900, and is being planned by the same friends of Edward M. Shepard.

The Brooklyn lawyer is, it is understood, not at all loath to figure prominently in the "reorganization, unification and evolution of the issues of the national Democracy" for the next campaign, and his friends think that a dinner in Brooklyn, where prominent party leaders from various sections of the country will come together for the discussion of these questions, will bring Mr. Shepard to the front as a national factor.

According to the plans of the Brooklyn Democratic Club, which are as yet only in outline, party leaders from all parts of the country and various factions will be invited to the dinner. There will be speakers from the South, the Far West, the Northwest, the Central States and New-England, in addition to New-York State. For the latter Mr. Shepard will be the principal speaker. Ex-President Grover Cleveland, William J. Bryan, David B. Hill, Charles F. Murphy and Lewis Nixon will be among those invited to be present, but not to speak. On Mr. Shepard's present tour of the South and the West he will talk with Democrats about the harmony dinner and secure some of the speakers. It is more than likely that Congressman De Armond will be one of them.

In contrast with the National Civic Club's harmony dinner that was held in 1900, the regular Democratic leaders in Brooklyn have fallen in with the idea of the proposed dinner. This is because Mr. Shepard's attitude toward the organization is different now from what it was then. He was an independent and foe of the machine then. Now he has returned to the fold. James Shevlin, who is the head of the Brooklyn organization in the absence of Hugh McLaughlin, would not discuss the idea yesterday further than to say that he was thoroughly in sympathy with it.

SISTERS HUNT FOR BURGLARS.

With Policemen They Search Home in West One-hundred-and-sixth-st.

The police of the West One-hundredth-st. station last night hunted for a burglar through the big five story building in West One-hundred-and-sixth-st., near Amsterdam-ave., occupied by the Little Sisters of the Poor. For three-quarters of an hour Policeman Owen Ward led a party, which searched through the entire building, including the basement, chapel, court in the rear and outbuildings and store rooms in the rear. No trace of a burglar could be found, however.

WATSON E. CASE DEAD.

Watson E. Case, an old New-York merchant, retired for many years, died yesterday at his home, No. 471 Fifth-ave. Mr. Case was born in Simsbury, Conn., in 1820. His family settled there about two hundred years ago. In 1840 Mr. Case, with Amos R. Eno and John J. Phelps, was in the drygoods business in this city. Later on he formed a partnership with William H. Lee and Justin Bliss, with Amos R. Eno and J. J. Phelps as special partners. They carried on the wholesale drygoods business, first in Hanover Square and afterward in Broadway. On account of his health Mr. Case retired in 1880. He was one of the founders of the Union League Club, was a member of the New-England Society, the Chamber of Commerce and the Historical Society.

Mr. Case had been feeble for some years, and a few days ago was stricken with pneumonia. He leaves a widow, the daughter of General William K. Strong, and two sons and two daughters.

NEGRO MAY GET POWER.

Dr. Lorimer Asserts There May Be "Lily White" Party in North.

ADDRESSES PATRIA CLUB.

At a meeting of the Patria Club, held at the Hotel Savoy, last night, after the annual election of officers, the Rev. Dr. George C. Lorimer, pastor of the Madison Avenue Baptist Church, delivered an address on "Liberty in America." Many members of the club and their guests were present.

The annual report shows that the club now consists of 165 active and 3 honorary members. The club was organized in 1891. The objects are to awaken a more positive interest in an honest and patriotic administration of public affairs, and to stimulate and foster the spirit of patriotism. Six stated meetings are held each year.

Jacob F. Miller, president of the club, presided at the meeting. Frank C. Loveland introduced Dr. Lorimer, who said in part:

Liberty in its true sense cannot be conveyed by an act of Parliament or government. Our fathers were not waging war against England, but against its government. Our constitution gives liberty in an organized form. Government may be compared to the human body by speaking of the people as the blood. The body has a brain, and it controls, but the blood purifies the brain, carries away the waste, and furnishes the new. All power should proceed from the people, and the name of God would be better written in the hearts of the people than in the constitution, where it has been said it should be. Power often proceeds from a boss or a machine instead, and the man who is unwilling to bear his part in purifying is unloyal to his State.

Nitrogen forms a great part of the air we live on, but when mixed with some ingredients makes dangerous explosives. Liberty with education and virtue makes peace and happiness, but liberty with anarchy and crime is disastrous.

The government ought to exercise its power in protecting the people. The large interests are driving out the smaller interests and the people suffer. Combinations built our miserable tenement buildings. These large combinations may be right in some things, but not if they render hardships. A lawless movement exists all over the country. The recent murder in Waterbury was an awful example of the existing conditions.

That which is true regarding vast institutions is also true of the labor unions. When we condemn one we condemn the other. The labor unions drive out men who want to work. Supposing we form a ministers' amalgamated union. A man applies to become a preacher. He can't get in. He walks down the street and receives various brick bats on his head. If a man wants to work, he should not be knocked down and killed, but protected by the government.

The negro question is rapidly nearing a crisis. It is likely to result in the forming of a Lily White party in the North as well as in the South. The proclamation signed by Abraham Lincoln gave freedom to the white man as well as to the black man. That the latter is on the border of a serious complication is due to what is termed the massing of the colored vote. Once you get the negro convinced that he has the balance of force at election time he will demand power from the political party to which he is allied. He will also demand great concessions, and the two Lily White parties will result. People will become disgusted and vote the Democratic ticket. When this comes to pass we may look forward to what we are all anxious to avoid—race antagonism throughout the land which will rend this country and cause untold suffering to the negro.

In closing his address Dr. Lorimer spoke of the Czar's proclamation and said that the Greek Church and the Roman Catholic Church have never spoken a word for liberty, but that they may come to that by and by.

The following officers were elected at the meeting: President, A. Walker Otis; first vice-president, James Talcott; second vice-president, Samuel P. Avery; third vice-president, J. Edgar Leaycraft; secretary, Edwin A. Jones; treasurer, George Clinton Batcheller; members of the executive committee, to serve until April, 1906, Jacob F. Miller, Louis Stern and John A. Dutton; to serve until April, 1905, Dr. George T. Stevens and Mrs. Warren Higley, and to serve until April, 1904, John Elderkin.

Among those present were Wilmore Anway and Mrs. Anway, George C. Batcheller and Mrs. Batcheller, George R. Bishop, Charles H. Denison and Mrs. Denison, John A. Dutton, Mrs. Esther Herman, Warren Higley and Mrs. Higley, Grace W. Houston, Alexander J. Howe and Mrs. Howe, E. A. Jones, T. A. Lamb and Mrs. Lamb, J. Edgar Leaycraft and Mrs. Leaycraft, Frank C. Loveland, Jacob F. Miller and Mrs. Miller, A. Walker Otis and Mrs. Otis, Miss Margaret P. Pascal, Alfred B. Prele, Mrs. Benjamin E. Ramsdell, Mrs. F. G. Smedley, A. H. Spencer and Mrs. Spencer, James Talcott and Mrs. Talcott, Mrs. Ralph Troutman and Gardner Weatherbee and Mrs. Weatherbee.

JEWS STILL EXCLUDED.

Rumanian Senate Refuses to Sanction Naturalization.

Vienna, March 13.—According to a dispatch from Bucharest, the Rumanian Senate by a large majority has declined to sanction a bill, recently voted by the lower chamber, in favor of the naturalization of two Jews born in Rumania.

JUSTICE DAY SLIGHTLY BETTER.

An Encouraging Statement from His Physician.

Washington, March 13.—The reports from the bedside of Justice Day of the Supreme Court, who is ill with pneumonia, are encouraging to-night, and the family are hopeful that he will recover. His physician is endeavoring to confine the limit of infection to the locality where it now exists, and the fact that no unfavorable symptoms have developed is considered encouraging. Dr. Hardin, the attending physician, made several visits to the justice in the day and evening, and after his last call, about 11 o'clock to-night, issued to the following bulletin:

Justice Day has had a very comfortable day, and all symptoms continue favorable.

Mrs. Day and two of the sons are with the justice. The two other sons, who are at college, are kept advised of their father's condition, but it is said that there has been no thought of summoning them to Washington.

PORTO RICAN LEGISLATION.

A Compromise on Appropriations—Unexpected Harmony.

San Juan, Porto Rico, March 13.—At 2 o'clock this afternoon the legislature was in session, notwithstanding the fact that the law provides that it expired yesterday. There was a deadlock all night on the Appropriation bill, the House desiring to cut out about $100,000, mostly salaries. An agreement was reached this morning on a compromise so as to enable the House to adjourn as soon as possible.

The $5,000,000 loan bill failed to pass the Council by a vote of 5 to 6. All the Americans opposed it, and the natives favored the measure.

The House unanimously passed the memorial to Congress asking that Porto Rico be made a Territory, but it failed in the Council by 3 to 8 votes, after a warm debate.

The members of the House are offended at the refusal of the Council to pass the telegraph frank measure, which is partly responsible for the opposition to the appropriations. But little legislation was enacted, and the measures adopted were not important. The members followed in this respect the Governor's message. The feature of the session was the harmony between the political parties, which was not expected.

RECEIVING ORDER FOR FORGER.

London, March 13.—"The Gazette" to-night announces that a receiving order has been made against Count Maurice de Bosdari, who was connected with the recent forgeries of J. Pierpont Morgan's signature on bills purporting to be in payment on purchases of bric-à-brac. The count disappeared when the forgeries were discovered and his present whereabouts are unknown.

RIFLES SEIZED AT HONG KONG.

Hong Kong, March 13.—Five thousand rifles, ready for conveyance into the interior, were seized here to-day.

SUNDAY SERVICES AT VARIOUS CHURCHES.

The Tribune publishes each Saturday announcements of the various churches, with name of preacher and topic of sermon. Consult these advertisements to-day under heading of "Religious Notices."

The trip there is the best part of a winter in California—that is, it is if you take the

Golden State Limited

It is a veritable hotel on wheels—a flying palace, where you can sleep, dine, smoke, read, and chat with all sorts of people whose one idea is to pass time pleasantly.

Leaves Chicago daily via the El Paso-Rock Island route. Less than three days to Los Angeles. Through cars to Santa Barbara and San Francisco. Electric lights; electric fans; barber shop; bath room; Booklovers' Library; compartment and standard sleepers; observation, dining and buffet-smoking-library cars. Lowest altitudes of any line across the continent.

Cut out this ad and mail it, with name and address, to this office, and beautifully illustrated book about California will be sent free. Tickets, berths and full information at this office.

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Rock Island System

LARCENY MADE EASY.

Pickpocket Tells of Stealing Six Watches on One Car Ride.

According to the tale of a young man arrested with two others last night on a charge of larceny of a gold watch from a man on a Madison-ave. car, the passengers of that line must be easy game for pickpockets. The young man proved to have six watches in his clothes, whose presence he explained by saying that he and the others got on the car at Fifty-ninth-st., and by the time they reached Eighty-third-st. had acquired four gold watches and two silver ones from their fellow passengers. The last victim happened to feel the tug at his watch, and raised an outcry, which caused the arrests.

This passenger was August Jordan, of No. 2,501 Arthur-ave., The Bronx. He was riding on the platform of the car, when suddenly he yelled and seized a young man beside him, who tried to break away. The passengers became greatly excited, and the car was stopped.

Jordan insisted he had lost his watch, and that three young men had jostled him, including the one he was holding. When arrested the man said he was Harry Mayer, twenty years old, but refused to give his address.

A crowd followed the prisoner to the station, and after he had been taken inside two young men were noticed across the street standing on tiptoe in the shadow and trying to see through the windows of the station. They were arrested, and gave their names as Percy Williams, seventeen years old, of No. 34 East One-hundred-and-twenty-fifth-st., and Carleton W. Shepard, twenty-two years old, of No. 145 West Thirty-fifth-st.

The boy Williams had a watch in nearly every pocket—three gold watches and two silver ones. Mr. Jordan's watch was found in Mayer's trouser leg. At this Williams said:

"That's what I get for rubberin'. I was standing across the street trying to rubber, and I got yanked over here.

"I am one of the gang," he said, "but I only held the swag. We started, the three of us, at Fifty-ninth-st on this car, and by the time we got to Eighty-third-st., where this man squealed, we had six watches."

The three prisoners were locked up on a charge of larceny. Shepard and Mayer denied participation in the thefts.

GORMANS, FATHER AND SON, OPPOSED.

The Senator Wants the Younger Man to Keep Out of Politics.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, March 13.—Senator Gorman's son, Arthur P. Gorman, jr., contrary to the wishes of his father, has decided to become a candidate for the Democratic nomination for State Senator from Howard County. The son's ambition to follow in the footsteps of his father causes a peculiar complication in the political situation in that district. The Senator and other Democratic managers had decided to favor the nomination of Grosvenor Hanson, who has been opposed to the Gorman organization, as a move toward harmonizing conflicting elements in the party. Young Gorman, however, has expressed his determination to remain in the fight, and, as he is popular, he is likely to win, even should the organization support the other man.

Arthur P. Gorman, jr., is thirty years old, and a successful lawyer. His father has always urged him to stick closely to his profession and eschew politics. Two years ago young Gorman was asked to become a candidate for the legislature before which his father was to be a candidate for United States Senator. He would then probably have accepted had not his father thought that it would be a case of "too much Gorman." Politicians believe that the Senator will finally give his son the opportunity to take the step which his friends believe will ultimately result in his becoming the successor of his father in political leadership.

WOMEN INFERIOR TO MEN.

At Least as Immigrant Inspectors, Says Commissioner General Sargent.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, March 13.—Word has gone forth to the Civil Service Commission that it may cease its arduous labors to provide an eligible list of young women skilled in the art of ship-climbing and moral suasion in many tongues. The report on the work done by the women immigrant inspectors at New-York for the last thirty days, as shown in The Tribune this morning, leads the Treasury Department officials to determine that no more appointments along that line will be made. Commissioner General Sargent said to-day.

The report I have received from Commissioner Williams at New-York in regard to the work of the women immigrant inspectors for the last thirty days shows, in my opinion, that the plan is doomed to failure. The Woman's Christian Temperance Union of New-York raised a great hue and cry some time ago about the large number of young women brought to this country in the second cabin for immoral purposes. The department agreed to organize a force of women inspectors to prevent this, and five women were appointed for ninety days. They have now served thirty days, and the work they have done could be done better by men.

ANOTHER BOON TO HUMANITY.

Edward Atkinson Turns His Attention to American Mud for Fuel.

[BY TELEGRAPH TO THE TRIBUNE.]

Boston, March 13.—Edward Atkinson, the sociologist, inventor, anti-imperialist and general ameliorator, has a new idea. This is using good old American mud, in a dried and compressed form, for fuel purposes. Mr. Atkinson declares that American mud, dried, is as good as Irish peat, and gives results of calometric tests made by himself and Professor Norton, of Harvard, to prove it. Samples of Taunton mud were used, as being likely to be hotter stuff than other brands. They were dried and briquetted and burned this afternoon. They gave a strong, clear fire, with some flame, and little smoke. Calometric tests show the mud to be capable of developing about two-thirds as much heat as an equal weight of coal. The mud appears to be composed of decayed leaves, grass and small roots, the whole embedded in a brown, soft and slimy mould. Mr. Atkinson is building a briquetting machine for further experiments.

DR. KIMBALL NOT SERIOUSLY ILL.

It was reported last night that Dr. Paul T. Kimball, of Lakewood, N. J., who is in the Presbyterian Hospital, suffering from blood poisoning, was doing well. His case is not considered serious, and it is expected he will soon be out of the hospital.

INCREASE ON DENVER AND RIO GRANDE.

Denver, March 13.—It was announced unofficially to-day that at a conference between officials of the Denver and Rio Grande Railway Company and a committee representing the engineers and firemen an agreement regarding wages was reached which probably will be ratified by the unions. The management, it is said, agrees to advance wages from 12 to 15 per cent. The men had asked for an increase of 15 or 20 per cent.

H. H. ROGERS,

the Standard Oil magnate, who has been taking such an active part in the Staten Island rapid transit controversy, has made many public improvements in his native town of Fairhaven, Mass. These are described, with photos, together with anecdotes about him in to-morrow's Tribune.

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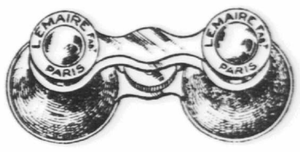

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The largely increased circulation of The Sunday Tribune necessitates our going to press early Saturday night. Advertisers will confer a favor by sending in their copy at the earliest possible moment.