FIGHT OVER THE JAMAICA PLANK ROAD.

EFFORTS TO ENFORCE A DECENT CAR SERVICE WITHOUT RUINING A FAMOUS THOROUGHFARE.

The old town of Jamaica, Long Island, now known as the Fourth Ward of the Borough of Queens, is greatly stirred up. A similar state of affairs has not been known since the days of the religious disturbances in the old village, when Lord Cornbury was Governor of New-York, and when the Episcopalians stormed and took possession of the Presbyterian church, with the Governor's sanction. Litigation and dissension at that time extended over twenty-five or thirty years before peace was restored.

Jamaica is a staid old village, and one of its interesting features is the rivalry as to who is the oldest inhabitant. There are several persons in Jamaica who settled there just fifty years after the British left it. A year ago the old town came near waking up, when the question of the location of the borough hall for Queens was up for discussion. By the time the movement was gaining force, however, Borough President Cassidy and two hundred of his followers from Long Island City, wearing badges a foot long, appeared before those having the disposal of such a question, and weight of numbers gained the victory.

At this time, however, the Jamaica residents are thoroughly aroused. The old Jamaica Plank Road is in danger. The Brooklyn Rapid Transit Company—through its leased line, the Brooklyn, Queens County and Suburban Roalroad Company—asserts ownership of the fee of the road and the right to operate upon its surface any kind of service it sees fit. It has even claimed the right to fence in its tracks in the street and make another Atlantic-ave. of it. And a reading of the contract drawn up on August 18, 1897—the year before consolidation with the greater city—between the Board of Supervisors of Queens County and the Brooklyn, Queens County and Suburban Railroad Company would lead the layman to believe that the company was right in its contention.

In 1896 Jamaica-ave. was in an awful state. Simply a dirt road, it had been allowed to become a mudhole for its entire length. The railroad company—claiming to own the street, but not wishing to spend the necessary money for repairs—offered to relinquish its title if the county would undertake to pave the road. A meeting of the property owners was called, which was attended by representatives of the railroad. The property owners agreed to the proposition, but insisted that the railroad should pave between its tracks. The company would not consent to this, and the meeting broke up without a settlement of the question. During the next year the Board of Supervisors took up the matter and made an agreement with the railroad. The property owners took no further interest in it, but understood that it favored their contention.

This contract—drawn up in 1897, but not placed on record until October 2, 1903—has only recently come to light, and great is the surprise at its contents. The preamble states that, whereas the Brooklyn, Queens County and Suburban Railroad Company has acquired and succeeded to all the rights of the preceding turnpike, plank road and railroad companies, and whereas, in pursuance of Chapter 330 of the Laws of 1897, the Board of Supervisors is authorized to acquire by purchase or condemnation so much of such turnpike or plank road as shall be situated in said county, for the purpose of laying out, maintaining, improving and repairing such portion of such road as a public highway and as a county road, subject to the reversion of the fee thereof by such turnpike, plank road or street surface railroad corporation, and subject also to all the existing rights, franchises and privileges of such corporation, and whereas the Board of Supervisors has begun proceedings to acquire by condemnation such portion of said road, the following agreement is made:

First—That said railroad shall at all times be constructed and operated in such manner as shall be suitable and proper for a street surface railroad. That the railroad company shall not make any radical changes in its lines, switches, turnouts, etc., without authorization from the municipal corporation.

Second—That said railroad may continue to use electric trolley motive power, or change it from time to time in pursuance of the general laws of the State.

Third—That no car licenses shall be required of or imposed upon said railroad company by any municipal corporation.

Fourth—That the said railroad company shall be entitled to charge the rates of fare it is now entitled by law to charge for the carriage of passengers on said railroad, and shall not be obliged to transfer passengers without additional fare from said railroad to any other railroad, and shall not be obliged to carry a passenger from any point on said railroad to any point on any other railroad operated by it, or on the railroad of any other company, without additional fare.

Fifth—That the railroad company shall not be liable for or chargeable with the expense of paving, macadamizing or otherwise repairing or keeping in repair any portion of said road, between its tracks or elsewhere, at any time hereafter, except that if the railroad shall tear up the street for the purpose of relaying rails or making changes it shall restore the surface of the road to its former state.

Sixth—No fee or otherwise shall be made by any municipal corporation or officer thereof against said railroad company, or be required of it, nor shall any bond be required of it for any permit or authorization to it to open, tear up the surface of said road, or to make excavations, erect poles or wires or other appurtenances. If the municipal corporation authorizes the tearing up of any portion of said road, due notice must be given the railroad company, and said work must be done so as to least inconvenience said company.

Seventh—The acquisition of said road by said county shall operate to clear the said road from all unpaid taxes and assessments assessed or levied upon said road prior to the year 1897, and to release and discharge the railroad company from all liability therefor.

Eighth—Except as modified by this agreement, the said railroad company shall retain and continue to have and exercise all its existing rights, franchises and privileges in said road.

The contract was signed for the county by D. L. Van Nostrand, chairman of the Board of Supervisors; Samuel J. Underhill, acting clerk, and for the railroad by C. L. Rossiter, president, and F. S. Williams, secretary. The counsel for the Board of Supervisors was Townsend L. Scudder, who was elected to Congress a year ago. Mr. Van Nostrand was elected County Clerk of Queens last November.

Immediately after the agreement was concluded the county made contracts for the paving of the avenue, and $340,000 was expended and added to the taxes the following year. The street in the old village of Jamaica was asphalted, while from the village line to the Kings County line—where it meets asphalt again—the pavement is of vitrified brick laid upon a foundation of concrete. And from a mudhole Jamaica-ave. became for a time a model thoroughfare.

Six years ago the car service to Jamaica was of the poorest. Small cars were in use; they ran from Broadway Ferry to Jamaica, a distance of thirteen miles, and, on account of the great distance and the congestion of Broadway, they ran irregularly. A transfer was given at Myrtle-ave. and Broadway, so that one could ride to the Brooklyn Bridge for five cents. Preparations for the Williamsburg Bridge started a large flow of population toward the Fourth Ward of Queens. Larger and better cars were put on, and they ran more frequently.

Then came the "loop" at East New-York—"Rossiter's Folly," it was called. It was a boon for Jamaica. The trolley cars, instead of running all the way to Williamsburg, made a loop at Manhattan Crossing, and transfers were given to the elevated. In five years the population of the Fourth Ward was increased by from six thousand to eight thousand. But the loop did not suit the East New-Yorkers, and, after a long wrangle, appeals to the State Railroad Commission and threats of action in the legislature, the railroad company agreed to abolish the loop. Still transfers were given to the elevated, and, while the service was not so good, the Jamaica people said not a word.

Then the railroad company conceived the idea of establishing a through service to Jamaica, an incline was built at Cypress Hills, and on May 30, 1902, trains of three elevated cars ran down to the surface and proceeded Jamaicaward. Such a noise and clatter as they made had never before been heard there. The first train going by startled every one. The flanges of the wheels ground down the brick pavement, and shook houses for blocks away. The extraordinary spectacle of a train of three great cars on Jamaica-ave.—the only through road between the old village and Brooklyn, the highway of the Long Island farmers going to and from market—shocked almost every one. In the first three months forty-three accidents occurred in which personal injury was sustained. For the first two or three weeks it would have been a difficult matter to find a single individual in favor of the trains. Then the travellers gradually got used to them; they found them more comfortable than the trolley cars, and they abolished the necessity of climbing stairs. But the worst part of all was that the trains ran to Broadway Ferry, while 75 per cent of the travel was to the Brooklyn Bridge, making necessary a change of cars and a consequent loss of time. At the Jamaica end of the line, the railroad had no facilities for switching, and the main street—the only business street—of the village, was obstructed by a solid line of cars three or four blocks long.

The property owners, the residents and merchants along the avenue were up in arms, and the Jamaica Avenue Association was formed. The officers of the railroad company were visited, to see if the nuisance could not be abated. The delegation got answer that the railroad company owned the fee of the street, had the right to run as many trains and as many cars as it pleased, and, if it so desired, could erect a fence on either side of it. The delegation—composed of responsible business men along the length of the avenue, headed by John Adikes and Dr. Woods, of Jamaica—were dumfounded. They knew nothing of the contract which had been signed by their elected officials. Their reception, they claim, was such as to make them resolve to fight the aggressions of the railroad company.

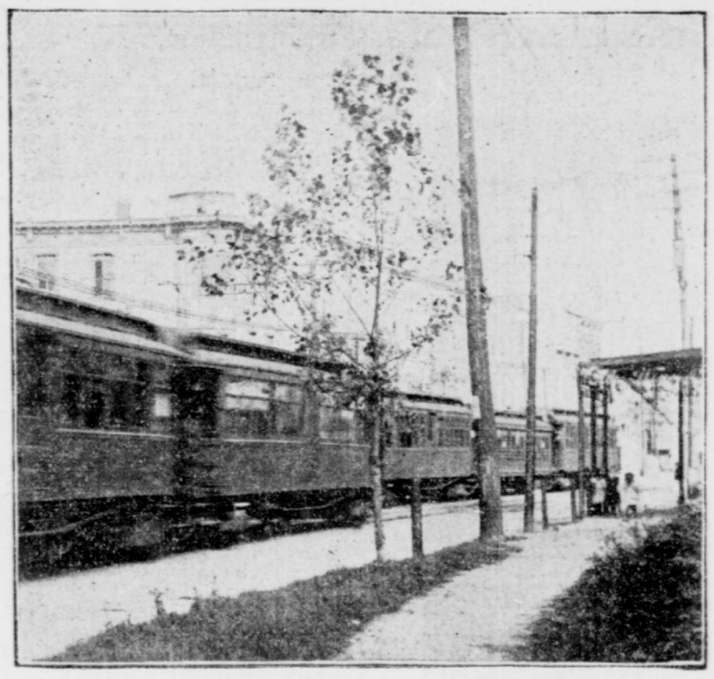
A suit was begun in court against the road, and the case was heard by Justice Smith at Patchogue. An opinion was also requested from the Corporation Counsel as to whether the Board of Aldermen of the greater city could regulate traffic on the avenue. An affirmative answer was given, and at the request of the Jamaica Avenue Association a resolution was passed by the board, declaring the trains a nuisance and ordering their removal. The resolution was opposed only by the railroad company, and President Winter significantly stated that the company had the right to charge a fare of 10 cents. On December 8, of last year, Mayor Low signed the resolution, which carried a fine of $50 for each train operated after noon of that day, and the motor trains were removed.

Then began what is believed by many to be an act of retaliation. All the old trolley cars in Brooklyn were brought out—some of them, as President Winter has stated, the company never expected to use again; the transfers to the elevated were abolished, making a fare of 10 cents to the Bridge, and the service was put back to where it was six years before, except that it is probably a little worse. Residents declare that every flat wheeled car in Brooklyn is now running to Jamaica, and if one takes notice of the signs on them he will have doubts as to his destination, as they bear the names of almost every street in the two boroughs.

This was the last straw. The travelling public was incommoded, and the Jamaica Avenue Association was blamed for having destroyed a fairly good service without securing a better one, and a great deal of bitterness was engendered. Public meetings have been held at which solutions of the problem have been sought; committees have visited the railroad officials in an endeavor to bring about a better service; it has been pointed out that the railroad company is at least morally bound to continue the service and the rate of fare which induced thousands to seek the pleasant home sites of Queens Borough; it has been shown that the traffic in Jamaica-ave. has fallen off 50 per cent, most of the travellers going by way of the Long Island Railroad. To all of these representations the officials of the road have only one reply—that they cannot afford to carry passengers from the Brooklyn Bridge to Jamaica by trolley and elevated for five cents, and because it was done for four years is no reason why the company should again institute such a service. All committees agree that the return of the motor trains was the only solution of the question from the company's point of view. And to a blunt question as to whether the company would guarantee a five cent fare if the motor trains were allowed to resume, President Winter makes reply that he cannot guarantee any such thing.

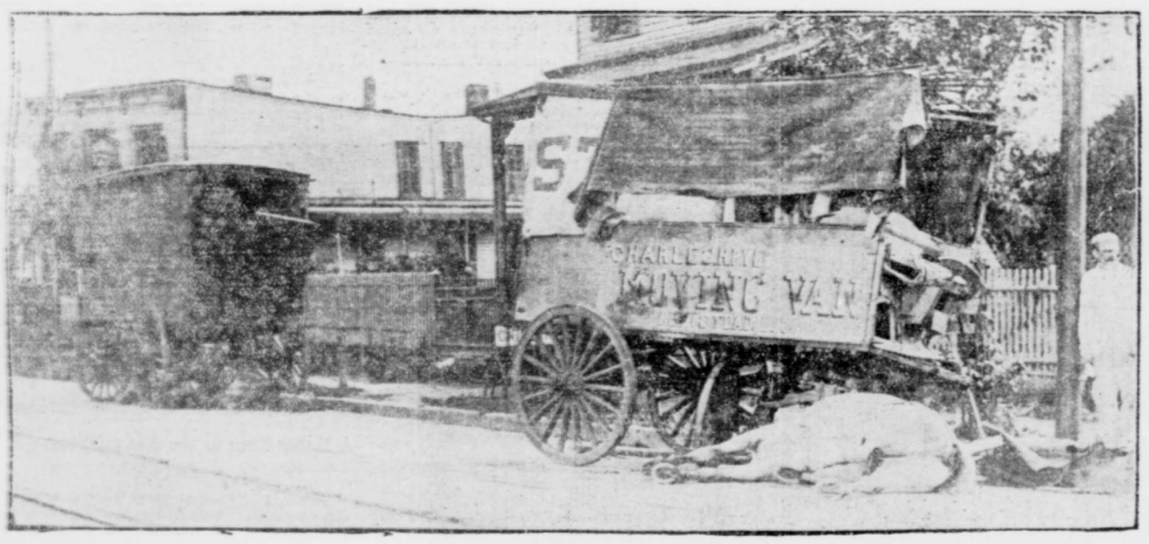
In the last few weeks petitions have been passed and extensively signed, asking the Board of Aldermen to rescind the resolution, so that the company would have no excuse for not restoring the through service. The petitions were presented to the board a week ago Tuesday by Alderman Lochner, and referred to the Railroad Committee. In a few days a public hearing will be held, at which both sides will be represented. The newer settlers of the neighborhood feel that their interests are best served by the motor train service, which provided comfortable travelling at a five-cent fare. The petitions have been pushed largely through the efforts of Frederick W. Dunton, an active and resourceful resident of a suburb just beyond Jamaica. Many say he represents the railroad in this matter.

But the old residents of Jamaica, with their village pride and old traditions, stand firmly on the proposition that their noble avenue shall not be turned over to the railroad corporation; that to give the railroad a free hand would be to invite the destruction of the street. They claim that Jamaica-ave. has been a public highway for over two hundred years, and that the title of it rests in the people alone, the contract of the Board of Supervisors notwithstanding. They claim that the roalroad company even violates that contract, as it distinctly provides for a street surface railroad and not for an elevated train. They point to the fact that a new racetrack is to be opened near Jamaica this summer, and that another is to be built in the near future, and they fear the running of express trains five or six cars long through their main thoroughfare. They cannot see, since at the present time New-York City is spending millions of dollars to raise or lower tracks in Manhattan and Brooklyn, in order to abolish grade crossings, why Jamaica should be saddled with a railroad train on its principal street—something which, in the course of a few years, the city will have to pay to remove. They intend to take the contract of the Board of Supervisors into court, and declare that if the people will only be patient they will bring about a return of a good, quick, comfortable service for a single fare between Manhattan and one of its most attractive suburbs.



IN THE PRINCIPAL STREET OF JAMAICA.

Long trains of elevated railway cars ran down an inclined plane on to the main business street of Jamaica, where they seriously impeded passage from the shops on one side to the shops on the other.



HOW JAMAICA SUFFERS FROM ELEVATED TRAINS BEING RUN THROUGH HER BUSIEST THOROUGHFARE.

Two furniture vans, drawn by two horses each, about twenty feet apart. Motor train crashed into one and drove it into the other. Three men were injured, two horses were killed, and two others had to be shot.

LITTLE OLD NEW-YORK.

Continued from second page.

noised around, and, reaching the Governor's sister, Mrs. Bayard, caused her to interfere, with the result that Hodgson was released, but in an almost dying condition." Other stories of persecution of the good Quakers could be told, but the one here set down is sufficient to ponder over.

In 1661 a proclamation of "conditions and privileges" was scattered through the British Kingdom at the instance of the Holland States General, telling the glories of New-Netherland and assuring "persons of tender conscience" that they would be protected in their right of worship. But not the Quakers. They were still to be persecuted. It was not until 1685 that they obtained recognition, and then only through the advocacy of Penn, who found gracious treatment at the hands of King James.

During Cornbury's administration of affairs "liberty of conscience was granted to all persons except papists, and the solemn affirmation of the Quakers was to be taken instead of an oath," but special care was to be exercised by him "that God Almighty be devoutly and duly served." This was in 1702. Two years later the first meeting house of the Quakers was established in Green-st. Alley, between Liberty-st. and Maiden Lane, and was afterward removed to Liberty-st. In 1775 they erected a house of brick in Pearl-st., between Franklin Square and Oak-st., which was taken down in 1824 to make room for other buildings. At the end of the first quarter of the nineteenth century they had three places of worship—in Hester-st., built in 1819; in Rose-st., built in 1824, and in Manhattanville, built in 1825.

Market and Orchard sts. were at one time occupied wholly by the Quakers. The latter street was then the garden spot of the city, with comfortable houses, set in with trees and shrubbery. As George-st. in the old days, Market-st. had an evil repute, and became an eyesore to the Quakers. Appeal was made to the city authorities to change its condition, but it received no answer. The Quakers adopted their own measures of reform by buying the entire property, rebuilding some of the houses and purifying all of them. They then changed the name of the street to Market, and made it a haven of social rest in whose vicinity refinement reigned.

A record of two hundred and eighteen years ago says: "The Jews' petition to the Governor [Dongan] for liberty to exercise their religion, being by him recommended to the Mayor and aldermen, was read in Common Council, and they returned their opinion thereupon, 'That noe publique worship is tolerated, by act of Assembly, but to those that professe faith in Christ, and therefore, the Jews' worship not to be allowed.'" The foregoing is the first mention of the Jews in the old city, though they were, no doubt, a part of its life twenty years prior to the date of the record. At that time, as to-day, their worship was devoid of ostentation. Even when an attempt was made to draw them into the maelstrom incident to religious intolerance with the promise of recognition for themselves, it was met with rebuffs. In 1728 is a record of "a lot of ground granted to the Jews for a burying ground, near the cripple bush or swamp, 112 feet long and 50 broad, situated opposite Chatham-square, corner of Fayette-street"—then a long distance out of the city—and two years later a record of the building of a synagogue in Mill-st., near the junction of the present Beaver and Broad sts. In 1738 they were disfranchised in a peculiar way. Adolph Philipse had been Speaker of the House for twelve years, but lost his seat in the general election of 1737. The following year, at a special election held to fill a vacancy caused by the death of one of the members, Philipse contested the election with the son of the deceased member, and was elected. His former opponent entered a complaint against the Sheriff of dishonesty in counting the votes, and his examination was ordered. He was acquitted of fraud, and the candidates were directed to exchange lists of questionable electors. The qualification of the Jews as electors was denied by the attorney for the complaining candidate, and the opposing counsel urged the "authority of the law which gave the suffrage to all free-holders of competent estates, not excepting 'the descendants of Abraham, according to the flesh.'" The debate lasted for three days, but the House, before which the proceedings took place, decided that Jews could not vote, and it was some years after that that the right to vote was given to them.

At the time the Mill-st congregation was established few of the members lived above Wall-st. In the beginning of the nineteenth century, with the increase in the commercial growth of the city and the continued arrivals of Jews from Europe, the erection of a new temple became necessary, and a building formerly used as an African church, in Elm-st., north of Canal, was purchased and fitted up by the German and Polish Jews. These were the only places of worship up to 1830.

ON THE PACIFIC SLOPE.

[BY TELEGRAPH TO THE TRIBUNE.]

San Francisco, Feb. 12.—The news of Japan's brilliant attacks on Russia awakened here a deep interest because of San Francisco's close connection with the Orient and because of a large colony of Japanese in this city. The bulletin boards are surrounded by large crowds throughout the day, and among the most interested are Japanese, who jot down notes and then rush to the offices of the two native newspapers. In a few minutes extras are struck off and delivered to subscribers. Although the business of sending supplies to Japan will be much increased by the war, John Fowler, consul general at Che-Foo, who sailed this week for his station, predicts that there will be a large falling off in American trade with Manchuria which passes through Che-Foo. He says that this will amount to fully $20,000,000 should the war last twelve months.

Another heavy rainstorm began Thursday noon, and the fall was heavy, with a strong southwest wind. Weather predictions are for good rains in southern counties, where moisture is badly needed, as the rain last week was too light to do much good. All Southern California is suffering from the dryest winter known in many years, and even in Los Angeles many have been forced to sacrifice lawns about their homes because of lack of water.

Despite showers that have fallen, there is much suffering among cattle in Ventura and San Luis Obispo counties, and strong appeals have been sent to the Governor to permit the driving of cattle into Northern California and Nevada and Arizona. Secretary Wilson has denied permission to send more cattle to other States and Territories. The result is sure to be a heavy loss to California stock breeders, as there is no feed in the two counties for cattle.

Postmaster Fisk of San Francisco has made a strong appeal to Washington for thirty-two additional letter carriers for suburban districts, as at the present time many letters cannot be delivered the same day as received because of lack of help. San Francisco has become an important mail distributing point and its postoffice equipment has not kept pace with the growth of the city.

The cornerstone of the new building of the Wilmerding School of Industrial Arts was laid this week by President Wheeler of the University of California. Ten years ago J. Clute Wilmerding left $400,000 for the establishment of a school of mechanic arts. The institution has now been in operation four years and has attracted so many pupils that the new school building was badly needed.

The savings banks of San Francisco show remarkable gains since last September. In these four and a half months banks have increased their deposits $3,500,000. They also show gains in assets of nearly $3,000,000.

TO FOSTER TRUE DEMOCRACY AT HARVARD

JUNIORS PROPOSE ABANDONING LUXURIOUS APARTMENTS FOR THE PLAIN DORMITORIES OF THE YARD.

Cambridge, Mass., Feb. 13 (Special).—Harvard's junior class has turned its back against wealth and luxury in an attempt to revive class spirit, college loyalty and a love of the old traditions which, it feels, should be dearer to the heart of every Harvard man than they are at present to the hearts of some.

The movement is a reactionary one—a warfare against the "nouveau riche" life which has lately sprung up in the wealthy Mount Auburn-st. district and stifled the old life in the quaint, elm-shaded dormitories in the college yard.

It is a struggle to do away with Harvard indifference—to create a new feeling of democracy among Crimson undergraduates—and to inspire a love for the old, memory clustered part of the college, a love which has been almost obliterated lately by the inward march of wealth. As such, it is meeting with the hearty approval of the college authorities, who for a long time have realized these elements of weakness in the undergraduate life and are anxious to remove them in any way.

The movement begun by the members of the class of '05 is, in a word, this—to break up the luxurious existence of Mount Auburn-st. (at least as far as the class is concerned), and by a general exodus to establish the entre class in the old weather beaten yard dormitories next year. By that time, of course, "Five" will be the senior class at Harvard, so that, it is hoped, for the first time in the university's history, the spectacle will be presented of between 500 and 600 students, all classmates and men to whom all other undergraduates naturally look up, living in one big body in the famous little old rooms once occupied by such men as Emerson, Thoreau and Phillips Brooks.

The revival of the old undergraduate life in the college yard is something which Harvard's faculty has hoped and prayed for for many years. Ever since the first costly, big, private dormitory was erected in Mount Auburn-st., the yard, with its quaint, historic, little buildings, has been steadily deserted by those students who have taken the most prominent and leading parts in undergraduate life.

The desertion has been caused not so much by lack of love for old institutions as by a desire for something "new," which could only be purchased by considerable wealth.

The fact that rooms in the yard cost only $75, $100 or $150 made them available to almost every undergraduate in the university. None but the student of wealth could live in Claverly, Randolph, Russell and Westmorly, with their elevators, private bathrooms, steam heat, electric lights, bellboys, "plunges," reading rooms, squash and tennis courts, valets and all manner of other conveniences.

Consequently, a strict line soon began to be drawn between the student who lived in the yard and the student who lived in Mount Auburn-st. It was not a line of social distinction in every case, but the tendency was that way. Many students still roomed in the yard who, although they had little money, worked their way to prominence in the undergraduate life either through their prowess on 'varsity athletic teams or along the many other branches of college activity which are open to every one of enterprise and brains. But there were a great many more who did not, and who simply lived there because they could not afford to live in the big private dormitories. Hence, it soon came about that the great majority of the prominent men in college—of the men who had distinguished themselves along social, athletic, artistic or intellectual lines—lived in that part of Cambridge which lies below Massachusetts-ave. toward Mount Auburn-st. and the Charles.

There were, and are, a great many reasons why life in Mount Auburn-st. for those who can afford it is much pleasanter than life in the yard. In the first place, the whole social life of the university centres in that direction. Almost every clubhouse of any importance at Harvard is found south of Massachusetts-ave., and all the societies, literary and otherwise, assemble there.

Then, too, life in the big dormitories is much more comfortable than life in the ramshackle, low ceilinged buildings of the yard. In the latter the water is apt to freeze in the pitcher overnight; the "goody" (or aged female attendant) is likely to forget to make the bed; coal must be kept in a closet or lugged upstairs from the cellar, and the only heat comes from a small open grate.

In the private dormitories the student has everything that money can buy. "Pulania!" is the expression applied to them by house agents. The men who live in them constitute the university's "Four Hundred." They operate their own automobiles, ride their own horses and breed their own dogs. In Dunster Hall three men once lived who had a Japanese cook who prepared their own meals in a superior way. Other students occasionally have affected the English life sufficiently to boast of a valet, and other marks of wealth and extravagance have been frequent. Many of these men, of course, do other things than "sport." The majority of Harvard's great athletes have been sons of rich men, and the same can be said of those who have distinguished themselves along other lines. The trouble has not been so much that they have had plenty of money to spend, but that the inevitable result of their life in Mount Auburn-st. has been to form a class by themselves. The Mount Auburn-st. "crowd" has generally developed into a close clique or ring which has controlled undergraduate life to a large extent. A few fellows without money who have distinguished themselves in college have filled the less expensive buildings in the neighborhood of the great private dormitories, but with a few exceptions there have not been many bonds of sympathy or common interest between those living north and those living south of Massachusetts-ave.

As a result of this sectional feeling class spirit has dwindled and college has become dwarfed to the fellows who have been "outside the pale." Many of them do not know the officers of their own class or the prominent men, even by sight—at least not all of them. This may seem exaggerated, but it is proved by the fact that hardly 50 per cent of the senior class at Harvard are sufficiently interested in the annual class day elections to cast their votes. The reason is obvious. They do not know the nominees. And the strange part is these nominees are always the most prominent men in the class—the class president, captains of the different teams, etc.

It is to do away with these sectional barriers that Raymond Oveson, president of the junior class, has started the present movement in favor of the rehabilitation of the old yard dormitories. Oveson, who is a Kansas boy, is one of the most popular men in college, and well qualified to be the leader of such an enterprise. In his freshman year he played on the '05 football eleven, and since then has come near making the 'varsity team. He also is one of the best men Harvard has in the hammer throw.

But for all his prominenece Oveson is essentially democratic. Since he entered college he has always been closely identified with Christian Association work, and this has thrown him into contact with every class of Harvard men. Few undergraduates have so wide and varied an acquaintance as he—a fact which helps him greatly in the work he is now carrying on.

Oveson is assisted by the most prominent men of his class, among them "Dan" Hurley, captain of next year's football eleven, and A. C. Travis, of New-York, assistant managing editor of "The Harvard Crimson."

The plan is to give "Five" first choice in choosing enough rooms in the yard dormitories to accommodate the whole class. In this, it is understood, they will have the hearty co-operation of the faculty, who for some time have been working hard to check the tide setting in the direction of Mount Auburn-st.

Their attitude toward the matter is plainly shown by the action which they took last year. Previous to that time yard rooms had been open to any student, whether he was a senior, freshman, Law or Medical School man, or, in fact, a member of any of the graduate departments of the university. The method of securing rooms was to draw for them. No preference was given upper class men, but all were placed on an equal footing, whether they were students who had been in college two or three years or whether they were just entering from "prep" school or another college.

Last year, in order to induce the best men in college to occupy the yard rooms, the rules of allotment were changed so that to seniors was given a preference over all others in drawing rooms for Stoughton, Holworthy and Weld halls. It was also voted that no one but an undergraduate could occupy any room in the yard. The object of this change was to create a distinct undergraduate atmosphere in the yard, and, by giving seniors preference over lower class men in drawing rooms to place a certain premium on the very fact of living in the yard.

The plan, in part, was successful. As a result of it a much larger number of the leading men in college are living in the yard, and with the elimination of graduates from occupancy in the college dormitories a new feeling has risen in the minds of undergraduates concerning the old edifices. However, the plan of giving seniors first choice in Weld, Stoughton and Holworthy halls failed in its mission of securing enough seniors to fill those dormitories completely. After the senior applications had been filled rooms enough were still left to satisfy the demands of many under class men, so that at the present time, although these three halls are nominally called senior dormitories, they really are occupied by almost as many juniors and sophomores of the class of '06.

If Oveson's entire scheme goes through it will need more than three dormitories to satisfy the demands of '05. Roughly speaking, the yard dormitories accommodate six or seven hundred students. However, there is very nearly that number of students in the present junior class, so that if it is decided that the entire class move into the yard next year it will mean virtually the transforming of the entire campus into a living place for seniors. This would mean that freshmen, coming to Harvard for the first time, would not be able under any conditions to obtain rooms in the yard, but would come to look forward to the time when they, too, would be seniors and could enjoy that rare privilege, as one of the pleasantest things in their whole college course.

This is just the attitude which the college authorities wish to create in the undergraduate mind. In the opinion of the faculty there is something in the old dormitories, with their wealth of historic association, which ought to be revered. They wish students to feel that it is a distinct privilege to live in rooms once occupied by men who became famous, and to love them for the memories which cluster about their walls.

When this happens they feel that undergraduate life will again drift toward the yard—will again have its centre in the precincts of the college itself instead of a new and artificial community. With this revival of a true college atmosphere will come, it is hoped, a disregard for wealth, luxury and the glamour of private dormitory life, which will tend to place all Harvard students, whether rich or poor, on a more equal footing. Undergraduates will live in the yard, not because the rooms are cheap, but because it is "the thing to do." The poor man will vie with his rich neighbor for the honor, and the mingling of the two will create a new democracy among the students at Cambridge. Mount Auburn-st., with all it stands for as far as wealth and social rank are concerned, will diminish in importance. The best men will be in the yard. Students seeing each other more frequently, will know each other better and class spirit and college loyalty will grow. In fact, if the new movement is put through—if the wealthy members of the present junior class eschew ease and comfort in the palatial private dormitory for the bare, uncomfortable but historic old rooms in the yard—if, in short, the Crimson faculty permit next year's seniors to invade the old yard in a body, Harvard University indeed may enter upon a new regime.

ROOM IN HOLLIS HALL, HARVARD.

This one has been occupied by Emerson, Thoreau and Everett. To such plain quarters it is proposed the richer students of Harvard should return. The photograph scarcely convinces one that much hardship would be involved.

THE EXPURGATED ARTICLE.

From The Chicago Tribune.

Swipesy (looking over bill of fare at cheap restaurant)—"Boneless chicken." Wot's dat?

Muggsy—Ye blame fool, dat's chicken wid de rabbit bones all picked out'n it.