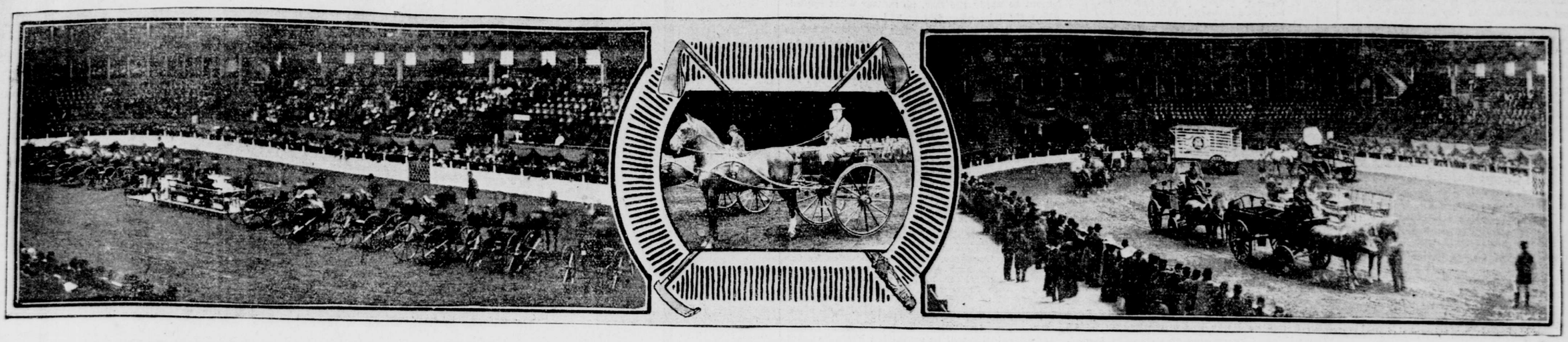
New-York Tribune.

VOL. LXVI....No. 21,921. To-day, rain and warmer. To-morrow, rain or snow; west winds. NEW-YORK, THURSDAY, NOVEMBER 22, 1906.—FOURTEEN PAGES.— Copyright, 1906, by The Tribune Association. PRICE THREE CENTS.

SCENES AT THE HORSE SHOW IN MADISON SQUARE GARDEN YESTERDAY.



JUDGING HORSES AND RUNABOUTS IN CLASS 88.

JUDGE WILLIAM H. MOORE DRIVING FOREST KING.
Winner of Waldorf-Astoria Cup.

JUDGING HEAVY DRAFT HORSES IN CLASS 118.

CUP FOR FOREST KING.

CHEERED TO THE ECHO.

Judge Moore Wins Coveted Trophy for All Time.

PROGRAMME FOR TO-DAY.

10:00 a. m.—Judging five pony stallions, Class 92.
10:10 a. m.—Judging six pony stallions, Class 93.
10:25 a. m.—Judging eight Shetland stallions, Class 95.
10:40 a. m.—Judging two pony brood mares, Class 94.
10:50 a. m.—Judging seven Shetland brood mares, Class 96.
11:05 a. m.—Judging three pony stallions with three of their get, Class 91.
11:20 a. m.—Judging ten trotters, brood mares, Class 10.
11:35 a. m.—Judging ten trotters, colts or fillies, yearlings, Class 9.
11:50 a. m.—Judging eight trotters, fillies, two years old, Class 8.
12:05 p. m.—Judging eight trotters, fillies, three years old, Class 7.
12:25 p. m.—Judging eight trotters, stallions, two years old, Class 6.
12:35 p. m.—Judging six trotters, stallions, three years old, Class 5.
1:00 P. M.—RECESS.
2:00 p. m.—Judging twenty-one harness horses (novice class), Class 121.
2:20 p. m.—Judging twelve ponies in harness, Class 65.
2:50 p. m.—Judging eighteen roadsters in harness, Class 12.
3:20 p. m.—Judging thirteen hunters and jumpers over six fences, two at five feet, two at five feet six and two at 6 feet, Class 110.
4:00 p. m.—Judging eight road teams (four-in-hand), Class 61.
4:25 p. m.—Judging those ladies' saddle horses (ladies to ride) selected to compete in Class 78.
4:50 p. m.—Judging thirteen trotters, stallions, kept for service, Class 4.
5:20 p. m.—Judging eleven polo ponies, Class 88.
6:00 P. M.—RECESS.
6:30 p. m.—Judging four polo teams, Class 89.
6:55 p. m.—Judging fourteen pairs of harness horses, Class 42.
9:20 p. m.—Judging six trotters with a record of 2:20 or better in harness, Class 11.
9:45 p. m.—Judging sixteen pairs of harness horses for the Brewster Prize, Class 129.
10:10 p. m.—Judging fourteen cobs under saddle, Class 76.
10:35 p. m.—Judging sixteen thoroughbred hunters, Class 102.

Cheered like a successful football hero, the flashy black gelding Forest King bore off the coveted Waldorf-Astoria Cup at the Horse Show at Madison Square Garden last night for Judge William H. Moore, of Chicago, giving him that trophy for all time. Out of the twenty horses which had been entered to fight with him for the glory of the cup, only eight appeared in the lists against him. Judge Moore drove his own horse.

If Forest King had not been there it would have been hard indeed to pick the best horse in that lot, for all the others were evenly matched, although J. W. Harriman's Nala finally was chosen as being next to Forest King.

Forest King was the last to enter the arena. When the bugle first sounded C. W. Watson's Lord Baltimore entered the ring. Then came Chieftain, driven by J. W. Harriman, followed by Reginald Vanderbilt's Bravo, Miss Morosini driving Glorious, J. Campbell Thompson with Molly O, and Royal Regent, from the Allendale Farm.

When Forest King pranced through the northern gate at the Fourth avenue side a great cheer greeted him. As the famous horse went around the ring his progress was marked by cheering and applause that swept around with him like a wave. The first turn showed that Judge Moore had won the cup. No other horse stepped with so lordly an air, no other horse had the same sweet, true line, and the king paraded as though he knew it just as well as his owner.

Miss Morosini had pinned her hopes on Glorious, a well named animal, but soon sent for her other entry, Togo, a handsome brown gelding, with a slightly freer action. J. W. Harriman forsook Chieftain at this time, too, the grooms rushing in with Nala, a bay stallion. It was a lucky move for Mr. Harriman, for he earned the honor of being second only to Forest King himself.

Judge Moore was among the first to pull up alongside the judges' stand, being followed by Mr. Harriman with Nala and J. Campbell Thompson with Molly O. Some of the crowd thought that the three horses left circling the arena had been chosen and that Forest King had been thrown out. Until the entire field, with the exception of Forest King and Nala, had been sent out the hissing and booing continued.

Then, when the blue rosette was placed on Forest King, and he danced around the tanbark, folowed more sedately by Nala, the cheers and applause continued until the bugle sounded again for the next class.

One of the best contested events of the evening was Class 44, for pairs of horses shown to a four wheeled vehicle, in which Alfred G. Vanderbilt captured his second blue ribbon of the day with Sweet Marie and The Major. There has been considerable rivalry between the Vanderbilt and Moore stables, and when the Oakland Farm bore off half a dozen ribbons of all sorts and Judge Moore failed to get one the stable hands almost came to blows. When Forest King won the coveted trophy, however, peace was restored.

Much enthusiasm was shown when Class 48, for pairs of harness horses driven by women, began. The Vanderbilt entry, Phœbe Watton and Marie Tempest, driven by Mrs. P. Donnelly,

Continued on third page.

SYRACUSE-WEST POINT FOOTBALL

at West Point, Nov. 24. Special train from Desbrosses St., 12:20; West 42d St., 12:30 p. m. Round trip, $1.25. See West Shore Ticket Agents for full particulars.—Advt.

BRIDGE CONDITIONS.

B. R. T. FEARS DISASTER.

State Commission Hampered by Local Rapid Transit Commission.

Recommendations made by the State Railroad Commission on Tuesday, designed to relieve somewhat the Brooklyn Bridge crush, found a striking echo yesterday when Vice-President Calderwood, of the Brooklyn Rapid Transit Company, declared that the bridge was being worked to its limit and that his company lived in expectation of a great calamity there. Almost similar sentiments were expressed by Frank Hedley, general manager of the Interborough, regarding the East Side traffic in Manhattan. The Second and Third avenue elevated roads, he said, were being operated to their utmost capacity, and unless they were enlarged, as the Railroad Commission recommended, the company was absolutely powerless to better conditions.

The Rapid Transit Commission of the city holds the key to the situation in both cases. Only recently it refused to sanction a bridge loop scheme along the lines of that recommended by the State Railroad Commission, which Brooklynites said would have relieved the bridge congestion in great measure. Applications made by the Interborough for extra tracks on the Second and Third avenue elevated roads have not been granted. These applications are still alive, and the road stands ready to enlarge those lines if the commission grants permission. Mr. Hedley said:

The Interborough has applications now before the Rapid Transit Commission for third tracks on the Second and Third avenue elevated lines. This recommendation of the State Railroad Commission is no new one. We would gladly follow it if we could obtain permission. These roads are being operated to their utmost capacity, and we can't do anything more than we are doing to relieve the congestion of Bronx traffic. If the Rapid Transit Commission would grant our applications we would have this new track in operation in a year. Our formal papers on file before the commission promise that.

Objection to the extension of elevated roads in this city apparently is the chief reason for the refusal of the commission to grant these applications, as it was the reason for the turning down of the elevated bridge loop plan which the Brooklyn Rapid Transit Company advocated. Railroad men say, however, that some relief must come for the conditions which exist now, even if that relief be considered only a temporary affair. The Bronx crush and the disgraceful conditions at Brooklyn Bridge, they say, will continue to grow worse in geometric progression the longer relief is postponed. They do not seem inclined to blame the passengers for protesting against their hardships, but say that they themselves are practically powerless to better conditions. Vice-President Calderwood, of the Brooklyn Rapid Transit Company, said:

We have reached the limit of capacity in the Brooklyn Bridge operation, and I venture the assertion that there is no transportation problem in the world that presents so many difficulties as the present operation on the Brooklyn Bridge. Conditions are continually growing worse instead of better.

We are now operating five-car bridge trains during the rush hours of the night and morning on a 60-second interval. Sometimes it will run as low as fifty-five seconds, which means sixty-five five-car trains, or 325 elevated cars, an hour. Until within the last few weeks the best operation ever attempted was four-car trains.

We are also operating nearly three hundred surface cars, which pass around the loop on the Manhattan end of the bridge every hour. We are also operating during the rush hours about ninety six-car elevated trains in and around the Brooklyn terminal of the Brooklyn Bridge, or about 540 cars an hour. This is also the limit of this terminal operation under present conditions. This, of course, governs the number of trains that can be operated on our elevated lines reaching the Brooklyn Bridge.

We can have no improvement in this condition until we can operate through elevated trains across the Brooklyn Bridge. This would relieve the present tension at this end of the bridge and enable us to put more trains on our elevated lines leading to the Brooklyn Bridge.

So far as the Brooklyn Rapid Transit is concerned, every one connected with the operating department is straining every point during the twenty-four hours to do the best he can in connection with this operation, fully realizing not only its importance but its danger. While the operating department is in no manner responsible for present conditions, you can rest assured that we are keeping the records of this operation in such shape that in the event of a calamity not only the men who are in direct connection with this operation will share its responsibility, but all others who are in any way responsible for the present conditions.

President Winter of the Brooklyn Rapid Transit Company, said, regarding other recommendations of the Railroad Commission referring to the operation of car lines in Brooklyn, that they were feasible and would be carried out if permission could be obtained. Some were made in accordance with suggestions from the road. He said he only wished the road could get permission to have the elevated loop connecting the Brooklyn and Williamsburg bridges. It wants, also, the terminal facilities for surface cars at the Manhattan end of the Williamsburg Bridge recommended by the state commission. He said the road stood ready to elevate its tracks over Sands street from the terminus of the Brooklyn Bridge, and had advocated that important improvement for three years. Application for permission for a connection of the Washington and Fulton street tracks at or near Tillary street was made a year ago, but the conditions required were considered out of the question by the road. Mr. Winter said the company was ready to run cars in Livingston street whenever it could get the right of way necessary.

THANKSGIVING DINNER.

Dewey's Wines always give satisfaction. H. T. Dewey & Sons Co., 133 Fulton St., New York.—Advt.

TRAIN EVERY HOUR ON THE HOUR

to Philadelphia via New Jersey Central.—Advt.

KAISER WILHELM DER GROSSE IN COLLISION.

SHE AND THE ORINOCO BOTH BADLY DAMAGED—NINE MEMBERS OF CREWS REPORTED LOST.

Cherbourg, Nov. 21.—A dispatch received here reports that the North German Lloyd steamer Kaiser Wilhelm der Grosse, which left Southampton and Cherbourg to-day for New York, has been in collision with the Royal Mail steamer Orinoco. Both vessels were severely damaged.

It is declared that four members of the crew of the Kaiser Wilhelm der Grosse were killed, while twelve were injured. Five members of the crew of the Orinoco are missing, and are supposed to have been drowned. The Orinoco left Southampton to-day for West Indian ports and New York.

The accident to the Kaiser Wilhelm der Grosse, reported from France, is not her first. On June 30, 1900, the North German Lloyd Company's pier at Hoboken caught fire and wrecked three ships of the line. The Kaiser Wilhelm, the largest and finest of the fleet, was dragged out of the dock and saved from serious injury. The Salle, the Bremen and the Main were destroyed. About three hundred lives were lost in this fire. The total property loss amounted to $10,000,000. Beside the persons who were killed, one hundred and fifty were more or less seriously injured. When it was seen that these steamers were doomed to destruction the company's employes devoted their efforts to saving the Kaiser Wilhelm. She was then the largest and by far of the most valuable of the fleet. She caught fire forward on her starboard side. It was put out by the crew before it made much headway.

A few months later the Kaiser Wilhelm, after an adventerous trip from Bremen, went aground off Southwest Spit. This was on November 23. No serious damage, however, was done to the ship, and after several hours she was floated.

The Kaiser Wilhelm der Grosse is, next to the Kaiser Wilhelm II, the largest and finest of the fleet of liners of the North German Lloyd Steamship Company. She was built in 1897 and when new broke all records between Southampton and Sandy Hook. She was built at Stettin, Germany, by the Vulcan Company, is 625 feet long, 66 feet broad and 43 feet deep. Her registered tonnage is 14,349.

The Orinoco is one of the Royal Mail Steam Packet Company's fleet of steamers which ply between Southampton and Colon, having New York as a port of call.

GIRL'S CLEVER RUSE.

Hoboken Housemaid, Stage Struck, Tries to Rob Mistress.

Emily Williams, a housemaid, employed by Miss M. B. Garnett, of No. 506 River street, Hoboken, who is a niece of Mrs. C. B. Alexander and Colonel Stevens, of Castle Point, nearly carried out a cleverly planned scheme to rob her mistress and thus get enough money to go on the stage.

Miss Garnett was away Tuesday night, but Mrs. Alexander was staying in her house. Mistress and servants were aroused by a commotion downstairs at a late hour. They found the housemaid lying on the parlor floor in an apparently unconscious condition, while the furniture was strewn about in disorder.

The police were called, and on going through the house found things topsy turvy in Miss Garnett's room. It looked like a plain case of robbery, though all that was missing was $15 from Miss Garnett's bureau drawer.

When the housemaid "revived" she told a plausible story of a fierce encounter with a burglar, who, the girl said, had grappled with her on the stairs, dragged her all over the parlor, upsetting the furniture, and finally escaped through a window. A badly dilapitated hat, which apparently belonged to the thief, was found in the hall.

Much was the surprise of the police, however, when a Hoboken hatter yesterday identified the supposed burglar's hat as one he had sold to the housemaid. Confronted with this story the girl broke down, and admitted that she had planned the burglary to get money to go on the stage. She got only $15, and this she said she threw out of the window, fearing detection. The money was found on the lawn, and the housemaid was put on probation.

LOSES LAND; SMILES.

Andrew Carnegie Forecloses Mortgage on a White Elephant.

There are few men who can lose title to a real estate parcel valued at many thousands of dollars and still smile. Andrew Carnegie was able yesterday to show to the realty operators, investors and brokers of Manhattan Island that one of these small number of men lives in this city. His name is Curry, but he is better known as Judge Curry, for he was formerly a judge.

He purchased some years ago the vacant plot Nos. 25 and 27 East 91st street, 51.1 by 100.8 feet. It is in the rear of the Sloane house, and across the street from Mr. Carnegie's house. Of course, when he bought the plot he thought it would prove a good speculative property. He borrowed $100,000 from Mr. Carnegie on the property.

The plot was yesterday sold at foreclosure by Herbert A. Sherman at the Real Estate Exchange Salesrooms, No. 14 and 16 Vesey street. The amount due was $107,837 66, together with $4,389 55 for taxes, etc. Mr. Carnegie got the property for $95,000. Before offering the parcel Mr. Sherman, the auctioneer, said that the term of the mortgage expired two years ago. Mr. Carnegie had refrained, however, from beginning foreclosure proceedings until he learned that the owner would be unable to meet the interest due on the mortgage. Among the bidders at the sale were several well known operators. Title to the parcel is held by Daniel Gaffney. He was only a dummy owner. Ex-Judge Curry, the real owner, visited Mr. Sherman's office after the sale. "The judge," said Mr. Sherman, "said that the property had been only a bad investment for him, and that he was glad Mr. Carnegie had bought it. He called at this office to say that he deeply appreciated the kindly way in which he had been treated by Mr. Carnegie in this matter."

EVERY TRAIN A TWO HOUR TRAIN

to Philadelphia via New Jersey Central.—Advt.

BRYCE FOR AMBASSADOR?

Rumor That He Will Be Appointed to Washington Post.

London, Nov. 21.—A rumor was current in the lobby of the House of Commons to-night that James Bryce, the author of "The American Commonwealth" and now Chief Secretary for Ireland, is likely to be selected to fill the vacant ambassadorship at Washington. No confirmation of this rumor can be obtained, and it is believed the government has not yet decided the question.

This suggestion, however, falls in with the growing feeling in high quarters here that the Washington embassy should be filled by a man of exceptional weight, who possesses, in addition to political influence, a sympathetic understanding of the American people and American affairs, such a man, in fact, as the United States, for years past, has sent to fill the post of ambassador in London. It is felt that Mr. Bryce, as a statesman and litterateur of high distinction, is eminently fitted to meet these requirements.

PAINTER'S LIFE WORK.

Thomas Ball Finishes Canvas of Christ Begun 53 Years Ago.

Montclair, N. J., Nov. 21.—Thomas Ball, the sculptor and painter, who lives at No. 105 Upper Mountain avenue, has just completed a painting of Christ which he began fifty-three years ago. The picture, which covers a canvas 4½ by 5½ feet, depicts "Christ Chiding Martha," as told in the Gospel of St. Luke.

Christ is pictured with flowing locks, a full beard and a halo of light about His head. Mary sits at His right, with her eyes fixed on His face. Her sister Martha stands at the left of Christ, with her head slightly turned away. The background is black, but a shaft of sunlight enters through an open door, while beyond the hills and dales of Palestine are seen.

Mr. Ball began the picture in Boston fifty-three years ago, when he was thirty-four years old, but has been unable to finish it until now because his work as a sculptor took up all his time.

Mr. Ball moulded the equestrian statue of Washington in the Public Garden at Boston, the statues of Josiah Quincy, Charles Sumner and John A. Andrews; the emancipation group in Boston, showing Lincoln and the slave, and the statue of Daniel Webster in Central Park, New York. Mr. Ball, at the age of eighty-seven, is wonderfully well preserved, and is about his studio every day.

TALK OF ASSEMBLY WORK.

Wadsworth in Conference at Buffalo—Chairmanship Discussed.

Buffalo, Nov. 21.—James W. Wadsworth, jr., Speaker of the Assembly, was in Buffalo to-night. He met a number of Erie County Assemblymen and talked over work for the coming session. The chairmanships of important committees for the next session came in for considerable discussion. It was said that the three leading candidates for Ways and Means, which carried with it the floor leadership, are Moreland, of Chemung; Rogers, of Broome, and Merritt, of St. Lawrence. Mead, of Albany, it was said, probably will succeed Cox of Erie, on Judiciary.

Other probabilities mentioned by those who took part in the conferences are: Railroads, Brooks, of Erie; Canals, Patton, of Erie; Privileges and Elections, Shuttleworth, of Erie; Electricity, Gas and Water, Hubbs, of Suffolk; Internal Affairs, Brady, of Greene; Hooper, of Essex, or West, of Yates; Commerce and Navigation, Yale, of Putnam; Cities, Burnett, of Ontario; Insurance, Rogers, of Broome; Taxation, Dowling, of Brooklyn, or Hammond, of Onondaga; Fish and Game, Waddell, of Warren, or Hooper, of Essex; Agriculture, Boshart, of Lewis, or Chamberlain, of Steuben; Banks, Wainwright, of Westchester; Excise, F. G. Whitney; Public Health, G. H. Whitney, of Saratoga.

A GENERAL CHANGE OF TIME TABLES

Will be made on the Pennsylvania Railroad, Sunday, November 25.—Advt.

STATE ELECTION COST.

EXPENDITURES $312,246 25.

Republican Committee Received Contributions from 3,300 Persons.

The Republican State Committee in the recent campaign spent $312,246 25. The largest contributions were from ex-Governor Levi P. Morton and J. P. Morgan & Co., who contributed $20,000 each. State Chairman Woodruff contributed $10,000 and lent the state committee $20,000. More than 3,300 persons contributed to the campaign fund. More than 3,000,000 copies of circulars and pamphlets containing extracts from Secretary Root's speech were printed in the closing hours of the campaign.

The report of George R. Sheldon, treasurer of the committee, was filed in the office of the Secretary of State at Albany yesterday by Lafayette B. Gleason, secretary of the committee.

The report shows total receipts of $333,923 60, of which $313,923 40 were personal contributions. The state committee treasurer holds a cash balance of $21,677 35, against which are outstanding bills payable, rendered but not yet "O K'd," amounting to $17,045 11, and bills payable, not yet rendered, but estimated, to the amount of $2,700, leaving an estimated unexpended balance of $1,912 24.

Some of the contributors were:

H. B. Hollins, $5,000; Harvey Fisk & Sons, $2,500; C. H. Mackay, $2,000; J. G. White, $1,000; Senator Depew, $2,500; Frenchot Brothers, $1,000; Irving Blake, $1,000; John B. McDonald, $1,000; Henry F. Shoemaker, $1,000; Adolph Lewisohn, $1,000; Moore & Schley, $2,000; John W. Gates, $2,000; William B. Clyde, $2,500; H. S. Black, $2,500; W. K. Vanderbilt, jr., $1,000; Kountze Brothers, $1,000; J. Borden Harriman, $1,000; estate of Frederick Billings, $1,000; Governor Frank W. Higgins, $2,500; B. J. Berwind, $1,000; C. H. Fellowes, $2,000; F. W. Whitridge, $1,500; Mackay & Co., $1,000; J. & W. Seligman & Co., $2,500; S. K. Corkendall, $1,000; Oscar S. Straus, $1,250; Edwin Gould, $1,000; G. D. Barrey, $2,500; Winslow, Lanier & Co., $1,000; Brown Brothers & Co., $1,000; Edward T. Nichols, $1,000; James P. Ford, $2,500; W. E. Corey, $2,000; Lazard Frères, $1,000; W. H. Moore, $2,000; Kuhn, Loeb & Co., $2,500; F. C. Bourne, $1,000; Frank A. Munsey, $2,000; Frederick C. Stevens, $1,000; W. Thomas, $2,550; John D. Rockefeller, jr., $5,000; Charles M. Schwab, $2,000; Jacob H. Schiff, $2,500; W. Nelson Cromwell, $1,000; John Jacob Astor, $1,000; Andrew Carnegie, $5,000; W. C. Sheldon & Co., $2,000; William A. Engeman & Co., $2,000; Cornelius Vanderbilt, $1,000; John F. O'Brien, candidate for Secretary of State, $1,000; John G. Wallenmeier, jr., candidate for State Treasurer, $1,000; Merton E. Lewis, candidate for State Controller, $1,000; Henry A. Van Alstyne, candidate for State Engineer, $1,000; Julius M. Mayer, $1,000; F. D. Cole, $774; W. F. Havemeyer, $800; General H. Russell, $500; General Horace Porter, $500; L. M. Bigelow, $500; R. Fulton Cutting, $500; the Jewellers' Republican Club, $500; D. Willis James, $500; Clark, Dodge & Co., $500; D. O. Mills, $500; Ladenburg, Thalmann & Co., $500; Maxwell & Scoville, $500; B. N. Duke, $500; William Barbour, $500; Francis R. Appleton, $500; Robert Winthrop, $500; Arbuckle Brothers, $500; Richard Hyde, $500; Warren L. Greene, $500; R. T. Wilson, $500; Emerson McMillan, $500; Walter C. Witherbee, $500; George F. Baker, $500; J. Horace Harding, $500; Redmond & Co., $500; Kuhn, Eddy & Co., $500; George W. Aldridge, $500; W. Baird Cutting, $500; M. W. Harris & Co., $500; Spencer Trask & Co., $500; George F. Morgan, $500; Douglas Robinson, $500; George Eastman, $500; H. N. Flagler, $500; Homans & Co., $500; Judge W. N. Cohen, $500; J. L. Haas, $500; Louis Stern, $500; C. W. Anderson, $500; W. H. Reynolds, $500; J. F. Talmadge, $500; R. A. C. Smith, $500; Frederick Potter, $500; Hiram W. Sibley, $500; William S. Miller, $500; Howard Carroll, $500; Clark, Dodge & Co., $500; George R. Sheldon, $500; S. S. Sanford, $500; Baring & Co., $500; J. R. Maxwell, $500; A. P. Heinze, $500; H. E. Huntington, $500; F. D. Kilbourne, $300; Halsted & Hedges, $300; H. H. Bender, $300; George I. Wilbur, $300. Contributions of $250 each were made by Rothschild Bros. & Co., O. H. Kahn, Percy Chubb, Morris K. Jesup, H. J. Braker, H. J. Braker & Co., John McGee, Laidlaw & Co., Frederick Schultze, Richard Young, B. A. Carson & Co., M. C. D. Borden, Joseph Harper, Alexander Maitland, A. S. Merriam, Van Emburgh & Atterbury, H. M. Hyde, Webb & Prall, Dick Bros. & Co., J. C. Davies, Charles F. Homer, Keech, Low & Co., Tower & Sherwood, Frederick Victor & Achelis, R. C. Fahnestock, W. N. Dykman, George Irving, jr., James H. Wainwright, John W. Prentice, Seth Low, Marshall, Spader & Co., S. B. Chapin & Co., Frank S. Witherbee, George P. Butler & Bros., F. R. Gunnison, C. W. Mowry & Co., Frank E. Perley, N. Whitman, John E. Parsons, Ceylon H. Lewis, John Weir, Norman B. Raum, George Crocker, W. H. Goodby, James S. Clarkson, A. D. Juilliard & Co., T. L. Park, Howard P. Ellis, Henry Clews, T. A. Gillespie, T. A. McIntyre & Co., H. J. Donalson, H. W. Sibley, George W. Ostrander, F. A. Bond, Joseph H. Choate, C. M. Pratt, Harold I. Pratt, Carroll Dunham, William L. Bull and Gifford Pinchot.

The report as filed is a record of daily expenditures, and the amounts expended for specified purposes are not classified.

Secretary Gleason, speaking of the report, said:

The records of the treasurer show that there were contributed to the various county committees of the state $152,250, $40,000 of which went to the county of New York and $30,000 to the county of Kings. As there are over forty-five hundred election districts in the state, this will be seen to be an allowance of about $34 50 for each election district, for meetings, a canvass, registration purposes and necessary expenses of Election Day for watchers.

In addition to the amount distributed to the chairmen of the county committees as above stated, $9,600 was distributed in amounts of $100 or more by the chairmen of the different county committees for the purpose of distributing and posting extracts from the speech of Secretary Root, delivered at Utica on November 1.

Speakers' salaries and expenses cost the committee $23,239 44, while the expenses of meetings, which included contributions to organizations and clubs, rental of halls, music, transparencies, stereopticons, trucks, decorations, etc., footed up $27,775 73.

The expense of the Hughes special trains, including railroad fare, hotel bills, car accommodation and meals, and salary of the superintendent of train, amounted to $8,348 93.

The bills paid by the committee for printing, stationery, advertising, lithographs, buttons, distribution of newspapers, mailing publications, expressage, etc., amounted to $53,032 84, to which should be added the unpaid bill, amounting to about $14,000.

The documents printed in the English language, varying from a single page dodger to a pamphlet of twenty-four pages, numbered, all told, 8,049,000. Of these, 3,199,000 contained extracts from Mr. Root's speech; 3,443,000 related to other principal issues of the campaign; 1,312,000 were in the form of cards, and 89,000 were posters showing the reduction in taxation under Republican administration in each county of the state outside of Greater New York. The documents printed in foreign languages, numbered, all told, 1,360,000 pieces. Of these 625,000

Continued on third page.

DEWEY'S CLARET OR SAUTERNE PUNCH.

Ready to serve. Sure to please your guests. H. T. Dowey & Sons Co., 133 Fulton St., New York.—Advt.

Try Gold & Black Label 1, 2 & 3 Crown Sherries of A. R. Ruiz & Hermanos, Jerez, Spain.—Advt.

PRESIDENT IN ISLAND.

PORTO RICANS CORDIAL.

He Tells Them He Will Work to Have Them Made Citizens.

San Juan, Porto Rico, Nov. 21.—President Roosevelt travelled to-day in an automobile over the famous military road from Ponce to San Juan, and was warmly received by the people of Porto Rico. The eighty-mile trip was made in six hours and thirty minutes, counting the time taken up by stops at the principal towns along the route, where the President made short speeches to the people. The President in all his speeches dwelt on the affection he held for the people of Porto Rico, and assured them that he would use every effort to secure citizenship for them, and that his efforts would be unceasing to help them along the path of true self-government.

President Roosevelt arrived at Ponce from Colon on the Louisiana at 8:50 a. m. He was greeted on board the vessel by Governor Winthrop, who extended a welcome to the island. The President at once came ashore and was greeted at the pier by Mayor Oppenheimer of Ponce and a delegation of officials and citizens. The town, which was profusely decorated in the President's honor, was crowded with people from the surrounding country eager to greet Mr. Roosevelt.

The President expressed his pleasure in arriving in the island, and said he looked forward to an enjoyable visit. In spite of the early hour the landing place was crowded with an expectant throng, many members of which had been in their places all night to see the incoming of the Louisiana. As the President stepped ashore the crowd cheered him, crying: "Viva el Presidente!" The President responded by bowing.

When the greetings were over the President, accompanied by Governor Winthrop, was driven to the Ponce City Hall in an automobile. Mrs. Winthrop and Mrs. Roosevelt followed in another machine. The President was kept busy acknowledging cheers all along the two miles from the landing place to the principal plaza of the town. At the entrance to the plaza a huge arch had been erected, from which little girls threw flowers to both the President and Mrs. Roosevelt. Ponce was in gala attire, the American colors being interspersed with Spanish flags.

WILL WORK FOR CITIZENSHIP.

At the City Hall an address of welcome was read to the President. He delivered his reply from the balcony of the building, speaking to the largest crowd that had ever assembled in Ponce. The President said in part:

I shall continue to use every effort to secure citizenship for Porto Rico. I am confident this will come in the end, and all that I can personally do to hasten that day I will do. My efforts will be unceasing to help you along the path of true self-government, which must have for its basis a union of order, liberty, justice and honor.

In closing the President said: "I salute you from my heart as fellow citizens."

The reference to the citizenship of the Porto Ricans brought out enthusiastic applause from the people.

Before leaving Ponce the President was driven to the Roosevelt High School. There several hundred school children had been assembled and they sang "America" as the President drove up. The cornerstone of this school was laid in April, 1903, by the President's daughter, now Mrs. Longworth. The President was greatly pleased with his reception at the school, and made a short address. He was showered with flowers by the children as he drove away. A piece of embroidered work, made by the girls of the Industrial School, was presented to Mrs. Roosevelt before she left the city.

The President's party left Ponce at 10:30 o'clock, the time set by the schedule for the run to San Juan over the military road. It took eleven automobiles to carry the entire party. Lawrence H. Grahame, Commissioner of the Interior, was in charge of the trip. Stops of three minutes each were made at Juana Diaz, Coamo and Aibonito. At each place the President was welcomed by the local mayor, and spoke briefly from his automobile. His remarks were practically the same as the speech in Ponce.

THE TRIP TO SAN JUAN.

The party arrived at Cayey at 1:30 o'clock. Luncheon was served in the barracks there by the officers of the Porto Rico Provisional Regiment, of which Major Griffiths is the commanding officer.

The President was warmly received at Caguas, the most important town on the military road. There he spoke at length, repeating his views as to Porto Rican citizenship. Passing through the Caguas and the Cayey tobacco district, where American capital has caused a wonderful development, the President was greatly impressed with the fertility and flourishing condition of the plantations. At Caguas Mrs. Roosevelt was showered with flowers and received many presents. Between towns along the military road scattering crowds eagerly awaited the chance of a fleeting glimpse of the President. They came from the outlying plantations, many walking from the mountain districts, miles away—peons, women, children, beggars and cripples. Many of the occupants of shacks who were too poor to own even a flag showed their patriotism by loudly cheering the President, whom they easily recognized.

At Rio Piedras, the last town before reaching

FAST MORNING EXPRESS TO WASHINGTON

via Pennsylvania Railroad. Leave New York 7:55 A. M., week days, arrive Washington 1:15 P. M., beginning November 25. Parlor cars; dining car; standard coaches.—Advt.