



DINNER FOR GOVERNOR-ELECT HUGHES AT REPUBLICAN CLUB LAST NIGHT.

Arrow points to the Governor-elect. (Copyright, George R. Lawrence Company, New York and Chicago.)



MILLIONS ARE VOTED.

FOR CITY IMPROVEMENTS.

Van Sums Set Aside for Bridges, Water Supply and Streets.

BOARD OF ESTIMATE'S BIG DAY. Ordered requirement of approaches for the new Manhattan Bridge, to cost about \$4,000,000 for the Manhattan side and \$300,000 on the Brooklyn side.

Mayor McCellan and the Controller said that they did not remember a day's work by the Board of Estimate when so many large projects were authorized.

The land to be acquired for the new Manhattan Bridge includes, on the Manhattan side, the entire two blocks bounded by the Bowery, Canal, Forsyth and Bayard streets and portions of the blocks between Forsyth and Monroe streets.

The land bounded by the Bowery, Canal, Bayard and Forsyth streets will cost the city \$2,420,000. About as much as that to be acquired, aggregating about \$4,100,000, and authorized to-day, has already been acquired from South street to the river front to about half way to the Bowery.

Controller Metz declared yesterday that the street ought to be all the way from the Bowery end of the approach to the river, and the rest of the board agreed with him.

On the Brooklyn side land that has cost about \$300,000 has already been bought. Strips to be acquired for the approach will cost about \$300,000 more, according to the purchases authorized to-day.

BEGIN BRIDGE LOOP IN MONTH. Corporation Counsel Elson appeared before the board to ask that title be taken to all the land required at this end of the old bridge for the construction of the new terminal loop for running the elevated and surface cars on the bridge out to Centre street.

Chairman J. Edward Simmons of the new Board of Water Supply appeared before the board to ask for \$16,000,000 to go ahead with the contract to be awarded December 4, for the construction of the first eleven miles of the new aqueduct to bring water from the Catskills. This

ARMY AND NAVY FOOTBALL GAME. SPECIAL TRAINS VIA PENNSYLVANIA RAILROAD.

Leave New York December 1, 9:25 a. m. and 10:25 a. m. Stop at West Philadelphia Station, where a short distance of Franklin Field, where the game will be played, and returning through to West Philadelphia Station, Philadelphia, returning, stopping at West Philadelphia Station 4:25 p. m. and 5:25 p. m.

TRY GOLD & BLACK LABEL 1, 2 & 3 Crown Sherries, only standard Sherries bottled abroad.—Adv.

ROBBED IN DAYLIGHT.

Thieves Take Woman's Earrings at Park Avenue and 95th Street.

In plain sight of more than twenty persons Mrs. Sarah Goldberger, of No. 450 Madison avenue, was held up and robbed by three well dressed men at Park Avenue and 95th street yesterday afternoon. The thieves got a pair of diamond earrings and some small money.

PACIFIC'S BED SHAKEN. Earthquakes and Tidal Waves Among South Sea Islands.

Victoria, B. C., Nov. 23.—Alarming earthquake shocks in German New Guinea, the Bismarck archipelago, followed by tidal waves causing much loss of life among the natives, were reported to-day by the steamer Mlowora, from the South Sea.

Captain Prejawa of the German steamer Siar, which reached Sydney, Australia, reported that near Finchenfin his steamer rolled and vibrated considerably, due to seismic disturbances. The effect was plain on shore, fissures being visible in the mountains. A tidal wave swept the low lying coast, devastating the country for forty miles.

DR. CRAPSEY TO RESIGN?

So Asserted in Rochester—Action Would End Case.

Rochester, Nov. 23.—The Rev. Dr. Algernon S. Crapsey, rector of St. Andrew's Church, who was recently convicted of heresy, it is asserted here, will withdraw from the Episcopal ministry.

NEW YORKER SHOT.

Robbers Kill One and Wound Another Man in Hotel Hold-up.

When the thieves entered they commanded Gaff and Halpin to throw up their hands. Two others in the room got up from their chairs. The robbers evidently were frightened at this move and both Fred, Gaff and Halpin had made no resistance, and no attempt to attack the robbers was made. The two men were shot before they had time to obey the orders. Halpin's home was in New York City.

CAR CRUSHES KEELER.

UPSET AFTER COLLISION. Driver Meets Death Trying Out Auto on Point Breeze Track.

Philadelphia, Nov. 23.—Ernest D. Keeler, of New York, demonstrator and professional driver of racing automobiles, was killed, and Henry Luton, of Colwyn, Penn., was dangerously hurt in a collision to-day while trying out a racing car on the Point Breeze track, preparatory to the Quaker City Motor Club cup races, which will take place to-morrow.

Running at a 104 clip, Keeler attempted to pass between a machine on the rail and a repair cart driven by a Negro. At the same time a machine driven by James Hamilton, who had with him Henry Luton as mechanic, attempted to pass through the opening. The car driven by Keeler caught the forward end of the car driven by Hamilton, tearing off the front wheels. Luton was thrown from his seat into the dirt cart, and Keeler's car, after rolling over several times, turned turtle. Keeler was pinned under the car and was killed almost instantly. His skull was fractured, one eye was gouged out, his nose was broken and his collarbone was frac-



ERNEST D. KEELER. Professional automobile driver, who was killed at Point Breeze track yesterday. (Photograph by Spomer & Wells.)

tured. A great hole was torn in Luton's head and he was hurt internally. Several other racing machines were on the track when the accident occurred, and the victims were picked up and taken to the clubhouse, whence they were hurried to the hospital. Keeler was dead before the hospital was reached, but Luton will probably recover.

Keeler is said to have come from Lansing, Mich., but his home is now in New York, where he leaves a wife and one child. Mrs. Keeler was informed of her husband's death by Oliver Light, manager for Keeler, and the body will be shipped to New York to-morrow.

Ernest Keeler had been taking part in track races here for the last year or more with considerable success. He drove an Oldsmobile car in the Vanderbilt Cup race elimination trials for American cars, but his machine was out of the running early in the contest. In the preliminary practice on the Long Island course he had several narrow escapes from serious accident.

As a track driver he had developed considerable skill, and a few weeks ago he finished second in the 100-mile race at the Empire City track. He probably would have won this race had it not been for a punctured tire, which lost him many miles.

GREAT BEAR SPRING WATER. "Its Purity has made it famous."—Adv.

UNDER RIVER IN JULY.

MADDOO TUBE PROGRESS. Trains from Manhattan to Hoboken Promised for Next Summer.

The twin tunnel tubes of the New York & Jersey Railroad Company, of which William G. McAdoo is president, extending from Morton street, Manhattan, to a point contiguous to the Lackawanna Railroad station, Hoboken, will be in operation by about July 1. Mr. McAdoo's company is not going to wait until the extensions of the old Morton street tunnel route are built before running cars through the tunnel.

About a month ago the contract for furnishing the tunnel with an electrical equipment was awarded, and it is expected that early next summer the proposed big power plant of the tunnel company, to be erected in Washington street, between Jersey City and Hoboken, will be built, as well as three power sub-stations. The principal sub-station in Manhattan will be at Christopher and Greenwich streets.

The Manhattan end of the tunnel extends from Morton street to Christopher street, through Christopher street to 9th street and Sixth avenue. At 9th street and Sixth avenue the route divides into two branches. One branch extends up Sixth avenue to 33d street, and the other branch runs through 9th street until it reaches a point near Fourth avenue, where it turns in a southeasterly direction, so as to make the easterly terminal at Astor Place and Fourth avenue. There are to be stations on the Sixth avenue branch at 9th, 14th, 18th, 23d, 28th and 33d streets, and on the Astor Place extension at Astor Place.

The work of building the two spurs to the original route was begun some weeks ago, and is now well under way. At the present rate of progress it is possible that by July 1 the Sixth avenue extension will be built up to 14th street and the Astor Place extension will also be ready for use. In that case trains will be run in July next through the tunnel from the Astor Place station and also from the 14th street station to the Hoboken terminal, which will practically form a part of the Lackawanna station.

The electrical equipment of the tunnel will cost about \$3,500,000. The initial equipment will be capable of generating 25,000 horsepower. The northbound tube will carry the westbound traffic, while the south tube will convey passengers going east. The cars will be operated in trains by the multiple unit control system, similar to that employed in the subway. Each car is to be equipped with two motors of 100 horsepower capacity each.

At noon on March 11, 1894, the shield from the Jersey end of the north tube touched that of the New York end. On September 29, 1905, the Jersey and Manhattan ends of the south tube were joined. The work of building the north tube was started in 1874, and after a cave-in near the Jersey shore in which many workmen were killed the work was abandoned by the original tunnel projectors. Then the partly constructed tube was twice sold in foreclosure, and at the last sale it was bought by the New York and Jersey Railroad Company. That company gave out the work of building the tube to the Hudson company, which completed it in a year and a half and the south tube in two years. The total cost of the tubes will be about \$15,000,000 and for the entire work about \$35,000,000. The tubes are 5,700 feet long, 15 1/2 feet in diameter, and there is a sidewalk along each track for workmen.

As originally planned, the Morton street tunnel route was to have a big Manhattan terminal station occupying the block bounded by 10th, Hudson, Greenwich and Christopher streets. That terminal station project was abandoned owing to the enlargement of the tunnel route so as to extend to Sixth avenue and 33d street, at which point there is to be a terminal station covering a whole block.

GET CONTRACT FOR PACIFIC STEAMER. Wilmington, Del., Nov. 23.—Captain H. T. Payne, representing Olsen & Mahoney, of San Francisco, to-day closed a contract with the Harlan & Hollingworth Corporation of this city, which is controlled by the Standard Oil Company, for a steel lumber steamer. The vessel will ply between San Francisco and Puget Sound ports, and will be delivered by June 15 next. It will cost \$185,000, and will be 240 feet over all.

18 HOURS TO CHICAGO. PENNSYLVANIA SPECIAL. Via Pennsylvania Railroad, roof-ballast, dustless roadbed. Leaves New York 3:55 p. m., arrives Chicago 8:55 a. m. Other fast trains to Chicago and St. Louis.—Adv.

MR. ROOT ON PRESIDENCY.

Don't Overlook Secretary Taft, He Says, in Cincinnati.

Cincinnati, Nov. 23.—Secretary Root, who spoke before the Commercial Club to-night, said in an interview before the speech:

"I first visited Cincinnati thirty-seven years ago, with the first money I made out of the law. I came out here simply because I wanted to see the West, as it was then called. In a way the object of my visit to the South American countries was the same as that of my long-ago visit to this city. Specifically, I was interested in promoting the success of the Pan-American Congress which met at Rio Janeiro. I also wished to become acquainted with the men of that country. I wished to become acquainted with the men with whom the Department of State had diplomatic relations. And I wished to dissipate the idea, which was prevalent in some places, that the Monroe Doctrine might be construed into a protectorate to be exercised over those countries by the United States. There is no foundation for such a belief, and I was glad to assure the countries which I visited of that fact."

"Was your South American trip entirely successful?" he was asked. "I believe it was," replied the Secretary. "I met most cordial people. They did great honor to me and showed their respect for the United States by every possible means."

"Do you think President Roosevelt could be induced to accept another nomination?" "The President has spoken on that subject."

"The dispatches, Mr. Secretary, also state that you have said you would not be a candidate for the Presidency."

"What is old news," he replied, "and there's nothing more to say on that subject."

"Looking for Presidential timber," continued the Secretary, "you cannot for a minute overlook William H. Taft, of this city. There is a great man—a man big enough in every sense for any position. A fine, noble man."

BIG FIFTH AVENUE DEAL.

Half Interest in Plot at 42d Street Sold for \$800,000.

Felix Isman, of Philadelphia, has sold one-half interest in the parcel at the southeast corner of 42d street and Fifth avenue, which he recently bought. He paid \$1,500,000 for the property. It is said he turned over a half interest in the parcel for a sum a little over \$800,000. The exact amount could not be learned last night. The other details of the deal, however, were confirmed.

This is one of the choicest parcels on Manhattan Island. It has a frontage of 78 feet on Fifth avenue and of 100 feet in 42d street. It comprises about 7,825 square feet, and, therefore, Mr. Isman got the property for about \$211 a square foot. There are a number of buildings on the site. The corner structure is occupied by the Columbia Bank and the American Safe Deposit Company.

This transaction is one of many big speculative purchases in the central Fifth avenue section made in the last month. Another of these big deals was the sale of the Lotus Club property, Nos. 556 and 558 Fifth avenue, 50x100 feet, to Jacob Needle, for about \$750,000.

BIG PRAIRIE FIRE.

Loss of Life Reported in Texas—A Million Acres Burned Over.

Santa Fe, N. M., Nov. 23.—Reports to-night say that a prairie fire has swept from Western Texas into Eastern New Mexico, and that a million acres of grazing and homestead land have been burned over. No loss of life is reported in New Mexico, but it is believed several persons perished in Texas. Between 50,000 and 100,000 head of cattle have been left without grazing. The grass was short, and the cattle starved to death and perished through the fire, but suffered little injury. Some homesteaders in Roosevelt County are said to have lost crops. A wind turned the fire back on its tracks, and it died out. The blackened prairie is now covered with snow, which fell during and after the fire.

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.—Adv.

HUGHES TO HIS PARTY.

"MY OWN SPOKESMAN." Service Basis of Appointments, He Tells Republican Club.

Governor-elect Charles E. Hughes, in what was practically his first public utterance since his election, last night, at a dinner given in his honor by the Republican Club at the Waldorf, gave an idea of the strong determination to serve the people with which he approaches the office of Governor. Referring to the varied messages of optimism as well as of pessimism with which he had been deluged, he said that out of it all he spelled "opportunity, responsibility and godspeed." He declared that citizens may well be concerned at indications of impatience with law and the orderly process of government, and that it should be the aim to remove the causes of irritation by insistence on just and impartial administration. He showed that he did not regard public offices as strongholds, but as opportunities for efficient performance of duty, and that in making appointments he should require, apart from other evidences of fitness, satisfactory assurances of complete devotion to the public interest.

Mr. Hughes also emphatically proclaimed that he should be his own spokesman, and practically served notice on all the party leaders that while he appreciated the pleasant relations he had maintained with many of them, and desired their friendship, he reserved for himself the right and duty of stating his personal views.

He said he believed he would have the support of many of those who voted against him but were willing to approve an administration of integrity and honesty.

The cheers with which the strong utterances of Mr. Hughes were greeted by the more than seven hundred Republicans, including a majority of the party leaders of the state and a few Democrats, showed that they thoroughly endorsed what he said.

When Governor-elect Hughes was introduced the diners arose and cheered long and loud, while the band played "Hail to the Chief."

MR. HUGHES'S SPEECH. He looked serious as he started on his message to the Republican party and the people of the state. His speech, in full, was:

I thank you for this cordial expression of your good will. It is pleasant to recall that you invited me to this dinner before the election. Whatever the result of the count, I felt sure of the friendship which would find equal expression, whether in joy or in grief, in condolence or in congratulation. And, as it turns out, I presume you are dining with both emotions.

My relations with this club date back to a time very shortly after I had decided as a young voter to cast my lot with the Republican party. I believe the result of the count, I felt sure of the friendship which would find equal expression, whether in joy or in grief, in condolence or in congratulation. And, as it turns out, I presume you are dining with both emotions.

Since the election I have been overwhelmed with messages of felicitation, of sympathy, of anxiety and of premonition. I have been congratulated, counseled and admonished, and pessimist, the timid and the courageous, the sanguine and the bilious have made me the repository of their hopes and their fears, their gloomy forebodings and their triumphant exultations. Out of it all I spell opportunity, responsibility and godspeed.

It is not well that we should give ourselves over to idle fabrication, on the one hand, or that on the other, we should permit our resolution to be sapped by nervous dread and vague forebodings. We may not be able completely to agree as to the causes of the existing uneasiness and discontent. But we must agree as to our immediate duty. We should meet the conditions, so far as they lie within our province, squarely, not grudgingly or with hesitation, but candidly and with readiness to serve the public.

AGAINST "SMUG INDIFFERENCE." If there are those who are alarmed at discontent as such, and who, satisfied with their lot, view with ill concealed impatience and disgust efforts at improvement, I am not one of them. I should be more alarmed at smug indifference. We have no reason to fear, but rather should we welcome, honest criticism, the

THANKSGIVING AT ATLANTIC CITY. SPECIAL TRAIN VIA PENNSYLVANIA R. R. will leave New York 12:55 p. m. Wednesday, November 23, for Atlantic City. Parlor cars and dining car. Regular through trains leave at 9:35 a. m. and 7:55 p. m. week days, 7:55 a. m. Sunday.—Adv.