

WANT WATER, BENSEL CAN'T HAVE IT, O'BRIEN. So the City's Streets Must Go Unflushed.

A difference, almost amounting to a state of war, exists between the Street Cleaning Department and the Department of Water Supply, Gas and Electricity. The question at issue is whether the Street Cleaning Department shall have the water it needs for the proper flushing of the streets, and at present hangers are with Commissioner O'Brien and the forces of the Water Department.

Commissioner Bensen was to be able to use, when he needs it, eight million gallons of water a day for flushing, with sprinklers, hose and pressure flushing carts. Commissioner O'Brien says he can't have a drop, and has called upon the armed forces of the city of New York to aid in repelling any attacks upon the water supply by the white uniformed forces of the Street Cleaning Department.

"I do not want all that water at once. There will be many days when the whole system is complete when as much water as that will be needed. But I want to feel that I can have the water when it is needed. At present I am not allowed any water at all for flushing. When a Street Cleaning Department man is seen using a hose at night the spectator may know the white wing, in doing his duty, is stealing the water and is liable to arrest.

"Unless there is a change the department will either have to give up trying to clean the streets or else will have to haul every drop of water it uses from the two rivers. That is a situation that will involve very considerable expense over and above what would be necessary if the various sprinkling and flushing devices could be supplied properly with water, will cause a lot of delay, and will reduce the efficiency of the water system of cleaning the city."

The trouble between Commissioners O'Brien and Bensen, if it is not very soon adjusted, will undoubtedly arouse a great deal of interest. Commissioner O'Brien is decidedly in the confidence of the Mayor and in high favor with the administration. Commissioner Bensen is a warm personal friend of the Mayor, and when the situation in the Street Cleaning Department became dangerous to health during the strike this summer he was called from the Department of Health and practically put in charge of the situation over the head of Commissioner Craven, whose resignation, closely following the strike, was followed immediately by the appointment of Dr. Bensen.

Commissioner O'Brien was too busy to have anything to say yesterday about the trouble with the Department of Street Cleaning, but Deputy Commissioner Goodwin said the employees of the department were forbidden to draw city water from any hydrant. Formerly broad permits allowed the Street Cleaning Department men to draw water practically all over the city, but these permits, which have expired, have not been renewed, and there has been constantly increasing friction all summer between the two departments, culminating in the present practical severance of diplomatic relations.

Order after order had been issued restricting Commissioner Bensen in the use of water for flushing purposes. One important street after another has been removed from the zone in which water could be used. First it was all the district above 14th street that was put under an embargo; then the flushing zone was restricted more and more below that street. The Commissioner and every one in the department felt that discrimination was being employed against it, and the feeling between the two departments became very strained.

Chief Engineer De Varona, of the Water Department, and General O'Brien's chief of staff, explained the reasons for the denial of water to the Street Cleaning Department yesterday by saying that there had been serious danger of a considerable depletion of the water reserve stored in the Croton watershed, as the result of an exceptionally dry month of July.

TO BUILD NEW RAILROAD. Mount Vernon & Eastern Organized—Will Tap Connecticut.

Albany, Oct. 1.—The Mount Vernon & Eastern Railroad Company organized to operate a standard gauge railroad from Mount Vernon to Lewisboro, thirty-five miles long, in the county of Westchester, filed articles of incorporation with the Secretary of State to-day.

The company is capitalized at \$1,000,000. The directors include Oakleigh Thorne, Chesebrough, Casson Bruce, Howard K. Wood and Charles E. Mitchell, all of New York; Marsden J. Perry, of Providence; George H. Hansel, of Cranford, N. J.; Kenneth K. McLaren, of Jersey City, and Allen Wardwell, of Lawrence, N. Y.

One of the directors of the new corporation said last night that the new railroad was to be built by the same interests that were back of the New York, Westchester & Boston Railroad and the New York & Port Chester Railroad. It is planned to begin work on the new road, which will connect Mount Vernon and Ridgefield, Conn., as soon as possible. The road will extend largely through a new country that has no railroad connections at present, and it is the expectation of those at the head of the scheme that the country through which the road passes will begin to build up immediately.

As the road will make connections at Mount Vernon for New York, it will provide a shorter connection for Ridgefield with New York than the Connecticut road has at present.

Just what the cost of constructing the road will be is not known yet, nor have the officers of the corporation been elected.

HITS NEW RAILROAD LAW. St. Louis Southwestern Tells How It Is "Harassed."

In referring to legislation in the states traversed by the company's lines, the annual report of the St. Louis Southwestern Railway Company says: "In the last year, in obedience to public clamor, the legislatures of Arkansas, Missouri and Illinois enacted two-cent passenger laws, which went into effect on April 30, June 15 and July 1, respectively, in the states named. While these laws apply only to interstate business, the effect has been to compel this company and other railway companies similarly situated to reduce their interstate passenger rates as well as to the time the first of these laws became effective the increase in the volume of passenger traffic and the revenues derived therefrom in the state named was about 25 per cent over the corresponding period of the preceding year, attributable to the satisfactory business and crop conditions prevailing and to the development and colonization of the territory tributary to this line.

Since these laws became effective, the passenger revenues of the company, in the territory affected thereby, have shown a decrease, instead of an increase, compared with the same period of the preceding year. While it is hoped that the volume of passenger traffic will continue to increase in the future, the passenger business, which has always been a part of the general growth of the country, will continue to be so for some time to come, unless some relief from these compulsory rates can be obtained through legal process.

FLAT TO FLAT FLIGHT. OR TREKKING BY TRUCK. Being the Migratory Muddle of New York's Moving Million.

"And how do you like the new flat?" "Where are you living now?" "Is the janitor good-natured or is he thoroughly experienced?" These and many similar questions form the greetings regularly on the morning of October 2, as New Yorkers crowd the subway and "L" expresses on their way downtown. And all round queries should be more widespread than ever to-day, for yesterday was about the busiest "moving day" that Manhattan Island has seen since October 1 became the real class time to promote the cause of the Truck Owners' Association.

Of course, nobody knows why the first day of the tenth month should be reserved for a shift of domicile, but for two weeks moving van companies, storage warehouse managers and about everybody having in stock the big four-wheeled affairs that look like peripatetic cottages, have been bespoken to take a hand in the great flat shuffle. Yesterday the game began, and late comers found that the price of a moving van was about as much as a month's rent for the new flat. The rates were about \$30 at noon, but the market was bullish, and as the day wore along as much as \$50 was paid for a van.

"It wasn't a flat price, at that," said one Harlem man ruefully. "No, that's not a pun. I mean there were extras. I learned long ago that it pays to hand out \$2 to the driver and each of the furniture smashers. Somehow they don't feel very happy on this day, and they work out the rancor of their souls on the mahogany sideboard, and—yes, I said mahogany—they break the dinner things unless they're packed in compressed air cushions. I always count on paying thirteen months rent a year, count on my wife thinks we simply must move, and it costs a lot. Maybe we're in a state of evolution; we always hope that finally we'll attain the ideal flat. So we try getting to that goal one year at a time."

There were some other reasons for the great trek. Families were leaving "elevator and telephone service apartment houses"—places that have entrances reminiscent of those near-marble Renaissance clocks that never keep time; and some of these same families, had the vans been followed, might have been found last evening in ordinary flats, where you depend upon a door clicker and then climb the stairs. Then, again, it was the other way about—folks coming from the less pretentious places where there was only the one car, the janitor, to rocco palaces where there were a tribe of dusky grand dukas in uniform to greet them. Such transitions from flat life to apartment dwelling might be called the economic adjustment of the year.

But besides those who move from restlessness and those who wish to live up to or down to their income, there is another class—perhaps small. A sidelight was thrown on it by chance yesterday as a Tribune reporter leaned against the pillar of one of the apartment houses in the early 100's, near Broadway. Three big vans were lined up in front, two of them in course of loading and the other being cleaned out, and the household goods were piled on the sidewalk. A young man, who was also standing near by, came up to the reporter and asked: "Are you looking for those Blanks' too?"

"What's that to you?" queried the reporter. "That's all right," said the stranger. "I'm a bill collector, too. This is our hardest day, all right, keeping track of these people. You've got to tip this elevator man in here if you want any information. The van men are no good. They have been paid by the beats to keep quiet."

"What's that to you?" queried the reporter. "That's all right," said the stranger. "I'm a bill collector, too. This is our hardest day, all right, keeping track of these people. You've got to tip this elevator man in here if you want any information. The van men are no good. They have been paid by the beats to keep quiet."

FOR OUTDOOR PLEASURES ATLANTIC CITY NEW JERSEY. The famous resort for health and pleasure affords every facility for the complete enjoyment of outdoor life. Seven miles of ocean boardwalk for promenading and roller chairing. Golf on one of the finest 18-hole courses in the country. Fishing and sailing, automobilism, driving, riding, miles of elegant avenues and roads. Social diversions of every nature. Promenade musicales and dancing on the piers; theatres.

VICTORY FOR GARY MEN. Minority Stockholders of American Foundries Defeated. The annual meeting of the American Steel Foundries Company in Jersey City yesterday resulted in a victory for the management over the minority stockholders, represented by Swartwout & Appenzeller, who have been demanding the resumption of the dividends on the preferred stock.

Hotel Grosvenor. Fifth Ave. and 10th St. Catering exclusively to patronage of the highest class, affords a permanent residence for select people. Apartments of two rooms and bath to eight rooms and four baths. October leases now being made. WILLIAM H. PURDY, MANAGER.

Prince George Hotel. 14 EAST 28TH ST. Desirable family and transient hotel. Rooms \$1.50 per day and up. Bath, private, \$1 daily. Transients accommodated. ALABAMA HOTEL, 15 E. 11th St. Broadway, 5th Ave.

Hotel Grenobles. 56TH ST. AND 7TH AV. A SELECT FAMILY AND TRANSIENT HOTEL. Rooms \$1.50 per day and up. Bath, private, \$1 daily. Transients accommodated. ALABAMA HOTEL, 15 E. 11th St. Broadway, 5th Ave.

Two-Cent Fare Case Appealed. Common Pleas Court at Philadelphia Stands by Decision Against Law. Philadelphia, Oct. 1.—In a brief opinion the Common Pleas Court dismissed to-day the bill of exceptions filed to the court's decision against the two-cent passenger rate law, and confirmed its prior findings. The legal representatives of the county of Philadelphia and the state will appeal the case to the Supreme Court.

Illinois Central in Dock Strike. Freight Handlers Refuse to Handle Goods for Ships in New Orleans Fight. New Orleans, Oct. 1.—The levee strike became serious to-night, when 1,100 freight handlers of the Illinois Central Railroad Company announced that they will handle no freight for the steamship lines now using the crews of the vessels to load cotton. The railroad announced that fifty guards will arrive here to-morrow, and that more are en route.

Apartment Hotels. The Lorraine, 5th Av. and 45th St. THREE APARTMENTS, INCLUDING ONE ON FIFTH AV. TO RENT UNFURNISHED BY THE YEAR. ALSO FURNISHED APARTMENTS AND INDIVIDUAL ROOMS WITH BATH BY THE YEAR OR FOR SHORTER PERIODS. RESTAURANT A LA CARTE. PAUL W. ORVIS, GEORGE C. HOWE.

Hotel Seville. 8 W. corner Madison Ave. and 29th St. Extending through to 29th St. Half block from 5th Ave. The new addition, with many improvements on the original building, now ready for occupancy. Desirable suites of all sizes handsomely furnished for permanent guests. Special rates by the season or year. Every bedroom has outside bathroom. EDWARD PURCHAS, Manager.

Hotel Grosvenor. Fifth Ave. and 10th St. Catering exclusively to patronage of the highest class, affords a permanent residence for select people. Apartments of two rooms and bath to eight rooms and four baths. October leases now being made. WILLIAM H. PURDY, MANAGER.

Central Location, Exclusive, Quiet, Modern. Many sunny suites overlooking Madison Square. Single room and bath, \$2.00 to \$3.50. Suite, parlor, bedroom and bath, \$5.00 and upwards. Special permanent rates. CUISINE UNEXCELLED. ENIGMA TEA ROOM. A. E. DICK, Mgr.

Hotel Grenobles. 56TH ST. AND 7TH AV. A SELECT FAMILY AND TRANSIENT HOTEL. Rooms \$1.50 per day and up. Bath, private, \$1 daily. Transients accommodated. ALABAMA HOTEL, 15 E. 11th St. Broadway, 5th Ave.

Law Enforcement League on Rack. District Attorney Clarke Has Hot Words with Officer on Stand. In the course of "John Doe" proceedings which District Attorney Clarke is conducting in the Adams street court, Brooklyn, against the officers of the Law Enforcement Society to find out why they had threatened to bring him before the Governor on a charge of neglecting his duties, a lively battle of words took place yesterday.

St. Paul Not a Borrower. William Rockefeller was quoted yesterday by a Wall Street news bureau as scoffing at the Street rumors that the St. Paul dividend was to be reduced and that the company was in the market to borrow \$2,000,000 on short term notes. He said: "The talk that the St. Paul is in need of money is all nonsense. The company will have in the neighborhood of \$3,000,000 cash left after the completion of the Pacific Coast extension, which can be devoted to the purchase of terminals or other needs of the company."

THE MONTCLAIR. ON THE MOUNTAINS. MONTCLAIR, N. J. This new hotel offers you a most agreeable surprise. Its location, its comforts and conveniences, its excellent cuisine—all appeal to those who know the best. Ideal stopping place for Automobileists. Winter rates begin Oct. 10th. THE MONTCLAIR HOTEL COMPANY.

SOMERSET INN AND 8 COTTAGES. REMAIN OPEN UNTIL OCTOBER 7TH. Golf, Tennis, Swimming Pool; miles of macadam roads for motoring and driving; altitude, 300 feet; capacity, 300; write for booklet. BENJ. R. PHELPS, Mgr.

HOTEL DENNIS, Atlantic City, N. J. Occupies one-half square of unobstructed beach front. WALTER J. BUZBY.

THE LAUREL HOUSE, LAKEWOOD, N. J. Now Open. A. J. MURPHY, Mgr. D. P. SIMPSON, Asst. Mgr.

Briarcliff Lodge. "THE HOTEL BEAUTIFUL OF THE BRIARCLIFF HILLS." Open for the fall season, with elegant new addition and presenting many unique and attractive features. Thirty Miles from New York. Modern. D. B. FLEMING, Manager.

GRAMATAN. BRONXVILLE. Westchester Co., N. Y. 15 miles from New York. Open all the year. See for booklet. J. J. LANNIN CO. Props.

VIRGINIA HOT SPRINGS. 2,500 feet elevation. Open all the year. Waters, Baths, Hotel and Scenery nowhere equalled. SPECIAL NEW YORK OFFICE. 243 FIFTH AVENUE. where excursion tickets, Pullman reservations and special information may be obtained.