New-York Tribune.

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DEATH OF KING OSCAR.

SWEDEN BOWS IN SORROW.

The New King, Gustave V, Takes the Oath of Office.

Stockholm, Dec. 8.—Oscar II, King of Sweden, died at 9:10 o'clock this morning. The death of the venerable monarch occurred in the royal apartment of the palace, where, surrounded by the members of his family, including the aged Queen Sophia and the Crown Prince, Oscar Gustave, and high ministers of state, the inevitable end had been awaited, while outside the palace great crowds stood with bowed heads and tearful eyes long after the announcement came of the death of their well loved sovereign.

The whole country is bowed with grief, for King Oscar was something more than a ruler of his people, and had endeared himself to them as an intimate and personal friend. When the flag on the palace was dipped to half mast there was a moan of anguish from the assembled multitude, and many of them cried, "Our dear old King is dead!" The following official bulletin was posted after the King's death:

The strength of the King continued to decrease throughout the night and the state of unconsciousness became more marked. His majesty passed quietly away at 9:10 a. m.

The death certificate was worded as follows:

We declare upon oath that his majesty, King Oscar II, expired peacefully at 9:10 o'clock this morning in the castle at Stockholm, at the age of seventy-eight years, nine months, seventeen days, as the result of calcification of the cerebral and cardiac blood vessels.

BERG,
EDGREN,
FLENSBURG.

The last hours of the expiring monarch were passed in unconsciousness, and up to the end he gave no sign of recognizing those about him. The Queen was grief stricken because he could not bid her farewell. All through yesterday the King remained in a comatose condition.

At 5:15 o'clock this morning the gentlemen of the King's court were aroused and ordered to appear at once in the bedchamber. The Premier and Foreign Minister and the highest court officials, together with all the members of the King's family, who had gone earlier to their apartments for a brief rest, assembled there and remained at his side until the end came.

In the palace courtyard a crowd of schoolboys, King Oscar's most devoted friends; many old men and women in rags, such as the King had always stopped to comfort with mild words and generous alms when he met them in the parks or streets, stood in silence. Suddenly the flag dropped to halfmast, and a wail of misery and sorrow arose. The old folk clasped their hands and prayed and wept aloud, and the schoolboys' lamentations were pitiful.

GUSTAVE PROCLAIMED KING.

In a room near the death chamber the first marshal of the court read to the Cabinet a draft of the new King's proclamation to the Swedish people. In an antechamber high officers and officials discussed the probable policy of the new King. One by one the ships in the harbor and the buildings throughout the city displayed the flag at halfmast, and the people soon crowded the streets and open places near the palace, but all spoke in whispers, bearing witness to the kindliness of him who had departed and to the love they bore him. In the death chamber knelt the heartbroken Queen and her children, grandchildren and great-grandchildren, praying for strength to bear their great affliction. The church bells began to toll and the minute guns boomed, and soon all Sweden mourned its great loss.

At 1 o'clock in the afternoon the new King, Gustave V, took the oath of office before the Cabinet and court assembled in the grand gallery. The oath was administered by Minister Lindman. Then the princes of the blood swore allegiance to the King, who embraced and kissed them, giving his favorite brother, the giant Carl, a hearty slap on the back.

This ceremony being concluded, the Cabinet resigned, but the King begged the ministers to remain at their posts and assist him as they had so ably assisted his father. They acceded to his request and took the oath. King Gustave then read his proclamation and announced his motto, "With the People for the Fatherland." After the officers of the army and the navy and the civil officials had taken the oath, a Cabinet meeting was held behind closed doors.

There was a memorial service an hour later in the palace chapel, which was attended by the whole royal family, with the exception of Queen Sophia and the new Queen, until now Crown Princess Victoria, who will arrive here from the Continent to-morrow morning. The members of the diplomatic corps, the high officers of the army and the navy and the court and high civil officials also were present in the chapel. The Lutheran Church service, simple and solemn in form, with the singing of psalms and a sympathetic sermon, was used. No national mourning will be proclaimed. To-morrow all the theatres will open again, with the exception of the Royal Opera.

Gustave V has published a proclamation addressed to the administrative and ecclesiastical authorities, informing them of his accession to the throne, and a further proclamation addressed to the people of Sweden, in which he refers in eulogistic terms to their late sovereign. In the letter he says:

Providence richly endowed that magnanimous prince with great and brilliant qualities. His sense of duty, his respect for justness and his love of right, and his unceasing regard for the welfare of his subjects—these were the traits of character in the late King which we shall all remember with gratitude and regret.

The proclamation refers briefly to the material progress of Sweden under Oscar's reign, and then Gustave addresses himself personally to the people, saying among other things:

Our aim will always be to unite our people in the common work for the Fatherland. Recognizing fully that to this end we must look to the continuous co-operation of all classes, we expect the loyal aid of all our subjects. Only if the Swedish nation as a whole recognizes its responsibility toward the Fatherland can success be attained.

NO POLITICAL DISTURBANCE.

The death of King Oscar is not expected to be followed by any serious disturbance of Sweden's political conditions. The venerable monarch had been slowly failing for many months, and last January he experienced an illness that at the time was expected to end fatally. All precautions have been taken for the orderly passage of power to the hands of his able son and successor, Oscar Gustave Adolphe, Duke of Vermland, who will doubtless take the title of King Gustave.

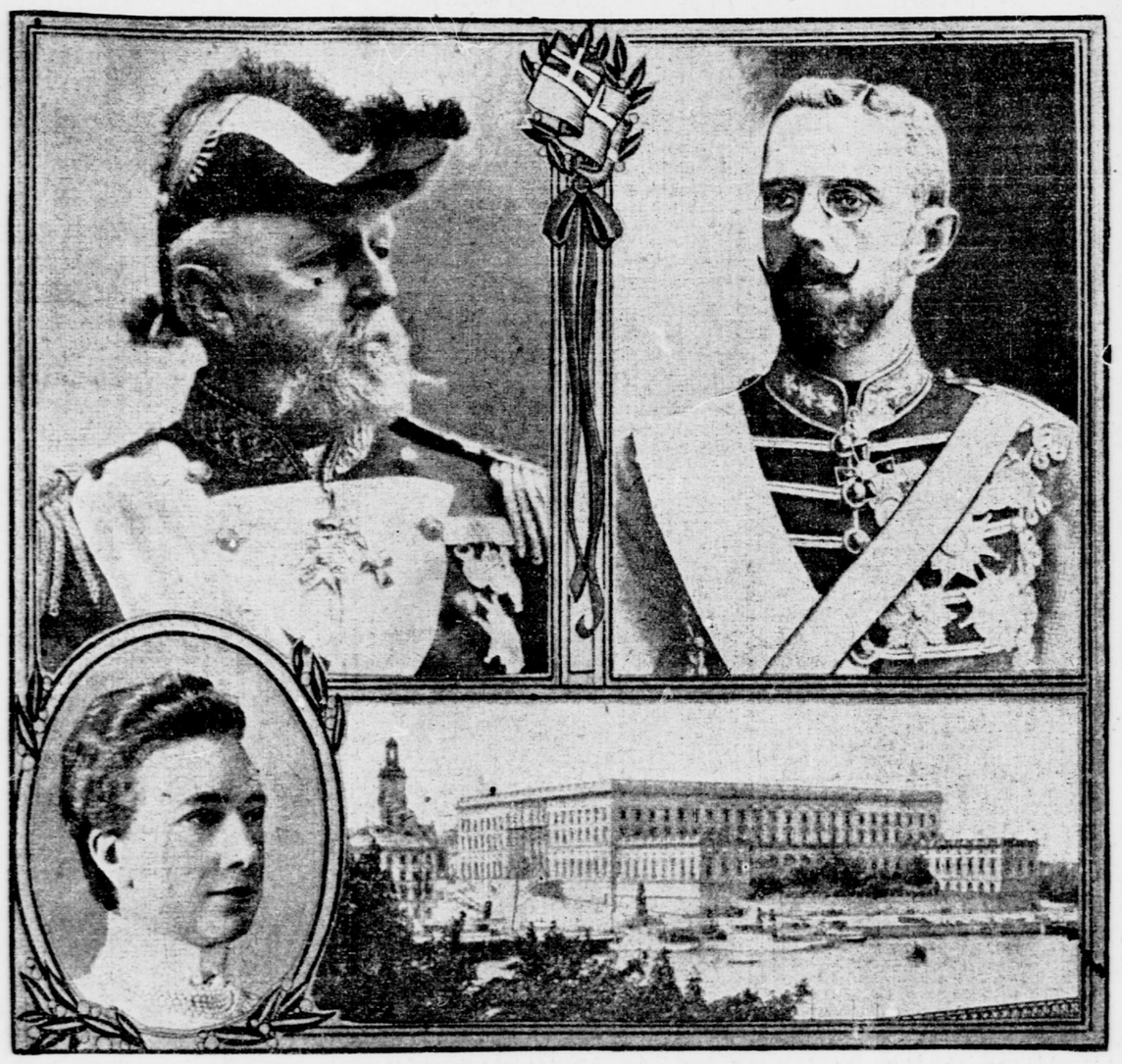
King Oscar had long been one of the most interesting figures of European royalty, his descent from Napoleon's great field marshal, Bernadotte, his gigantic stature and his family

Continued on seventh page.

POLAND WATER, NATURE'S CURE. Purest Spring Water in the World. Park & Tilford, Acker, Merrall & Condit Co., Poland Spring Co., 1180 Broadway, N. Y.—Advt.

SWEDEN'S DEAD RULER, HIS HOME AND HIS SUCCESSOR.

KING OSCAR. GUSTAVE V, THE NEW KING.



THE NEW QUEEN OF SWEDEN. THE ROYAL PALACE.

BIG SEAS TOSS LINERS.

LUSITANIA IN HURRICANE

Ocean Greyhounds' 7,467 Passengers in Fear During Stormy Passage.

Scarred and battered, the superstructure dented and generally showing the effects of a terrific battle with giant waves and head seas, the Cunard liner Lusitania, the record holder for the fastest transatlantic passage, arrived here yesterday, far behind the time of her slowest run to this port. She was delayed by fog in Liverpool and did not get under way until Sunday, and after doing her best to land her passengers early yesterday she was held back by a fog blanket and was the last of the Saturday fleet to get up to her pier. Captain Watts, her commander, declared that in all his experiences at sea this had been the roughest trip.

The big turbiner, however, was not the only steamer that fought her way over mountainous waves, through terrific gales and weathered a hurricane powerful enough to send a small coastwise vessel to the bottom. The entire fleet of six liners, expected here at least by Saturday afternoon, anchored off Sandy Hook early yesterday, and all bore marks of the storm. The six steamers brought to port 7,467 passengers, 1,818 of which were of the cabin, the remainder being steerage. This was a record for this time of the year. The steerage passengers had no friends to meet them, and kept the story of their experience with the storm to themselves, but those of the cabin had exciting tales to tell of the trip.

The Lusitania was barely sixty miles to the westward of Daunt's Rock when a light gale that had been blowing from the southeast changed suddenly to northwest and kicked up a choppy sea. The big liner pitched heavily, but kept on at fairly good speed until the combers rolled so high and broke in such rapid succession on the bow that Captain Watt was forced to reduce speed. On Monday, at 7 p. m., a great wall of water broke forward, sending a quiver through the steamer that was felt in the staterooms well aft.

The wave held its shape as it curled over the bow and broke with a powerful slap against the curved steel plates that form the front wall of Captain Watt's cabin. The arc was dented into a polygon, and will require new plates before it can be restored to its former shape. The water of the first comber had hardly rolled over the side when another broke over the bow, knocking over the double boom crutch and breaking from their lashings three forward booms. These rolled about the deck, and, fearing they might cause further damage, the Lusitania hove to for three hours while the booms were lashed back in place. The storm increased in fury throughout all of Tuesday, and the big steamer, which has easily made over 600 miles on a day's run, logged only 288 miles for the day. On Friday the Lusitania ran into a hurricane, which caused much uneasiness among the passengers, but resulted in no damage. The Lusitania's average speed for the run of 5 days 22 hours and 25 minutes was 19.52 knots.

The American liner Philadelphia, which left Southampton on Saturday, was far behind the Amerika and the Lusitania, but crept up through the fog to Quarantine and was on her way up to her pier long before the other steamers had passed Sandy Hook.

Captain Mills of the Philadelphia said the passage from Southampton was the roughest the steamer has ever been through. Her decks were awash throughout the greater part of the exceedingly rough weather, and several waves that broke over the promenade deck smashed a gangway door and damaged two lifeboats. On Monday she pitched so heavily that she had to be worked into the trough of the sea until the weather moderated. When she was shifted to this position a number of passengers thought she was not under control and were greatly alarmed.

The Amerika, of the Hamburg-American Line, had a rough trip across, but sustained no damage. The other stormtossed steamers which arrived yesterday were the Russian liner Korea, the Cunard liner Slavonia and the Cretic, of the White Star Line.

UNITE FOR HIGHER PAY.

RAILROAD MEN'S DEMAND.

Preliminary Vote Begun and Strike Next Month May Result.

[By Telegraph to The Tribune.]

Altoona, Penn., Dec. 8.—Seventy-five thousand railroad men, on sixty-five railroad lines east of the Mississippi River and including Eastern Canada, are preparing for a strike in January unless wages are advanced approximately 10 per cent and uniform working rules are adopted. Members of the unions here began voting to-day on demands intended to be made January 2. The result of the ballot will be known December 29.

The Order of Railroad Conductors and the Brotherhood of Railroad Trainmen are working in unison in formulating the demands, which will be presented to the railroads simultaneously. If these demands are not met it is predicted that more than fifty railroads will be tied up at once.

One of the changes demanded is the abolition of the "double-header" (two engines with only one crew of conductor and brakemen), the two engines to be permitted in extraordinary cases only. The "double-header" was the question over which the Pennsylvania workmen quarrelled in 1877, and a strike costing millions of dollars and many lives resulted.

The vote now being taken is not a strike vote directly, but one to determine the sentiment of the men as to the questions proposed. If the demands are refused action on a general tie-up will be considered at once.

The principal demands outlined are as follows:

A—On runs of 4,500 miles a month, or over, the pay of passenger conductors to be 2.75 cents a mile; baggagemen, 1.65 cents a mile; flagmen, 1.56 cents a mile; brakemen, 1.46 cents a mile.

B—On runs of 4,500 miles, or less, a month, the pay of passenger conductors to be not less than $4 25 a day; baggagemen, $2 55 a day; flagmen, $2 35 a day; brakemen, $2 25 a day.

C—Overtime in through passenger service to be based on a speed of twenty-five miles an hour, to be computed from the time the men are required to report for duty, and to continue until they are relieved at the end of the run, and to be paid for at the following rates: Conductors, 42.5 cents an hour; baggagemen, 25.5 cents an hour; flagmen, 23.5 cents an hour; brakemen, 22.5 cents an hour, less than thirty minutes not to be counted; thirty minutes or over to be paid for as one hour.

D—In all freight service, one hundred miles or less, ten hours or less to constitute a day's work; overtime to be considered after ten hours. On runs of over one hundred miles overtime to be paid for on a basis of speed of ten miles an hour. Through and irregular freight service to be paid for as follows: Conductors, 3.8 cents a mile; flagmen, 2.63 cents a mile; brakemen, 2.7 cents a mile; one hundred miles or less, to be paid for as one hundred miles. Local and pick-up conductors to be paid 4.05 cents a mile, flagmen, 2.8 cents a mile; brakemen, 2.7 cents a mile.

The Chicago standard rates of pay are to govern all terminal, divisional or other important yards. All other yards are to be paid one cent an hour less than the Chicago rates. Ten hours or less shall constitute a day's work. In any instance where better wages than those demanded are paid, or better working rules are enforced, the new demands are not to be allowed to operate to the disadvantage of the workmen.

DELAYED CARMANIA SAILS TO-DAY.

The Cunard liner Carmania, which went aground on the southerly ledge of the Ambrose Channel on Saturday morning and which was floated late that night, will steam for Liverpool at daylight this morning. She had to pump out 600 tons of her 1,200 tons of fresh water supply, and it took all of yesterday to fill the emptied tanks.

Vernon H. Brown, of the Cunard Line, said last night that the diver who examined the Carmania from stem to stern found that she was not damaged.

The Carmania was in the way of incoming liners at Quarantine and was ordered to move yesterday from her position by Captain Bradley, in charge of the anchorage cutter Calumet.

TAFT'S STEAMER DELAYED.

Boulogne, Dec. 8.—The steamship President Grant, on which Secretary Taft and party are passengers, which was to have sailed from this port to-day, has been delayed by heavy weather.

WOMAN KILLED IN AUTO

CAR PLUNGES INTO DITCH.

Driver Asleep When Accident Occurred at Hastings-on-Hudson.

Miss Carrie Clark, of No. 50 Cathedral Parkway, was killed instantly when the automobile in which she was riding was overturned in the Sawmill Road, about half a mile east of Hastings-on-the-Hudson, early yesterday morning. The machine, a taxameter cab, No. 47,721 N. Y., owned by the New York Transportation Company, was in charge of William O'Halloran, a former employe of the company, while the chauffeur, Robert Burdick, was asleep in the rear of the machine.

While attempting to get the wheels of the machine out of a rut in the roadway O'Halloran turned too far to the side of the road, the machine plunging into a ditch. Miss Clark, who was riding on the front seat with O'Halloran, was caught under the machine as it toppled over and her neck was broken. Attracted by the noise, several persons ran to the rescue of the party and found O'Halloran and Burdick, who were only slightly injured, trying to raise the machine from the woman's body. With their assistance the car was raised.

Dr. S. R. Lyman, who lives near by, was summoned, but Miss Clark was dead long before his arrival. O'Halloran and Burdick were arrested and taken to the Hastings police station and detained until examined later in the day by Coroner Wiesendanger, who paroled them for a further examination on Wednesday.

According to the story told by O'Halloran, he and Miss Clark dined at McGown's Pass Tavern on Saturday night, and about 11 o'clock called up the New York Transportation Company and ordered a taxameter cab. The machine was sent in charge of Burdick. Burdick, believing that O'Halloran was still in the employ of the company, raised no objections when he ordered him to take a seat in the rear of the machine, while he himself drove the car. The party proceeded up Jerome avenue to Frankfort's Hotel, in Yonkers, where refreshments were obtained. It was shortly after leaving there that the accident happened.

The roadway where the accident occurred crosses the railroad tracks of the Putnam Branch of the New York Central Railroad and then makes a sharp turn. O'Halloran evidently ran too far to the side of the road, and then, in attempting to get back out of the ruts, swung into the ditch.

After being placed under arrest, O'Halloran asked that a Mrs. Hammond, whose telephone number was 6004 Riverside, be informed of Miss Clark's death. This number is at No. 50 Cathedral Parkway, where Miss Clark is said to have lived. At Mrs. Hammond's home last night it was said that she knew Miss Clark slightly, she having been visiting her for a few days. After the accident Miss Clark's body was taken to the Hastings morgue, where it was later claimed by a representative of Boyd & Mulcahy, undertakers at 159th street and Webster avenue, and it was in his custody that the two men were paroled for further examination.

When arrested O'Halloran said that he was superintendent of the New York Transportation Company, but refused to give his home address to the coroner, saying that his business address would be enough.

At the undertaking establishment it was said last night that Miss Clark's address was No. 50 Cathedral Parkway and that she was twenty-seven years old. The undertakers were called into the case early in the morning by O'Halloran, who told them he lived with his two sisters at No. 224 Central Park West.

William J. Palmer, jr., secretary of the New York Transportation Company, when asked about the accident last night, said that O'Halloran, who was in charge of the cab at the time of the accident, was formerly a foreman of drivers for the company, and had been discharged a few days ago. He said that Burdick had agreed to let O'Halloran take charge of the cab, believing that the latter was still in the employ of the company and was competent to manage it. Coroner Wiesendanger will make a further investigation of the accident.

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Advt.

ORPHAN ASYLUM FIRE.

House of Providence, Near Syracuse, Destroyed—Loss, $125,000.

Syracuse, Dec. 8.—The House of Providence, an orphan asylum for boys just west of the city line, was burned to the ground this morning, involving a property loss of $125,000, on which there is insurance amounting to about $28,000. The 152 inmates, ranging from four to fourteen years old, escaped without injury, although all their personal effects were destroyed.

The House of Providence is a Catholic institution under the direction of the Sisters of Charity. The building was valued at $90,000. The furnishings and all the personal effects of the fourteen Sisters and of the orphan boys were burned. It is not known how the fire originated. It is announced that the building will be replaced as soon as possible.

DENIAL FROM FULLER.

Hughes Has No Intention of Opening Chicago Headquarters.

Albany, Dec. 8.—"Governor Hughes has no intention of going to Chicago next June, nor has he any intention of opening headquarters there or anywhere else." This statement was made to-night by Robert H. Fuller, secretary to Governor Hughes, referring to a dispatch received by The Associated Press last night, to the effect that a message "signed by Governor Hughes's private secretary" was received at a hotel there yesterday, asking for the reservation of rooms for the Governor in connection with the Republican National Convention at Chicago next June.

"No such message was sent or authorized by me or by any one with authority to represent Governor Hughes," added Mr. Fuller, emphatically. "There must be some mistake, or an attempt at a joke on the part of some one with a peculiar sense of humor. You can make the denial as strong as you please."

ROUSED "DEAD" CHILD.

Mother Falls Into Trance and Daughter Returns to Life.

[By Telegraph to The Tribune.]

Cleveland, Dec. 8.—After falling into a trance following the death of her six-year-old daughter on Tuesday, Mrs. Sarah Goldstein is declared to have brought the child, who died after a month's illness from scarlet fever, back to life for two hours. The woman is still in a trance, and in moments when her words are distinguishable appears to be talking to the dead child. The doctors are puzzled. They give her nourishment artificially, as she cannot be roused to take food.

"Little Ida was rigid in death," said Mr. Goldstein to-day, "when her mother, who was weeping by the bed, seemed to go into a trance. She seized the child in her arms and muttered some unintelligible words. The breath came back to Ida's body, and for two hours the little one lived before she again became rigid and her spirit fled."

SEVEN DROWNED.

Steamer and Bark in Collision Off Folkestone.

London, Dec. 8.—Heavy gales in the Channel and the dislocation of cross-Channel traffic resulted in a collision off Folkestone this morning between the Dutch steamer Scheldestroom and the British bark Forfarshire. The Scheldestroom was badly damaged, a big hole being made in her side. She ran for Folkestone, where she was beached.

The lifesavers sent out a boat to the rescue, but before it reached the steamer the captain of the Dutch vessel ordered a boat lowered. He, together with ten of the crew, entered the boat, which was driven on the rocks and wrecked. Seven of the men, including the captain, were drowned. Those who remained aboard the steamer were saved.

The Forfarshire, which was a 1,354-ton vessel, commanded by Captain Purdy, from Callao for Newcastle, was able to proceed.

GIVE UP 120 FOR DEAD.

Three Fishing Vessels Missing Since October 1.

Paimpol, France, Dec. 8.—Three Newfoundland fishing vessels, the Angler, the Jacques and the Croisade, with crews totalling 120 men, have been given up for lost, as they have not been reported since October 1, when they left Miquelon.

UPRISING IN MACEDONIA.

More Than 100 Killed and Wounded in Recent Engagements.

St. Petersburg, Dec. 8.—For the second time within a month the government has instructed the Russian Minister at Sofia to call the attention of the Bulgarian government to the growing activity of Bulgarian bands in Macedonia, which it considers a serious menace to the preservation of peace.

According to reports received from consular agents, the casualties in recent engagements aggregate more than one hundred killed and wounded, about evenly divided between Christians and Mahometans.

The bands are most prevalent in the villages of Salonica, where from twenty to thirty small mobile units are operating, each numbering from a dozen to a score of insurgents.

Pressure will be applied at Sofia simultaneously by Austria, which was chiefly instrumental in arousing Russian action, fears being entertained that these bands of insurgents are the forerunners of a general insurrectionary outbreak in the spring.

MARSHAL KILLED BY NEGRO.

Midville, Ga., Dec. 8.—Marshal Brinson was killed here this afternoon by a negro. The negro had done something for which the officer reproved him and summoned him to appear in court to-morrow morning. The negro drew a revolver and shot Brinson three times. The negro fled to the swamp and escaped.

A special train, with a Sheriff's posse and bloodhounds, left Millen, Ga., for the scene.

ENGAGEMENT OF MRS. PAUL L. FORD.

The engagement of Dr. Linsly R. Williams to Mrs. Paul L. Ford is announced. The date for the wedding has not yet been fixed.

HUNT FOR AMUSEMENT.

RESTAURANTS THRONGED

Crowds Seek to Find New Ways to Spend Sunday in City.

Not since the days of Wouter Van Twiller has New York experienced such a legally eventless day of rest as yesterday. "Legally" is used advisedly, for under the decision of Judge O'Gorman in the now famous Hammerstein case all amusement houses not protected by injunctions were closed. But only a bare half dozen places had such injunctions, and these were moving picture shows. Yet saloons, cafés and hotel restaurants with musical entrees were doing business. Therefore, while the Manhattan and Metropolitan opera houses, Carnegie Hall and the Young Men's Christian Association illustrated lectures were out of commission, the Raines law hotels did a banner trade, and the "tinkle-tum-tinkle" of the mechanical piano triumphed.

But up in the wilds of Harlem there were several arrests to enliven the usual quiet of that section of the city. At the Manhattan Casino, 155th street and Eighth avenue, the Tiger Social Club was holding its annual dance, when detectives from the West 152d street station swooped down and made three arrests. The detectives allege that they bought tickets at 35 cents each, and as the band was playing "Every Sunday I Go Down to That Old Long Island Town" they arrested Charles P. Thompson, ticket seller; Henry Tone, ticket taker, and Charles Strubell, manager, and took them to the station house, where they were charged with the violation of Section 277 of the Penal Code and Section 1481 of the New York Charter. They were immediately bailed out, and at a late hour this morning the members of the Tiger Social Club were still on their way to the "Old Long Island Town."

CLOSE HARLEM COMEDY THEATRE.

At the Harlem Comedy Theatre, No. 68 West 125th street, while a performance was going on, Inspector Thompson and Captain Walsh, of the East 126th street station, came along and arrested Miss Ethel Gordon, the ticket seller; Henry Brant, a ticket taker, and Edward Allen.

The Comedy Theatre is controlled by Brill & Fox, who are said to have three other such places in this city and four in the borough of Brooklyn. S. E. Rogers, counsel for Brill & Fox, went before Judge Marean yesterday and obtained an injunction restraining the police from interfering with their Sunday performances.

Brill & Fox opened their moving picture performances in the Comedy Theatre yesterday afternoon at 1 o'clock, and gave a performance every fifteen minutes with an average attendance for each performance of three hundred persons. The charge was 5 cents admission. They continued giving the performance all the afternoon without interruption, but no music accompanied the pictures. After their appearance at the Night Court they returned to the Comedy Theatre and the performances were resumed.

In the night court, before Magistrate Walsh, the employes of the Comedy Theatre were arraigned last evening. Deputy Commissioner Hanson appeared for the complainant, the police, and Gustavus A. Rogers appeared for the defendants. It was agreed to waive the question of the validity of the injunction obtained from Justice Marean, that the case might go before the magistrate. The hearing lasted about two hours, during which Mr. Rogers explained that the case of his clients was vastly different from that of the ordinary theatrical manager. Magistrate Walsh finally decided that the opposing counsel should submit briefs in the case and that a decision should be given in Jefferson Market court on December 17.

The bowling alleys, usually open on Sunday, were doing a big business yesterday. The crowds in the alleys were not troubled by the police.

Forty-two arrests for violation of the Excise law were made yesterday in Manhattan and The Bronx, the same number as on the Sunday before.

With the half dozen moving picture shows for the public and above board delectation of the "four million" of greater New York, there could not help being a decided surface change in metropolitan life. Broadway was a magnified reproduction of Main street, Hackensack, on a Saturday night. Most of the illuminated signs were off duty. The few that remained only accentuated the darkness of the entrances beneath, which were barred and labelled with such notices as "Closed; Open Monday." And up and down the "Great White Way"—white only in remembrance—tramped a crowd that is seldom equalled except on election nights.

The crowd itself was a study. Besides the "regulars" there were thousands of persons out to see what might happen. They had read that Commissioner Bingham was to station two men at the entrance of each theatre. Possibly the crowds thought some rebellious manager would start a show and there would be a good old-fashioned raid, with boxholders leaping from windows like patrons at an "athletic club" social. But the crowds had no such treat, although they were able to note the bluecoated men looking bored and weary as they paced about near the darkened portals of the playhouses.

FIGHT TO CHANGE THE LAW.

While the night crowds strolled about the streets or dropped into the cafés and restaurants, the day did not pass without movements in a fight to have the law changed. To be sure, the managers were biding their time. Louis J. Vorhaus, counsel for Oscar Hammerstein, said there would be no action of the Sunday Association of Theatre Managers of Greater New York until the Board of Aldermen should meet, next Tuesday, and show what sort of action it intended to take. Ex-Judge A. J. Dittenhoefer, legal representative of Mr. Conried, said that as far as the Metropolitan Opera House management was concerned the matter was in the hands of the people through their representatives, the aldermen.

But, in contrast to the managerial acquiescence to the public will, there were meetings at various places where the spirit of revolt against "puritanical laws" was voiced in no uncertain way. For example, Terrace Garden was filled to overflowing yesterday afternoon by 2,500 men, mostly representatives of the organizations included in the United German Societies. Among the speakers was Professor Ernst D. Richard, of Columbia University, who wanted to know why the reporters were not arrested for working as they took notes on his address. The meeting unanimously adopted a resolution to appoint a committee to seek to "bring the laws of the state of New York into harmony with the present conditions and wants of the people."

HARBURGER'S HARSH CRITICISM.

The attitude of organized labor was indicated at the regular meeting of the Central Federated Union yesterday when the Sunday law enforcement was made part of the business of the day.