

TIGER'S BUILDING CODE.

TAMMANY SCRATCHED IT.

"Little Tim" Decided It Wasn't Wise to Let It Live.

The new building code, upon which eleven of the seventeen men composing the Building Code Commission devoted many hours of hard labor last year, seems to have fallen under the paws of the Tammany Tiger and is now being digested in the 14th street stomach.

The case is summed up briefly as follows by Alderman Max S. Griffenhagen: "By hook or crook Tammany Hall has got hold of the building code and its framing. It was probably by both hook and crook, for the Building Code Commission and the code it framed got the hook, and the crook is never far away nor hard to find when Tammany gets busy in a field rich in graft.

CODE REVISED EVERY FIVE YEARS. The charter of the city provides that the Board of Aldermen must appoint a Building Code Commission for a revision of the code every five years. This was not done three years ago while Tammany had control of the Board.

Then Alderman Griffenhagen was made chairman of the building committee. One of the biggest builders in the city, in the latter part of that year, suggested to him that it was time for a revision of the code, and Alderman Meyers introduced a resolution giving the building committee power to select ten men to do it.

"LITTLE TIM" IN CONTROL. The commission was not appointed until the spring of 1907, as the Municipal Ownership League aldermen who had sided with the Republicans in making it possible demanded several places on it as their reward.

The characters of the men who were to revise the plum stuffed code did not suit the little white father in the board nor the braves up in 14th street. Consternation spread in Tammany Hall. The commission looked as though it meant business.

Then Sullivan realized he had power again and could mould the Municipal Ownership League fully as he saw fit. He called on Alderman Griffenhagen in regard to the code commission.

BRADY ELECTED CHAIRMAN. In some manner which the original commissioners cannot explain Brady was elected chairman of the commission. Mr. Isaacs said last night that he thought the commissioners did not know just what they were doing.

"Do you think that the building code as framed by the commission is a Tammany job?"

AIR LOST TO PRISONERS.

Miners Imprisoned for Month in Nevada Undergo New Peril.

Ely, Nev., Jan. 5.—The six-inch water pipe through which air is fanned to the three miners who have been entombed near this city for a month became bent yesterday by the pressure of rock and earth at the six hundred foot level and for a time no air could be sent to the men.

STEAMER MAY HAVE SUNK

Wheelbox Found at Block Island—Plymouth Disabled.

Providence, Jan. 5.—Evidence pointing to the serious damage of a steamer, if not its actual loss at sea, came ashore at Block Island today in the shape of wreckage, indicating some sort of disaster, probably a collision.

This is all that is known of the wreck as yet. The steamer Plymouth, plying between New York and Fall River, disabled her machinery twenty miles east of Point Judith this morning and lay at anchor for five hours in a nasty sea.

FOR 100-FOOT LOCKS.

Isthmian Canal Commission Will Recommend This Width.

Washington, Jan. 5.—By unanimous decision the Isthmian Canal Commission will recommend to the Secretary of War that the locks on the canal be constructed at their present projected width—namely, 100 feet—holding that this will be ample for all commercial shipping for years to come.

INVESTMENTS HERE SAFE

French Directors Have No Fears Regarding Their Securities.

Buffalo, Jan. 5.—Arthur Spitzer and Pierre Dejarin-Verkinder, directors of the Société Générale, one of the largest financial institutions in Europe, are in this city to investigate the financial situation. They are accompanied by M. Manheim, City Engineer of Paris.

HAS NAME OF CARNEGIE'S MOTHER.

Aged Indiana Woman in Actual Want, Therefore Put on His Pension List.

Pittsburg, Jan. 5.—Because her name is the same as that of his mother, Mrs. Margaret Morrison Carnegie will never want as long as Anson Carnegie is alive.

PRINCE HELIE SUES COUNT BONI.

One Franc Damages Asked—Case To Be Opened on January 21.

Paris, Jan. 5.—Prince Hélie de Sagan has filed suit, on the ground of assault, against Count Boni de Castellane in the criminal court, asking one franc damages. The action will be taken up before the court on January 21.

MUNSTERBERG DENIES INVENTIONS.

Boston, Jan. 5.—Professor Hugo Munsterberg, the Harvard psychologist, in an address here on "The Psychological Method in the Detection of Crime," denied that he ever invented instruments which were said to compel persons to tell the truth.

COUNT TO MARRY DENVER HEIRESS.

Denver, Jan. 5.—The engagement of Miss Mand Eaves, a young Denver heiress, to Count Francis Emmerich Gyory, of Hungary, was formally announced yesterday. The count is twenty-seven years old. He has lived in Denver during the last two years, representing a Havana tobacco concern.

FIGHT OVER RED FLAGS.

RENT STRIKERS ROUTED.

Police Invade Tenement Houses and Seize Socialistic Emblems.

The police swooped down on seven tenement houses in Rutgers, Cherry and Monroe streets last night where red flags, some of them bearing "Rent Strike," fluttered from the fire escapes, and captured them, taking them to the police station and pushing them over on a red hot stove when he narrowly escaped serious injury at the hands of striking men and women.

The trouble started at No. 234 Cherry street, when Patrolman Fahey and Ling saw five red flags, one of them three feet by two feet, flying from the fire escapes. First they went to the top and captured a red flag. Then to the next floor with equal success. At the third floor they captured two flags. By the time the two invaders reached the apartment of Isidore Placke the majority of the twenty-two tenants and their friends became so incensed that they tried to get back the red flags. Several grabbed Fahey and were trying to push him over on a red hot stove when he showed them he could fight for the flags as well as they could.

The reserves came on the double quick. As they trooped up the stairs, Fahey grabbed the red flag flying from Placke's window and then arrested Placke, who was locked up in the Madison street station, charged with assaulting an officer and with inciting a riot by displaying a red flag from his window.

At No. 4 Rutgers street fluttered a big red flag reading "To the Public: This house is on strike." A policeman took it to the Madison street station. Flags were also taken from Nos. 23 and 37 Cherry street.

At Nos. 163, 169 and 179 Monroe street the police also confiscated red flags. Wherever they found a red flag they took the name of the occupant of the apartment. Fifteen flags were taken by the Madison street police in all.

There was nothing that looked like a Sabbath calm over the East Side in the afternoon. Instead, there were fighting in the streets, even if it was a little mild, and red socialist flags and angry landlords and policemen were everywhere.

The trouble began when Abraham Lowenthal, who owns a tenement house at No. 55 East 11th street and has not collected any rent this month, happened to come to the house in the morning and found a red flag flying from the top of the building.

There were no meetings during the day, but the headquarters of the socialists, in Grand street, were busy. Plans were made to take care of the great number of dispossession cases that will come up in the 15th District Court today, and Jacob Panken and other lawyers were in consultation with the committee that is handling the strike.

Charges of brutality and unwarranted clubbing were made against the police, but Captain Shaw, of the East 5th street station, said his men had simply dispersed disorderly gatherings.

FORM UNION TO GET LOWER RENTS

Five Hundred Residents of Chicago's Ghetto Unite to Fight Landlords.

Chicago, Jan. 5.—Five hundred residents of Chicago's ghetto formed a tenants' union to-night with the avowed purpose of forcing landlords to reduce rents \$2 a month in all cases. Leaders advised the members to refuse to pay the present rates, which are declared to be exorbitant, and to force the landlords to take all legal steps and pay all court costs in case lower prices are not granted.

NEWARK'S "STRIKING" TENANTS BUSY

Hold Big Mass Meeting—Boycott Flags on Tenement Houses.

There was a mass meeting of "striking" tenants in Starr's Auditorium, at Morris and Fifteenth avenues, Newark, yesterday afternoon, at which as many as could crowd into the hall were enthusiastic over the prospect of a permanent organization with the object of defeating the landlords. While this meeting was going on, several blocks away, behind closed doors, the members of the recently organized Real Estate Owners' Association were cleft with Edward Schoen, their legal adviser.

Several times in the afternoon the police reserves from the 4th Newark Precinct were called out to quell disorder in the tenement house districts, where white flags bore the inscription "Don't Rent Here" on tenements under the ban of the "striking" tenants.

BRITISH ARMY OFFICER DEAD.

Killed by Being Struck by Trolley Car at Buffalo.

Buffalo, Jan. 5.—John C. Cautley, a retired British army officer, was struck by a trolley car today, and died in a hospital half an hour later. One version of the accident is that he stepped from one car and crossed the track in front of another.

TYPHOID CLAIMS TRENTON PASTOR.

Dr. Charles Keevil, Formerly of Brooklyn, Another Victim of Fever.

Trenton, N. J., Jan. 5.—Trenton's typhoid fever outbreak today claimed the Rev. Dr. Charles Keevil, pastor of the First Baptist Church for the last year, who came here from the Second Avenue Baptist Church, New York. Dr. Keevil was removed to Mercer Hospital three weeks ago, and died there today.

THIN ICE A DEATHTRAP.

THREE DROWN IN POND.

Brothers and Would-be Rescuer Break Through in Jamaica.

William Stecher, Jr., sixteen years old, and his brother Francis, nineteen, and Joseph Teirecy, twenty, who attempted to rescue them when they broke through the ice on Redder's Pond, Jamaica, were drowned yesterday afternoon. The bodies of the two boys were recovered by the police after grappling for several hours. Young Teirecy's body was not recovered until 9 o'clock at night, the police working by the light of bonfires on the shore.

Because of the extreme cold it was necessary for the policemen to work in relays, and had to only boat on the pond leaked badly and had to be pulled ashore and emptied frequently. The parents of the drowned boys are under the care of the family physician, both of them having become hysterical from grief when the bodies were brought to the surface.

Both boys received new skates for Christmas, and were anxious to use them on the first opportunity. Yesterday afternoon they went to Redder's Pond, in Black Stump Road, near Hillside avenue. The ice at the shore was about two inches thick, but it was hardly more than half an inch thick in the middle of the pond, which covers four acres.

When about fifty yards from the shore William Stecher broke through the ice. His brother, without waiting to get a board or a fence rail, crept out on the ice, and was nearing William and he sank into the water, which is more than fourteen feet deep. Joseph Teirecy, who was passing on the road, stripped off his coat and in the direction of the boys, when the brittle ice crust gave way beneath his weight.

A small boy who was skating on the edge of the pond went to the home of County Judge Burt Jay Humphrey, which is near by, and with the assistance of the watchman brought a ladder to the pond. None of the victims rose to the surface, and the watchman sent word to the police of the Jamaica station.

Sergeant Martin and Patrolman Hennessy and Fagan were sent to the pond on the run. They improvised grappling hooks from material being used on the reconstruction of the Humphrey property. Lieutenant Ouellet, of the Jamaica station, ordered the reserves to the scene and telephoned to Hook and Ladder Company 77, which was rushed to the pond.

The policemen and firemen were forced to use an old scow which was on shore near the pond, and after a few minutes it went to the bottom, almost taking two firemen and a policeman with it. A boat which was frozen in on the opposite side of the lake was chopped out, and although it leaked badly it enabled the men to recover the bodies of the two brothers.

When darkness overtook them the searchers lighted huge bonfires along the shore and continued the work, the flaring lights and grotesque shadows making it seem more ghastly. All of the reserves and a detail of firemen were kept on duty. They were forced to work in relays, warming themselves between times. The pond is on the top of one of the range of hills known as the "backbone of Long Island," and the high winds caused such suffering.

William Reiss, a fireman attached to Hook and Ladder Company 77, brought Teirecy's body to the surface. It was taken to the Jamaica police station, where it was identified later by Joseph Smyth, of Jamaica. Teirecy was a clerk, and lived with his parents, at Chichester and Oak streets, Richmond Hill.

Dr. Crawford, of St. Mary's Hospital, who was called when the two bodies were recovered, said that the chill of the water must have killed the boys instantly. The bodies were taken to the Jamaica police station and later to an undertaker's establishment.

TUG CAPTAIN RESCUES BARGE CREWS.

Storm Tossed Tow Set Loose in Raritan Bay While Skipper Saves Imperilled Men.

Battling against a southwest gale, the tug Wyoming, of the Lehigh Valley fleet, had to drop her crew of six tows yesterday, while she picked off the crews of the afternoon pair of scows. She started out across Raritan Bay from South Amboy before the wind and proceeded without difficulty as far as Perth Amboy, at the mouth of the Raritan River.

WOMEN CAN GET SHINES NOW.

Modest Staten Islanders and Bootblacks Satisfied with Commissioner Bense's Order.

Modest Staten Islanders and municipal ferryboat bootblacks are now satisfied. Dock Commissioner Bense and a steel bicycle clip produced this state of satisfaction. No more will the Staten Island woman land at South Ferry with their shoes bespattered with Staten Island mud.

Several weeks ago some of the commuters raised objections to the shining of women's boots in the upper saloon of the ferryboats. These objections were couched in such delicate language that Commissioner Bense decided to investigate. He investigated. He wasn't shocked. And yesterday the bootblacks were working all over the boats. The bicycle clip holds the woman's skirt above the boot.

BURGERS NEAR RICH HAUL.

Drill Into Safe and Ready to Rob It, When They are Frightened Away.

Burglars forced an entrance to the rear of the bakery and luncheon at No. 44 Greenwich street some time between midnight of Saturday and 5:30 o'clock yesterday morning. Drilled a hole clear through the safe door, near the combination lock, and were within six inches of hundreds of dollars which the safe contained when they were alarmed by a noise upstairs and decamped, leaving their tools behind.

EDWARD H. BULKLEY SERIOUSLY ILL.

Newport, R. I., Jan. 5.—Physicians announced to-night that the condition of Edward H. Bulkley, who is ill at his cottage here, was serious and that a specialist had been summoned from Boston.

ORDER VETERANS HOME.

Reported Recall of Former Japanese Soldiers from Vancouver.

Portland, Ore., Jan. 5.—"The Oregonian" received a dispatch from Vancouver, B. C., to-night saying that hundreds of former Japanese soldiers now in Vancouver have received orders from the Mikado to return to Japan at once.

FEW JAPANESE LEAVING HAWAII.

The Sugar Grinding Begins—Demand for Labor in the Island.

Honolulu, Jan. 5.—There is little movement of Japanese laborers from Hawaii to Vancouver, B. C. The sugar grinding season has begun, and there is an abundance of employment. Passage has been engaged for two hundred Japanese by way of San Francisco on the French steamship Admiral Fourichon, which is due here shortly. Otherwise there is no present movement of Japanese from Hawaii toward the North American continent.

SHIPS TANGLED IN GALE.

Dragging Anchors, They Drift Into Each Other—One Ashore.

Bad luck pursued the steamer Ciudad de Reus yesterday, and after having been in collision with another vessel in the morning she broke loose from her moorings at Morse's dry dock, 36th street, Bay Ridge, Brooklyn, in the afternoon and after drifting three blocks and sinking a scow was blown ashore and probably will be a total loss. Wrecking tugs worked for hours, but were unable to drag her off the beach. Another attempt will be made at the next high tide.

In a strong northwest gale which prevailed early yesterday morning the Spanish oil tank steamer Ciudad de Reus dragged her anchor and drifted across the bow of the Trinidad liner Maraval, which had dropped anchor at Quarantine shortly before 2 a. m. All hands but the anchor watch on the Maraval had turned in, but they were brought on deck suddenly about 3 a. m., when the side of the tank steamer crashed into the bow of the Maraval.

The impact shifted the Maraval about, and she, too, dragged anchor. Both steamers swung around in the gale and their anchors fouled each other. The Ciudad de Reus was struck near the bridge and two lifeboats were smashed. The bridge was twisted and made almost impossible for navigating purposes.

After several hours the crews of both steamers managed to untangle the anchor chains and the steamers drifted apart. The Maraval had a bow plate cracked, but sustained no other damage. Several tugboats went to the steamers' assistance. The Maraval steamed to her pier in Brooklyn.

FORMER OPERA SINGER DIES.

Persons Who Go to Her Aid Held at Bay by Mongrel Dog.

Mrs. Katrina Seckersdoff, formerly an opera singer, wife of Gustav Seckersdoff, a retired manufacturer, died suddenly in her apartments at the Victoria Hotel Annex, Broadway and 25th street, last night. While Mrs. Seckersdoff was dying several persons summoned by her husband were prevented from helping her by a small mongrel dog, which Mrs. Seckersdoff made a pet of for several years. The animal was finally captured by Mr. Seckersdoff and locked in another room. Mrs. Seckersdoff died in a few minutes.

Because of her sudden death Coroner Dooley was called by the police of the Tenterden station. He said that death was probably due to apoplexy. The dog, when locked in the room, howled continually.

COLD WEATHER IN ENGLAND.

Many Deaths Reported from Skating Accidents and Exposure.

London, Jan. 5.—A week's hard frost has permitted skating by thousands, and has led to many deaths through accidents on the ice, as well as through exposure.

HEAVY FOG ON BRITISH COASTS.

London, Jan. 5.—Fog is seriously impeding shipping on the British coast, and it is especially dense in the regions of Glasgow and Liverpool. On Saturday many liners were delayed. The Carmania should have sailed at 5 o'clock on Saturday afternoon, but was held over until this afternoon. Many other big steamships, both incoming and outgoing, have also been held up.

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PRESIDENT ON THE BROWNSON AFFAIR.

MR. METCALF GIVES OUT CORRESPONDENCE.

President Roosevelt Calls Rear Admiral's Act Unseemly and Improper.

Washington, Jan. 5.—President Roosevelt's attitude on the question of the command of hospital ships in the navy, which resulted in the resignation of Rear Admiral Willard H. Brownson, and, incidentally, some caustic observations on that incident and the controversies among the naval officers and their adherents as to details of naval construction and methods of training, was made known to-day, when Secretary Metcalf gave to the press two letters from the President addressed to him on the subject.

In the first of these letters President Roosevelt condemns in unmeasured terms the act of Admiral Brownson, declaring it to be unseemly and improper. The question with the Navy Department, the President declares, is one as to which there can be entirely legitimate differences of opinion, but he adds, "there is no room for difference of opinion as to the gross impropriety of the admiral's conduct in resigning sooner than carry out the orders of his superior officers in such a matter. The officers of the navy must remember that it is not merely childish but in the highest degree reprehensible to permit either personal pique, wounded vanity or factional feeling on behalf of some particular bureau or organization to render them disloyal to the interests of the navy, and therefore of the country as a whole."

Regarding the controversies in the navy, the President admits there always are and always will be defects to correct both in the construction of ships and in the organization of the department and in the actual drill of the fleet. It is well, he says, that these defects be pointed out, but it is also well that they should be pointed out without hysterical exaggeration or malicious untruthfulness. He scathingly rebukes those guilty of exploiting them in grossly exaggerated form in the fancied interest of an individual or clique of individuals or for the sake of supplying sensational material to newspapers.

Because of "so much misrepresentation and exaggeration," the President has asked Secretary Metcalf for a statement as to the exact facts concerning which there have been disputes, desiring particularly the opinion of Admiral Converse, formerly chief of the navigation bureau, whom, because of his high professional attainments and standard of conduct and duty, the President considers peculiarly fitted to give judgment.

ON ADMIRAL BROWNSON'S RETIREMENT.

The letter to Secretary Metcalf regarding the retirement of Admiral Brownson and the controversies in the navy is as follows:

The White House, Washington, January 2, 1908. To the Secretary of the Navy. In accordance with our conversation of today, Captain Pillsbury will be appointed chief of the bureau of navigation.

The action of the late chief of the bureau, Admiral Brownson, in tendering his resignation because he did not agree with the treatment of the department regarding an order issued before he came into the bureau by the Secretary of the Navy as to the control of the hospital ships was unseemly and reprehensible in view of the various controversies among the officers of the navy and their adherents as to details of naval construction and methods of training, has undoubtedly been prejudicial to the interests of the navy and may seriously impair the confidence in the navy which is essential to securing the legislation so sorely needed by the navy. The way in which the controversies have been carried on, and the serious and unseemly service, whether the communications are made openly or by civilians who have evidently gained the information from naval officers. There always are and always will be defects to correct both in the construction of ships and in the organization of the department and in the actual drill of the fleet. It is well, he says, that these defects be pointed out, but it is also well that they should be pointed out without hysterical exaggeration or malicious untruthfulness, while it is of course reprehensible in the highest degree to exploit them in grossly exaggerated form in the fancied interest of an individual or clique of individuals or for the sake of supplying sensational material to newspapers.

The officers of the navy who are guilty of such conduct deserve grave rebuke. They cast discredit upon the service, and their conduct is deeply reprehensible to every patriotic citizen of the navy and is anxious to uphold its interest and honor. There has been a much misrepresentation and exaggeration that I desire you to make me a statement as to the exact facts concerning which there has been dispute. In particular I desire you to get the opinion of Admiral Converse, who until last year was chief of the bureau of navigation, as to the high professional standard of command and duty and high professional knowledge and attainments render him peculiarly fit to give judgment.

I would willingly pass over the conduct of Admiral Brownson because of his fine service in the past if it were not that at a time when a new chief is chosen to succeed him it becomes imperative to stamp with the approval of the Secretary of the Navy throughout the navy generally, would literally ruin the navy's efficiency. The question as to which Admiral Brownson took issue with the department I will deal with in a separate letter. It is one as to which there can be entirely legitimate differences of opinion, although in my judgment the considerations in favor of the course decided upon are overwhelming. But there is no room for difference of opinion as to the gross impropriety of the admiral's conduct in resigning sooner than carry out the orders of his superior officers in such a matter. The officers of the navy must remember that it is not merely childish but in the highest degree reprehensible to permit either personal pique, wounded vanity or factional feeling on behalf of some particular bureau or organization to render them disloyal to the interests of the navy and therefore of the country as a whole. The question whether one officer or another shall command a ship is of little consequence compared with the weakening of all command and discipline, which would result if officers were to refuse to serve whenever their tempers are ruffled by administrative decisions on the part of their superiors. Their sole concern should be the good of the service, and save only lack of courage in actual warfare, obedience and loyalty are the most essential qualities in keeping the service up to the highest standard.

The different bureaus of the department, the different branches of the service, must act in co-ordination, and the questions that arise between them must be settled by the authority of the Secretary of the Navy or of the President, under and in accordance with the law enacted by Congress; and the first duty of every officer, whether of the line, of the pay department, of the medical department, or of the construction department, whether in one bureau or another, is to give immediate and loyal obedience to every lawful command and to support the course above all, to the law itself. This duty is incumbent upon all, but it is most incumbent upon those high in rank, whose example may be of far-reaching effect.

THEODORE ROOSEVELT.

The President's second letter to Mr. Metcalf is an argument to sustain his decision to assign medical officers to the command of hospital ships. He recalls an order of the Navy Department of December 12, 1906, made by Secretary Bonaparte, directing that hospital ships be