

of the states of New York and New Jersey, and the train was at that point 45 feet beneath the surface of the river.

The Hoboken terminal was reached at 5:21, making the trip without stop a matter of 19 1/2 minutes, although the schedule for regular trains will be 12 minutes. These trains were started for the public at midnight last night.

The opening of the tunnel means much to the department stores in this city, for it brings the out of town trade almost to their doors. At the 19th street station, besides Simpson & Crawford, are O'Neill-Adams at 20th street, Greenhut & Co. at 18th street and Siegel, Cooper & Co. The 14th Street Store is reached from the 14th street station, and when the spur is built Wanamaker's customers can get out at the door. Stern Brothers can be reached from the 19th street station.

SPEAKERS HAVE TROUBLES.

The exercises opened with a prayer by Archbishop Jenney, of St. Paul's Episcopal Church, of Hoboken. Then Walter C. Oakman, president of the Hudson Companies, that have done the construction work, formally turned over to Mr. McAdoo the portion that has been completed, between 19th street and Hoboken.

It was a bad day for speechmaking, for the lowering sky and chill winds were anything else except conducive to sustained attention, while the speakers' words were borne off toward the Lower Bay. Mr. Oakman said he hoped soon to extend the lines to Jersey City and the downtown section of New York.

Mr. McAdoo, in accepting the tunnels on behalf of the officers and directors of the Hudson & Manhattan Railroad Company, congratulated Mr. Oakman and the engineers and men for the work they had done. In referring to the fact that President Roosevelt had turned on the power for the first run, he said:

In the long struggle to perfect this great work it has been a cherished desire of the President of the United States to see the first train to run on this historic occasion, when the vast tunnel in the west of us for the first time is united in a continuous link with the rest of the great trunk of the Hudson river.

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THEODORE ROOSEVELT'S LETTER.

Mr. McAdoo then read the following letter from President Roosevelt:

The White House, Washington, February 25, 1908. My Dear Mr. McAdoo:—The beginning of the opening of the Hudson tunnel system I write to express my regret that I cannot be present in person to pay my appreciation of the work you have accomplished. The tunneling of the Hudson is indeed a notable achievement—one of those achievements of which all Americans are proud. It is a great work, and it is a work which has done for the Hudson river what the Erie canal did for the Hudson valley. It is a work which has done for the Hudson river what the Erie canal did for the Hudson valley. It is a work which has done for the Hudson river what the Erie canal did for the Hudson valley.

THEODORE ROOSEVELT.

Mr. W. G. McAdoo, No. 111 Broadway, New York.

CHEERS WHEN LETTER IS READ.

The letter was greeted with a great outburst of applause, although few could hear it read twenty feet away from the stand. In introducing Governor Fort Mr. McAdoo said:

It is no exaggeration to say that there is no greater trinity of exalted, respected and universally honored public officials than Theodore Roosevelt, Charles E. Hughes and John Franklin Fort.

Governor Fort then spoke as follows: New York should be congratulated on the completion of this tunnel. The company should be congratulated for the manner in which they have done it. I congratulate Governor Hughes and the people of New York and the people of New Jersey that our two peoples are by this tunnel bonded together, cemented more closely, and that the people of New York and New Jersey are by this tunnel bonded together, cemented more closely, and that the people of New York and New Jersey are by this tunnel bonded together, cemented more closely.

GOVERNOR HUGHES APPLAUDED.

Governor Hughes met with a remarkable salute and was forced to bow a dozen times before he could begin his speech. He said:

New York is proud to greet New Jersey at all times and under all circumstances, on land and on water. We, to-day, congratulate ourselves on the fact that we have done this work and the skill which has completed this new avenue of communication. A source of congratulation is that we are constantly in this country emancipating ourselves from local prejudices. New Yorkers are not afraid to go to New Jersey, and New Jersey is not afraid to go to New York. We are glad for this extension of area for the people now living in the congested districts. The tunnel means much for New York and New Jersey.

SPEECHES BY JERSEY MAYORS.

Mayor Steel and Mayor Wittmann spoke briefly, and President McGowan, who is suffering from hoarseness, did not attempt to talk in the chilly air. Then the exercises ended, and every one squeezed back into the tube. The return trip was made in half a minute better time than the outgoing, and the distinguished passengers dispersed to prepare for the dinner at Sherry's a few hours later. Among those who had accepted invitations for the trip were John B. McDonald, Cornelius Vanderbilt, Timothy L. Woodruff, George F. Perkins, George Westinghouse, Theodore P. Shonts, James Spruy, Oren Root, Frank O. Briggs, Isador Straus, E. W. Bloomfield, J. S. Frelighinghouse, Isaac N. Seligman, Colgate Hoyt, Herman Ridder, Edward M. Crot, Edward Lauterbach, J. S. Bache, Myron T. Herrick, Osman Latrobe, Ralph Palmetto, Frank B. Jewett, Justice H. A. Glenside, John Claffin, Mark M. Pagan, Horace White, Chester S. Lord, W. J. Wilgus, W. J. Harrison and James Bertram, Andrew Carnegie's secretary.

The oldest traveler was John Bigelow, former United States Minister to France and a distinguished writer. Mr. Bigelow expressed his delight at the trip, and remarked that although he was "born by the banks of the Hudson he would have been called a lunatic" had he ever

as a young man, said he would some day ride beneath its waters.

A crowd which extended for five blocks was lined up at the ticket window in the station at Sixth avenue and 19th street last night when the first train drew into the station. Nearly all the crowd was on hand when the ticket agent threw up his window at 11:30 o'clock, but so fast did it grow that there was no appreciable diminution in the size until long after the actual operation of the road had begun.

Trolley cars and elevated trains served to bring the majority to the place, but not a few came in taxicabs and carriages, many attired in evening clothes, who had hurried through their theatre suppers to take the trip through the tunnel on the first day that it was open.

The platform was full long before the train started, but a squad of fifty policemen kept good order and prevented those crowding behind from filling the platform to the danger point. When the doors of the train were finally opened there was a rush, but here again accidents were prevented by the police. The first train left the station exactly at midnight, and received as it went a volley of cheers from those aboard and from the persons in the station. Almost exactly twelve minutes later a train which had left Hoboken at 12 o'clock pulled in and discharged a crowd on the platform fully as large as that which had just been carried away. These persons crowded up one stairway and down to the other platform to make the return journey.

Last night was a time of rejoicing in Hoboken, Jersey City and outlying towns. There were fireworks in Jersey City, although some of the aidmen were disgruntled because they were not invited to the dinner.

Members of the New Jersey Assembly were much piqued because they were not invited to take part in the tunnel exercises. When Mr. Martin, the majority leader, moved yesterday morning an adjournment until to-day a warm argument ensued. The motion was opposed by Assemblyman H. O. Thompson, of Mercer. Mr. Martin explained that it was impossible to invite all the members of the Legislature, and that invitations had been extended to the Speaker, the two leaders and the members from Hudson.

TOAST TO NEW TUNNEL.

Governor Fort Cheered as Next Vice-President at Dinner.

As a fitting climax to the celebration attendant on the opening of the tunnel under the North River between New York and Hoboken, there was dinner at Sherry's last night, where both Governor Fort of New Jersey and Governor Hughes of New York joined in wishing the enterprise the full fruition of its promise. At the dinner there were fully four hundred men at the tables, while the galleries were filled with women. Enthusiasm ran high and at no time was the demonstration greater than when Senator Samuel K. Robbins, Republican leader of the New Jersey State Senate, called for "Three cheers for Fort, next Vice-President of the United States."

THE GATHERING AT SHERRY'S WAS MADE UP OF ABOUT THE SAME PERSONS WHO HAD MADE THE TRIP THROUGH THE TUNNEL IN THE AFTERNOON. THERE WERE MANY JOKE PASSED FROM TABLE TO TABLE REGARDING THE JOURNEY, AND ALL THROUGH THE EVENING THERE WERE COUNTLESS QUESTIONS AS TO THE WHEREABOUTS OF GOVERNOR HUGHES. GOVERNOR FORT HAD SPOKE AND WILLIAM H. BARNUM, GOVERNOR HARVEY FISK & SONS, WHO FINANCED THE TUNNEL CONSTRUCTION, HAD BEEN CALLED UPON TO SPEAK BEFORE THE GOVERNOR OF NEW JERSEY APPEARED.

Governor Hughes was cheered and his name was waved like guldons in a cavalry charge. His staff managed to find places during the demonstration, and finally he was at his place on the right of W. G. Oakman, the toastmaster, who had at his left Governor Fort. In introducing Governor Hughes, Mr. Oakman said: "To the Governor of New York, who may yet be named for a much more exalted position." This allusion brought shouts from all parts of the hall.

In presenting Governor Fort, Mr. Oakman said significantly: "Let us drink the health of one whose name may later turn our thoughts to national affairs Governor Fort." This resulted in the cheers for him as the next Vice-President, and since nearly all the Senate of New Jersey was present it was a strong demonstration. Governor Fort bowed repeatedly, and then the assemblage joined in singing "Hold the Fort." Finally, the Governor of New Jersey was able to make himself heard and said:

My state is called the mother of corporations. We take no offense at it. We are rather proud of it. We may not be proud, or even pleased, with some of the corporations which have been created under our laws have done, but that was not the fault of our laws, but of the management of them. Our first act defining the rights and powers of corporations, among which was the right to be perpetual, was passed in 1839. All these corporations since that time have since been united in our later revisions.

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Hughes had a previous engagement to speak earlier in the evening, but he appeared in good spirits, and after the cheering began by saying: "We are long on Governors to-night. Governor Fort, in a neighboring hall, is 'showing' us and Governor Fort is near me here. I was a Jerseyman once myself."

At this point he was applauded so loudly that he was obliged to stop. Then he explained that when he was a law clerk he had lived in the neighborhood of the tunnel, and he remembered well the trouble and delay of ferries and streetcars. The remembrance of this experience, he said, made him appreciate all the more the facilities of the tunnel. Continuing, he said:

"If there is anything that could be said about the tunnel that has not been said already to-night I'd like to be informed of it. All honor to the originators of this great enterprise!"

He referred to those who had first dreamed of a tunnel beneath the Hudson, and said they should receive credit for their imagination. Dropping into a semi-jocular vein, he said, shaking his finger at the diners: "I suppose the Jerseymen think they've got the best of this proposition and can almost see the price of lots going up. But there is no possible development in this vicinity that can hurt New York, because New York is destined to be a place of work, and the easier it is to get here to do the work the better it is for New York."

The Governor went on to say that, next to national patriotism, he knew of nothing better than "honest state pride." But he pointed out that "there is such a thing as state prejudice." The tunnel and similar undertakings, he said, would make for better acquaintance and therefore a breaking down of prejudice and misunderstanding.

On the same line he cheered up all of the greater city. Queens will be all right and Long Island will be all right, for this great example Mr. McAdoo has given us will be one of the means of showing the way."

He referred to having recently read letters of George Washington, in which the first President of his desire to facilitate communication between the seaboard states and Ohio. It was then that Governor Hughes paid his compliments to Mr. McAdoo by saying: "Any man who finds a way of enabling one community to communicate with another is a national benefactor." This met with much applause, and Governor Hughes after saying that all honor should be given the engineers continued: "In this hour of triumph do not forget the thousands of men who toiled with their hands for their daily wage, who did what they were told to do."

From this he was led to remark on the precautions taken for the care of the workers, and exclaimed: "What a shocking thing it is to think of the number of preventable accidents! What a shocking thing it is to think of the loss of life and limb because of a failure to take precautions to prevent such accidents! A noble example, I believe, has been set by this enterprise."

Governor Hughes said of the tunnel work: "It is a splendid illustration of a straight, honest enterprise, tributary to the welfare of the community, in every aspect of which we find cause for congratulation."

At the close of his speech he bowed to the prolonged applause, and accompanied by his staff left the banquet hall at once.

Mr. McAdoo, who had been complimented, both in the afternoon and evening, and had sent word to the reporters not to "feature" his name, was finally called upon to tell of his work. He appeared a bit flushed, and showed a certain modesty as he arose. As he told of the tunnel work, however, he regained his poise and said:

It is an exceptional honor which the governors of New York, New Jersey, and New York, ladies and gentlemen, have conferred upon us by your presence here this evening. We are proud of the honor which you have conferred upon us by your presence here this evening. We are proud of the honor which you have conferred upon us by your presence here this evening.

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AN ERA OF CONSCIENCE.

Governor Folk Traces Its Evolution Before Civic Forum.

Governor Folk of Missouri at the Civic Forum meeting in Carnegie Hall, last night, in tracing the evolution of conscience among the people gave its beginning as six years ago. To the charges of tyranny made against him by the lawbreakers of Missouri he hurled the epigram, "Liberty to make laws is not license to break them."

In telling of the success attending his efforts to stop racketeering and gambling, he said he was met with a corporation made by the horsemen here, that it would injure the breed of horses. Like Governor Hughes, he said, he had answered them that it was more important to preserve the breed of men.

To the charge that the exposure of wrongdoing in business was injuring business, he said that civic conscience was no more to be cured than physical disease by hiding it, and when he made a warmly eulogistic reference to the President's unswerving course in exposing corruption there were prolonged cheers. Throughout his address he was listened to with careful attention and frequently applauded.

Justice Morgan J. O'Brien introduced the Governor in an address appreciative of his work in the Western state. The Governor immediately plunged into his address, the subject of which was "The Era of Conscience." He said:

What a remarkable change has come over the American people during the last six years! That a half dozen years ago were submitted to in silence. Then bribery was the common and accepted thing, and a majority of officials took bribes, but it was generally regarded either as indifference or despair, and not as a crime. Men accepted bribes and boasted of the fact; legislative halls were made dens of thieves, while the conscience of the people was asleep. Then came the revelations, and the people awoke to a realization of the fact that the public conscience has a voice. It has not been long since it was a common idea that directors of corporations were privileged to do lawless things that as individuals they would not think of doing. The public conscience has a voice. It has not been long since it was a common idea that directors of corporations were privileged to do lawless things that as individuals they would not think of doing.

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SKIRMISH OVER KELSEY

Superintendent's Reply Sent to Fleming—Vote To-day.

Albany, Feb. 25.—In a debate which apparently had no real reason for beginning and ended nowhere the Senate to-day fought a preliminary battle over the Kelsey case, considerable bitterness was manifested at various stages in the proceedings, and at times it looked as if the anti-Kelsey men were manoeuvring for delay or a test vote. They did not obtain any delay, and when there came an opportunity for a vote both sides avoided a count of noses.

Senator Armstrong started the skirmish by a motion directing the clerk to transmit to Matthew C. Fleming, who investigated the charges against Senator Kelsey, a copy of Mr. Kelsey's reply. This was construed by Kelsey supporters as a play for delay and likely to interfere with their program, characterized by one of the Governor's close friends as "gag and jam." They objected vehemently. Senator Grady declared that last year the insurance interests because he fought for delay. He had been pilloried as a representative of the insurance interests because he fought for delay. He had been pilloried as a representative of the insurance interests because he fought for delay.

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