

REVIEWS P. S. C. RECORD

BETTER TRANSPORTATION

Mr. Willcox Tells of Improvements and Future Plans.

The Public Service Commission completed the second year of its existence on July 1, and yesterday Chairman William R. Willcox was asked for a statement as to the work of the commission since its creation. In reply he said: "Inasmuch as the greatest problems before the commission lie in the field of transportation, the bulk of our work has been directed largely to paving the way for new rapid transit facilities and increasing and improving the service on existing lines. In both directions I think the commission has made substantial progress."

"The commission has encouraged the entrance of competitors into the traction field, and has framed a law, which was passed by the Legislature, signed by the Governor and is now on the statute books, amending the rapid transit act so that the city now has three ways of building rapid transit lines against one method allowed by the old law. It has also proposed and advocated the passage of a constitutional amendment, which will be submitted to the people next fall, providing that bonds used for the construction of self-supporting rapid transit lines will not be included in computing the debt limit, thus adding about \$100,000,000 to the city's borrowing power."

"During the last two years the commission has planned a new system of subways to connect the boroughs of Manhattan, the Bronx and Brooklyn, and as soon as the detailed plans and forms of contracts can be prepared a work that will be pushed immediately will advertise for bids for its construction."

"It has been the fortune of the commission to witness the relief of the Brooklyn Bridge crush by the extension of the city subway to Brooklyn and by the practical elimination of delays caused by trolley cars. The accomplishment of the latter has been due to the orders issued by the commission for the overhauling and repair of trolley cars."

"The commission's orders for the overhauling and repair of the surface lines have resulted in great improvement in the service. Millions of dollars have been spent by the companies in overhauling their equipment and providing new cars, and the result is apparent in the decreased delays due to breakdowns."

"The present subway has claimed a great deal of public attention from the commission. It is the only subway improved in many ways, and the commission has recently ordered the equipment of all cars used in the express service with side doors. The commission has also provided for the lengthening of the station platforms in the subway, so that they will be able to accommodate ten-car express trains and six-car local trains."

"With respect to the rapid transit transportation, the commission has brought about improvement in service in all parts of the city. While it is impossible with present facilities to provide every passenger with a seat during the rush hours, the companies have responded to the efforts of the commission to obtain better service, with excellent results. The overcrowding and crowding of the surface lines have been materially lessened."

"One great matter which the commission has been interested in is the saving of life. When the commission was created it was found that the loss of life from accidents on railroads and street railroads within the greater city amounted to nearly six hundred persons a year. The commission has taken steps to the use of better life saving devices, together with the overhauling of cars and the maintenance of their machinery in first class condition, there has been a great improvement in this respect."

"For the last month reported only thirty-two lives were lost by such accidents, and if this ratio is kept up for the year will be less than that reported for the year. Further improvement may be expected after the street railroad companies generally have complied with the recent orders of the commission for the installation on surface cars in all the boroughs of efficient fenders or wheel-fenders."

"The commission has also caused the reduction of local fares on the New York Central system and brought about better suburban service and more frequent stops by trains on that system in the Bronx. At this I think, lessened the death toll on the elevated system, and the enforcement of flagmen at every crossing, and the enforcement of laws against trespassing on the tracks."

"In a thorough investigation the commission exposed the methods by which the Metropolitan Street Railway system was wrecked, and brought to life among other things the 'paper railroad' by which a local company was forced to pay \$65,000 for a franchise for which the owner asked only the final result of the exposure being the restitution by the recipients of the money paid over and above the purchase price."

"The repetition of such methods, I believe, has been carefully guarded against by the precautions which the commission has taken to insure the keeping of a correct system of accounts by the railroad and street railroad companies, subject to constant supervision by the commission."

"It is not the commission's fault that transfers on 8th street have not been restored. The companies resisted the order of the commission in the courts and obtained through writs of certiorari the right to have a judicial review of the commission's action."

"It is almost needless to refer to the numerous orders issued for new stations, new stairways, shelters, etc., issued by the commission during the last two years. They cover elevated, subway and trolley lines and reach all boroughs."

"Because I have said so much about the work of the commission in the traction field, I do not wish you to understand that the commission has in any way neglected the gas and electric corporations under its jurisdiction. An electric laboratory has been installed where electric current and gas are tested by expert engineers. The most satisfactory, and the result of many of these tests has been to bring about the restoration of overcharges to consumers. The commission participated, too, in the successful fight for the 80-cent gas law in the United States courts."

"Electric light and power companies have been induced to restore 'breakdown' service, to adjust their rates and to introduce into general use metal-enclosed lamps, whereby consumers are enabled to get more illumination for a given price."

"The commission has also established uniform systems of accounts for gas and electric corporations, provided for the publication of rates and contracts and forbidden discrimination in rates."

UPSTATE COMMISSION'S RECORD.

Handled 2,990 Cases. Albany, July 2.—The upstate Public Service Commission has entered on the third year of its work. The commission has on the close of business June 30 handled 2,990 cases. Two thousand and three of these were treated informally, and 1,721 of them disposed of and closed on the records during the two years' existence of the commission. In this period 987 cases were made formal and orders served in each case. Eight hundred and fifty-nine hearings were given at which formal cases were heard.

The number of applications received for capitalization was 145, and the total amount authorized \$155,798,825.49. Of this amount \$111,200,500 was bonds, \$19,454,600 capital stock, and the remainder various kinds of evidences of indebtedness.

Of the complaints taken up informally with the different corporations under the jurisdiction of the commission and settled without the necessity of proceedings in court, there were 1,411 in relation to railroads, 110 in relation to express companies and 197 in relation to gas and electric companies.

The building of nine new railroads and street railroads has been authorized and permission to extend lines has been granted in fifteen cases.

The elimination in grade of twenty-five crossings has been ordered. Work in this direction can proceed no further, because of the fact that the Legislature made no appropriation this year for continuing this work.

Thirty-seven gas and electric corporations and two municipalities have been authorized to exercise franchise, and fifteen companies have received permission to assign, transfer or lease their properties to new corporations.

The complaints handled by the commission cover a wide range of subjects, including practically every phase of operation, service and rates of railroad, street railroad, gas and electric companies.

HOTEL BURNS; ONE DEAD

Ruisseumont, at Lake Placid, Destroyed—Loss, \$200,000.

Lake Placid, N. Y., July 2.—In a fire which caused the death of an employe and entailed a financial loss of nearly \$200,000, the Hotel Ruisseumont, one of the largest of the summer hotels at this resort, was totally destroyed early this morning. The guests, suddenly awakened from their slumbers, narrowly escaped with their lives. The hotel, which is supposed to have started in the tower of the hotel from an unknown cause, was discovered by William Washburn, the night watchman, whose time clock shows that he had visited that point in his rounds only half an hour before. He had reached the office of the hotel when he heard the crackling of the flames, and, running outside, discovered the building to be ablaze. The alarm was given, and, in the absence of Evan H. Patrick, the manager, who went to New York on Wednesday, F. W. Witman, the room clerk, assumed charge of the work of fighting the blaze.

None of the guests managed to save any of their belongings, and several were obliged to flee in their night clothing. Albert Clapsdadd, of Ilion, N. Y., one of the hotel employes, who slept beneath the tower, was the person fatally injured. He was called for help, but went back to his watch and was overcome by the flames and badly burned about the head and face, receiving injuries from which he died this evening.

New York people who were among the guests had many narrow escapes from death, but the most exciting was that of Miss A. C. Quinlan, of No. 29 West 81st street, who reached the hotel from New York only last night. She occupied a room on the second floor, and the fact that she was a new arrival led to her being overlooked when the alarm was spread among the other guests. When awakened by the noise about her she opened the door of her room only to find egress cut off by the flames and clouds of smoke. She opened a window and called for help, but went back to her watch and was overcome by the flames and badly burned about the head and face, receiving injuries from which he died this evening.

A party of young women from Niagara Falls, headed by Mrs. E. D. Seymour, of La Salle, N. Y., had a very narrow escape, and Miss Pearl Fadden, of the Hotel Marselles, at 1002 street and Broadway, New York, barely escaped with her life in her night clothing. Other New York people who made their escape were Mr. and Mrs. W. K. Cleverly and Miss E. G. Cleverly, Mr. and Mrs. F. H. Birch and their sons, Lyndon and Clement Birch, George I. Glaze and daughter, and Mrs. C. D. Pusey.

The Ruisseumont, which stood on high ground on the east side of Lake Placid, was owned by the Lake Placid Improvement Company, of which W. Z. Larned, of this city, is president. It had accommodations for more than three hundred persons. The hotel was a frame structure, surrounded by cottages. It had just been opened for the season, which was to continue until October.

A representative of the company said to-day that the original structure was built sixteen years ago, and that it had been added to from time to time until it had reached its present proportions. Three years ago modern plumbing, steam heat and a large power plant were added.

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TO WIDEN SUBWAY LOOP

Board of Estimate Votes \$875,000 and Gives Approval to New Plans.

The Board of Estimate voted yesterday to appropriate \$875,000 for the work of changing the Chambers street station of the Brooklyn loop line of the subway from a four track to a six track way. It is estimated that an additional appropriation of \$1,000,000 will be required for the acquisition of other property.

The Public Service Commission made a request for this money last March, but a special committee to which the matter was referred had refused to report until now, declaring that under the present conditions of transit development the change would not be expedient. The committee reported yesterday that in view of the amendment of the rapid transit law and the recent receipt of definite proposals for the construction of a comprehensive subway extension the prospect for bids for the operation of the loop line and for traffic for the Chambers street station was good. The money was voted on the strength of this report.

To the request of the commission that it be given authority to advertise at once for tentative bids for the construction of the Lexington avenue and Brooklyn subways and other projected routes the Board of Estimate replied that there was no law regarding its approval of such a procedure in the preparation of contracts. The board also expressed the opinion that the plan in view would bring the best possible results to the city.

This action of the board signifies that the Public Service Commission may now receive the bids of the Bradley-Gaffney-Steeers Corporation, the Interborough and any other companies which may desire to submit estimates for the construction of subways.

It is essential that the Chambers street loop station be constructed with some regard for the plan for subway extension, as the six tracks will be needed to handle traffic if the proposed lines are built. As work has just begun on the foundations for the new municipal building, under which the tracks will run, the necessary change in plans can now be made with very little inconvenience. Had the building been completed it would have been practically impossible to increase the number of tracks in the loop.

The board passed a resolution submitted by Controller Metz which will have practically the effect of creating a central purchasing bureau. A conference committee composed of the borough presidents and the heads of the various city departments will make uniform, so far as possible, the supplies purchased hereafter and the prices paid for them.

The greater New York charter provides that each head of a department and each borough president shall control the purchase of supplies for the administration of his department, and the Controller believes that when these various officials are gathered into what he terms a "board of buyers" the city will effect a saving of many thousands of dollars annually by the co-operation of the "board" with the Department of Finance.

J. E. SMITH GETS PLACE.

New Commissioner of Elections—Murphy Inheritance Tax Appraiser.

John E. Smith, secretary of the Kings county Republican Central and Executive committees, was appointed Commissioner of Elections yesterday by Mayor McClellan. He succeeds the late Rudolph C. Fuller as the Republican representative from Brooklyn on the board.

The Kings County organization at first certified the name of Charles F. Murphy for the appointment, but the point was raised that he was ineligible. State Chairman Woodruff, who was anxious to get the place for Mr. Murphy, got an opinion that the Assemblyman could be appointed.

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BUILDING CODE ADOPTED

AMEND MAJORITY REPORT

Changed to Meet Views of Minority in Commission.

The majority report of the Building Code Commission was adopted by the buildings committee of the Board of Aldermen yesterday afternoon, but not until it had been amended so as to meet the views of those who had presented the minority report.

The most important concession made to the minority was in regard to cinder concrete, which was barred from construction in all buildings more than 75 feet high by the report of the majority. This raised a storm of protest from the concrete manufacturers, who said that it was intended to bar for the benefit of the National Fireproofing Company, which is now in the hands of the majority.

The revised majority report passed yesterday permits the use of good cinder concrete as freely as hollow tile.

The point formula, which was asserted as giving a monopoly to a certain concern, as stricken from the majority report, as were the new provisions regarding standpipes. The report will be submitted to the Board of Aldermen on Tuesday.

A committee of representatives of the New York Chapter of the American Institute of Architects and various taxpayers' organizations submitted a number of suggested amendments to the majority report. Among other things it suggested that the clause giving the Superintendent of Buildings the right to interpret the code be cut out, and the present charter provision, which is more rigid, substituted.

It was proposed to place two architects on the Board of Registration, and cut out the President of Manhattan, it being held that he should not have power above the presidents of other boroughs. This was also amended by the special committee. It was also recommended that the present fire limit be not extended.

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OPPOSE MONUMENT.

Design for Memorial to Women of Confederacy Not Satisfactory.

The movement to erect in every state of the South replicas of a monument modeled by Louis Amateis, of Washington, which would be memorials to the women of the Confederacy, as told in The Tribune recently, has encountered formidable opposition from Nashville, Tenn., in the shape of a protest against the design by the Frank Cheatham Bivouac, a prominent organization of Confederate veterans in that city.

This organization recently described the design as that of "a militant figure of visage grim and pose ferocious, with outstretched arms grasping in one hand the blade of a sword and with the other the staff of a flaunting flag, constituting a spectacle most repulsive when considered in connection with the object sought."

"It yields in no sense a suggestion of Southern womanhood," the resolutions go on to say, "but, on the contrary, in every possible aspect in which it can be viewed is historically at variance with our conception of the gentle, refined, tender, faithful, prayerful and devoted women—the heroines that we knew and loved in the 60's."

General Irvine C. Walker, commander of the Army of the North Virginia Department and the chairman of the monument commission, received the resolutions yesterday in a letter received from the Bivouac regarding the controversy:

"We had a bad setback at the Memphis reunion recently, but I feel that the movement is stronger because of its action than ever before, and that we shall get a better design. The military attitude of the figure symbolizing the women of the Confederacy did not please the Veterans and Sons."

"At the Memphis reunion I presented the models for the Bivouac to a joint meeting of the United Confederate Veterans and the United Sons of Confederate Veterans and advocated their acceptance. It was evident to me, however, from the coolness of the vote of approval that the models were not satisfactory, and I was entirely willing to be not troubled by the reading of the protest against the design from the Cheatham Bivouac, of Nashville, Tenn. The endorsement of that protest by the Veterans and Sons further confirmed me in my opinion that the design was not satisfactory, and I accordingly withdrew it. The whole matter was then referred back to the committee."

"It has been, and will be, the endeavor of the monument committee properly to honor and perpetuate the memory of the noble women of the Confederacy. We shall try at once to get an artistic design which shall be more appropriate and popular."

JUNIOR SEA BREEZE FOR SICK BABIES. Junior Sea Breeze, the Rockefeller summer hospital for babies at 6th street and the East River, managed by the New York Association for Improving the Condition of the Poor, was opened yesterday. Four district nurses are visiting poor babies in the city and will send sick babies to the Rockefeller institution whenever necessary. Open air wards are provided, and a feature of the work will be a daily conference at which mothers will be taught how to care for their babies.

MARINE INTELLIGENCE. MINATURE ALMANAC. Moon's age 16. Sunrise 4:32 Sunset 7:30. High Water. A. M.—Sandy Hook 1:27 (Gov. Island 1:33) Hell Gate 9:23 P. M.—Sandy Hook 7:44 (Gov. Island 7:53) Hell Gate 9:45.

WIRELESS REPORTS. The Lucania, reported as 300 miles east of Sandy Hook at noon yesterday, is expected to dock at 10:15 a. m. yesterday, is expected to dock Sunday morning. The Columbia, reported as 620 miles east of Sandy Hook at 10:15 a. m. yesterday, is expected to dock Sunday morning. The San Antonio, reported as 223 miles east of Sandy Hook at 1:40 p. m. yesterday, is expected to dock early this morning.

INCOMING STEAMERS. TO-DAY. Vessel, From, Line, Mails, Arrive. La Sabote, Havre, June 26, French. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American.

MONDAY, JULY 5. Dr. Fried, Wilhelm, Bremen, June 26, N. G. Lloyd. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American. Philadelphia, Southampton, June 26, American.

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TRANS-PACIFIC MAILS. Destination and arrival. Hawaii, Japan, China and India via San Francisco. Hawaii, Japan, China and India via San Francisco. Hawaii, Japan, China and India via San Francisco. Hawaii, Japan, China and India via San Francisco.

ARRIVED. Genoa, July 2—König Albert (Ger), New York via Gibraltar and Naples. Plymouth, July 2—Grosser Kurfirst (Ger), New York via Cherbourg and Bremen. Southampton, July 2—Tietgen (Dan), New York via Copenhagen.

DEPARTING. New York, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston.

ARRIVED. Liverpool, July 2—Battle (Br), New York via Queenstown. Algiers, July 2—Lackawanna (Br), from New York, Karlsruhe. Antwerp, July 1—Hainaut (Dutch), New York. Trieste, June 26—Alpe (Aust), New York.

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ARRIVED. Genoa, July 2—Chicago City (Br), New York via Bristol. Saratoga, July 2—New York for Dublin. Plymouth, July 2—Atlantic (Aust), Trieste for New York. Dover, July 2—Rensburg (Ger), New York via Norfolk. Sagres, July 1—Italia (Br), New York for Naples.

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ARRIVED. Genoa, July 2—Chicago City (Br), New York via Bristol. Saratoga, July 2—New York for Dublin. Plymouth, July 2—Atlantic (Aust), Trieste for New York. Dover, July 2—Rensburg (Ger), New York via Norfolk. Sagres, July 1—Italia (Br), New York for Naples.

DEPARTING. New York, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston. Plymouth, July 2—Cynthia (Br), from Boston.



Are you off over the Fourth? Everything for the holiday wear of man and boy. Until 12 o'clock to-day, when we close until Tuesday morning.

ROGERS PEET & COMPANY, Three Broadway Stores. at Warren st. at 13th st. at 34th st.