

SAYS BRIDGE IS SAFE

MANHATTAN SPAN O. K.

Consulting Engineer Finds Structure Is Right in All Important Parts.

Ralph Modjeski, the consulting engineer called in by the Board of Estimate and Apportionment to pass on the plans and safety of the new Manhattan bridge after the City Club represented that the bridge was faulty in important particulars, yesterday reported to Bridge Commissioner Stevenson and the Board of Estimate, giving the bridge practically a clean bill, and saying that it will sustain the heaviest traffic that may be placed upon it in the near future.

Mr. Modjeski's report indicates that the Manhattan anchorage of the bridge has been under suspicion by the engineers, and says that it could have been improved, but since it has not developed any appreciable movement in the last sixty days, he considers the foundation safe and sufficient. Civil engineers yesterday wondered if the anchorage developed any appreciable movement prior to the last sixty days, and why.

Coincident with Mr. Modjeski's report is the announcement of Commissioner Stevenson, the first official one, that the structure will be thrown open to traffic before the end of the year. The Manhattan bridge is the first of the city bridges to be completed in one administration. The construction was undertaken at the beginning of McClellan's second term. The contract price of Ryan & Parker, who built the bridge, was \$6,483,223.

No contracts have been let for work required on the Brooklyn and Manhattan plazas, because the Bridge Department does not know what railroad companies are to operate over the bridge. But plans have been completed to finish both plazas as soon as the Board of Estimate grants the franchises to the railroad companies.

A part of Mr. Modjeski's report follows:

The foundations of the main towers are good and sufficient and appear to have been constructed in a first class manner and in accordance with the specifications. The foundation of the Brooklyn anchorage is good and sufficient, and appears to have been constructed in a first class manner and in accordance with the specifications.

The foundation of the Manhattan anchorage could have been improved by driving inclined piles in the foundation, but since careful observations of its behavior did not develop any appreciable movement during the last sixty days, I consider this foundation as safe and sufficient. The masonry of the towers and anchorages has been constructed in accordance with the plans and specifications.

The pressures of internal stresses in the masonry are within the limits of good practice. The inspection in the mills, foundries and shops has been thoroughly and conscientiously performed, the material complies in all respects with the requirements of the specifications and is of excellent quality throughout. The shop work is first class in every respect.

The towers have been constructed and the cables with their anchorages installed in a workmanlike and accurate manner and in strict accordance with the specifications.

The structure as a whole has been carefully designed, and when completed will be amply strong to carry the heaviest traffic which will be placed upon it in the near future, as well as any reasonable additional increase in the weight of properly regulated traffic it may be called upon to carry for many years to come.

CANT CONNECT QUEENS.

P. S. C. Refuses to Let Whitridge's Company Cross Queensboro Bridge.

Frederick W. Whitridge's scheme for operating a car line across the Queensboro Bridge through the medium of the Third Avenue-Bridge Company was turned down by the Public Service Commission yesterday.

The commission based its refusal of Mr. Whitridge's application for a certificate of convenience and necessity on the grounds that it contained no guaranteed assurance that it would furnish a through route and a 5-cent fare, that the proposed route was not the best, and that the applicant was a "dummy" corporation.

Walter J. Quinn, an assistant engineer of the Third Avenue road, is the president of the company. The application proposed that the bridge line should run from a junction with the Third Avenue road at 57th street, east to Second avenue, and from that point by trackage lease on the Second Avenue line north to the bridge, crossing to Jackson avenue, Queens.

An amendment to the application offered a partial route in 57th street, instead of the 5th street route, but the commission's chief objection was not overcome by the amendment. Emphasis was laid on the fact that Mr. Whitridge, as receiver of the Third Avenue road, could offer no guaranteed assurance that with his road out of the hands of a receiver the agreement with the Third Avenue-Bridge Company as to a through route and single fare could be kept.

CARS ON QUEENSBORO BRIDGE.

Everything in Readiness for Complete Trolley Service To-day.

According to plans, actual trolley service will be in operation across Queensboro Bridge about 8 o'clock this morning. Engineers and workmen were busy all yesterday getting everything in readiness for beginning the service. The cars will be taken from the Third Avenue system, and there will be ten in all. A force of about thirty men will be necessary to carry on the service as mapped out, and permission has been received by the bridge authorities to put available trolley men to work.

Cars will be run on two minute headway during rush hours, while at other hours traffic will be regulated to suit conditions. Five cents will be charged for a round trip, and all fares will be paid and collected at the Manhattan end of the bridge by ticket takers. This will relieve the conductors from the necessity of looking after the fares. Kingsley L. Martin, chief engineer of the bridge, is in charge of the transportation.

MAKE MANY TRANSFER ARRESTS.

Twenty-five men of all ages were arrested yesterday at 149th street and Third Avenue, by special officers of the Interborough for using transfers that had been given to them or for offering them for sale to others. All were held in the Morrisania court for trial except one man of family, who had just got up out of a sickbed and had picked up a transfer in the street to take him to West Farms, where he expected a job. Magistrate Breen let him go.

NEW DIRECTORS OF ST. PAUL.

Milwaukee, Sept. 18.—John D. Ryan, of New York, was elected a director of the Chicago, Milwaukee & St. Paul Railroad Company at the annual meeting today to fill the vacancy caused by the death of Henry H. Rogers. Donald Geddes succeeds his father, Peter Geddes, resigned, on the directorate. Roswell Miller, William Rockefeller and John A. Stewart were re-elected.

David L. Bush, formerly general superintendent, was appointed general manager, to succeed W. J. Underwood, and H. B. Easting, formerly chief superintendent of the Chicago, Milwaukee & Puget Sound branches, becomes general superintendent of the whole system.

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LOEB'S MEN ON PIERS.

Collector Digs Up Old Regulation About Examining Baggage.

Collector Loeb has hit upon a new-old plan to be represented on the piers when steamships dock. Deputy collectors were on the piers when the Campania, of the Cunard Line, and the St. Louis, of the American Line, came in yesterday. They took the acknowledgments of passengers on their declarations—work which heretofore was done by deputy collectors. Mr. Loeb said that it was in compliance with the Treasury Department regulations, but had not been carried out for about six years. He said that it would facilitate the landing of passengers and the passing of their baggage.

It was only last week that the collector with-drew the special agent, C. C. Wall, whom he had placed at the piers to represent him. This was said to be due to the criticism because of the additional surveillance of passengers and their baggage, some of the passengers having been subjected to search in public. It was after Mr. Wall was assigned to other work that Mr. Loeb discovered this regulation, which had not been enforced for six years. Now the men from the surveyor's office will only have to examine the baggage after the deputy collectors have looked over the declarations. Mr. Loeb believes that this plan will be an effective check on smuggling. He may find it necessary to add new deputies to his force, it was said at the Custom House yesterday.

Surveyor Clarkson made a suggestion to the Collector that first and second class passengers be divided, in order that the baggage may be more quickly examined. The Collector has acquiesced in this plan.

STRUCK BY STOLEN AUTO.

Four Persons Hurt by "Joy Riders," Who Abandon Wrecked Machine.

Edward Rice, Jr., who is staying at the Manhattan Hotel, is anxious to learn the identity of "joy riders" who made use of his mother's high power touring car to attend the wedding of the Cones and Mardi 'Gras and on their trip back to New York crashed into a bouchon in which two women and two men were being driven along the ocean Boulevard at Avenue Z, Brooklyn, early yesterday morning.

The automobile, which, according to Harry Gross, the chauffeur, was taken from the street in front of a restaurant on Seventh Avenue, near West 27th street, was towed to the Sheepshead Bay police station in a battered condition, after it had been deserted by the riders who rammed the carriage.

Rice said he was informed of the accident soon after his chauffeur reported that the car had been stolen. Although he communicated with the Brooklyn police, the wrecked machine will be held until Mrs. Edward Rice, who is at present on a motor tour, appears as claimant.

The four persons who were injured were treated by doctors from the Coney Island Reception Hospital. They gave their names as Helen Kelly and Helen Clark, of No. 25 Fourth Avenue, Brooklyn, and John J. Kelly, of No. 9 Poplar street, and Charles Scutarski, of No. 215 23d street, Brooklyn.

THIRD DEGREE AT COFFIN.

Mrs. Nelson and Schwartz Face to Face Over Body at Central Islip.

"Gut" was not in the house between 2 and 5 o'clock in the morning," were the words said to have been uttered by Mrs. Irving A. Nelson, widow of the slain bicycle dealer of Central Islip, Long Island, shortly after midnight yesterday morning, while undergoing a "third degree" examination beside her husband's coffin.

Augustus Schwartz, the barber in the Nelson house, who was undergoing a similar examination on the opposite side of the coffin, is said to have collapsed when this statement was made. Later he denied having left the house Thursday morning until his usual time.

Dr. William B. Savage, Coroner of Suffolk County, and District Attorney George H. Furman, who had planned the examination, stood beside Mrs. Nelson and Schwartz, watching them and asking questions from time to time. The interrogating lasted for several hours.

Nelson, on whose life, it is said, there was an insurance policy of \$5,000 or \$10,000, was shot in the back. His body was discovered in a lonely road near the Central Islip Hospital for the Insane shortly after 5 o'clock on Thursday morning. At 2 o'clock he drove Miss Lupke to her home after having taken her to a dance at the Bayshore Casino.

It is reported that Mrs. Nelson, despite the understanding with her husband that she should do as they liked without interference, said she would be sorry if he persisted in taking Miss Lupke to the Bayshore ball.

MAY INTERVENE AS CREDITOR.

Decision for C. M. Englis, of This City, in Metropolitan Steamship Case.

Portland, Me., Sept. 18.—A decision permitting Charles M. Englis, of New York, to intervene as a creditor in the litigation over the affairs of the Metropolitan Steamship Company was handed down by Judge Putnam, in the United States Circuit Court, here to-day.

Colonel Frederick Hale, of this city, attorney for Mr. Englis, in March last requested permission to file a petition asking that Mr. Englis be allowed to intervene as a creditor. He said that he represented claims amounting to more than \$50, and claimed the right to intervene under lien laws, both of New York and New Jersey. The bills of Mr. Englis were for outfitting for the steamers Harvard and Yale, built at Hoboken, N. J. The Court appointed John F. Merrill, of this city, a special master to take proof of claims to be made under the decision.

ARMY AND NAVY ORDERS.

(From The Tribune Bureau)

Washington, September 18.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Captain EDWARD S. WALTON, 16th Infantry, Fort Mackenzie, to Fort Bliss.

First Lieutenant WARREN E. KERSHNER, medical reserve corps, from Washington, D. C., to Fort Hancock, N. J.

Captain KIRBY WALKER, quartermaster, Kansas City, to Fort Reno.

Captain WILLIAM P. PLATT, ordnance department, to Camp Selden, California.

Following changes in medical reserve corps: First Lieutenant JAMES B. MALONEY, Fort Hancock, to Fort Lawton, vice First Lieutenant THOMAS S. LOWE, Lieutenant LOWE to Presidio of Monterey, Cal.

Following changes in medical corps: Major CHARLES E. MARROW, Presidio of San Francisco, to Fort D. A. Russell; First Lieutenant ADDISON D. DAVIS, Fort Lawton to Vancouver Barracks, Washington.

Major HENRY M. MORROW, judge advocate, to Atlanta, Ga.

Leaves of absence: Second Lieutenant ANTON C. CRON, 16th Infantry, three months; Captain WILLIAM E. COLE, coast artillery, one month; First Lieutenant FRANCIS J. BEHR, coast artillery, one month; Colonel GEORGE E. COOK, 22d Infantry, three months; Lieutenant Colonel Major CHANDLER P. BOYDINS, medical corps, ten days.

NAVY.

Lieutenant Commander U. T. HOLMES, detached navy yard, Washington, to Navy Department.

Lieutenant J. L. HILKMAN, detached from the Montana, to Naval Academy.

Lieutenant H. L. BRINSER, detached from the Vermont, to Naval Academy.

Lieutenant E. S. WHITTEN, detached from the North Carolina, to Naval Academy.

Lieutenant R. M. ROBINSON, detached from the Vermont, to Naval Academy.

Lieutenant J. O. FISHER, to Naval Academy.

Lieutenant W. E. WELLS, detached Naval War College, Newport, to Naval Academy.

Lieutenant E. R. ADAMS, detached from the Minnesota, to Naval Academy.

Lieutenant O. F. DOWLING, detached from the New Jersey, to Naval Academy.

Lieutenant C. W. EARLY, detached from the New Jersey, to Naval Academy.

Lieutenant J. M. ENOCHS, detached from the Kansas, to Naval Academy.

Lieutenant C. H. FISCHER, detached Navy Department, to the Buffalo.

Lieutenant J. A. CAMPBELL, detached from the Mississippi, to Naval Academy.

Ensign O. J. COX, detached from the New Hampshire, to Naval Academy.

Ensign R. T. HANSON, to navy yard, Boston.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

Sept. 16.—The Scyth, at Washington; the Patuxent, at navy yard, New York.

Sept. 17.—The Misour, the North Carolina and the Leontide, at Hampton Roads; the Vermont, at Bridgeport; the Hopkins, at Annapolis.

SAILED.

Sept. 17.—The Misour, the North Carolina and the Leontide, from Southern drill grounds for Hampton Roads; the Lawrence, from San Pedro for San Diego; the Hopkins, from Seattle for Bremerton.

The Vestal placed in service at navy yard, New York, October 1.

The tug Navajo, from navy yard, Bremerton, Wash., to navy yard, Mare Island, Cal.

The torpedo boat Farragut, from Pacific torpedo fleet to navy yard, Mare Island, Cal.

The Frigate placed in full commission, taking place of the Farragut.

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AUTUMN AND WINTER STYLES ARE NOW IN READINESS IN WOMEN'S MADE-UP GARMENTS, INCLUDING TAILOR-MADE SUITS AND DRESSES FOR STREET SERVICE; GOWNS FOR AFTERNOON AND EVENING WEAR IN A WIDE RANGE OF DESIGNS, AMONG WHICH ARE COPIES AND ADAPTATIONS OF FOREIGN MODELS.

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TRIMMED HATS IN IMPORTED MODELS FOR AUTUMN DRESS ARE OFFERED IN STYLES FOR STREET, CARRIAGE AND EVENING COSTUMES; ALSO A LARGE VARIETY OF ORIGINAL DESIGNS, AND STYLES DERIVED FROM THE FOREIGN MODELS.

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(THIRD FLOOR)

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THE SELECTIONS INCLUDE THE LATEST FOREIGN NOVELTIES IN NECKWEAR FOR STREET AND DRESS COSTUMES. RICH DESIGNS IN SCARFS FOR EVENING WEAR, IN EMBROIDERED, LACE, BEADED AND SPANGLED EFFECTS; BOAS AND MUFS, OF SILK AND MARABOU COMBINED, IN PRACTICAL OR PASTEL COLORINGS; HAND-EMBROIDERED COLLARS AND COLLAR AND CUFF SETS; LINEN COLLARS AND JABOTS.

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INFANTS' IMPORTED APPAREL IS OFFERED FOR EVERY REQUIREMENT, INCLUDING FRENCH HATS AND BONNETS. LONG AND SHORT COATS WITH BONNETS TO MATCH; DRESSES IN A VARIETY OF DESIGNS, INCLUDING ENGLISH SMOCKED DRESSES.

CHRISTENING ROBES, WRAPPERS, AFGHANS, SACQUES, KNITTED JACKETS, BIBS, SHOES, ETC. HAMPERS, WEIGHING BASKETS, NURSERY STANDS, PILLOWS, BASSINETTES AND SIMILAR REQUISITES.

MISSSES' UNDERGARMENTS IMPORTED AND DOMESTIC STYLES IN HOUSE GOWNS AND SACQUES, PETTICOATS, PRINCESSE SLIPS, COMBINATION GARMENTS, CORSET COVERS, SILK AND FLANNEL SKIRTS, UNDER WAISTS, ETC. CHILDREN'S ROMPERS.

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SERIES OF TULLE LACES WITH FULL WIDTH FLOUNCES TO MATCH VENISE LACES IN CHIMÈRE DESIGNS.

DRESS NETS IN PLAIN AND FANCY MESHES, ALSO A LARGE VARIETY OF BUGLED ALL-OVERS.

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