# WANTS MEN; NOT BRAINS

## Chief Croker Says Civil Service Rules Make Poor Firemen.

## AGAINST THE MENTAL TEST

### President McGuire of Commission, in Reply, Takes Exception to His Charges.

Chief Croker objects to the present grade of firemen, and he isn't very particular about whether he conceals his feelings in the matter or not. At his headquarters yesterday after the fatal fire in Washington street he put the blame for the deaths on the Civil Service rules, but explained that this was no new complaint.

"I've been on record against this matter before," said the chief; "and I'll tell you another thing. It isn't a local kick, either, solely. I've heard the same complaint from fire chiefs in many another big city.

"We've got to take the men at the top of the list, and invariably the best men—the best fire fighters, the men with plenty of lung capacity, the men with guts and the men who can eat smoke—are at the bottom of the list."

A rather short but chunky looking fireman raised the chain across the wide door and walked out and down the street.

"Look at that man," said the chief. "How much smoke do you suppose he can eat? And yet there he is, passed his examination and on service.

"Seventy-five per cent for mental calibre and 25 per cent for physical—that's how men get into the department; and if we must have a mental test for firemen—well, at least, it should be the other way around—75 per cent of their qualifications being based on physical fitness and 25 per cent on mental. A man don't need to know the location of Timbuctoo to be able to fight fire and eat smoke in New York.

"There are about 20 per cent of the old-timers left, and these are the best part of the department. The Civil Service puts a man on the list, and he has to be promoted next in order. You get a weak man and make an officer of him and put him in a good company. You then make a weak company, and I don't care who the officer is. The best men in the department are always at the foot of the list."

"Where are you going to get these men?"

"The Civil Service," the chief answered, "said that I couldn't find them in this city. I have notified the various truck drivers' associations, and I have been told that many of the drivers were afraid to endeavor to become firemen because of the mental examination.

#### What a Fireman Needs.

"All that a man needs when he first becomes a fireman is to be able to read and write the English language and understand orders."

Chief Croker's strong criticism of existing conditions was due to the fatalities and injuries which had resulted from the fire early in the morning in a storage warehouse at Nos. 110 to 116 Washington street. In this blaze two firemen were killed, three were taken from the flames in an unconscious condition and removed to the hospital and a score of others were treated by ambulance surgeons on the sidewalk.

The dead firemen were William Healy, thirty-five years old, of No. 12 Stone street, who was attached to Engine Company 10, and Timothy Cotter, thirty years old, of No. 21 Hudson street, who was with Engine Company 6. Those taken to the hospital were Edward Doneville, of Company 10; John Conrad, of Company 10, and Louis Grimm, of Company 6.

Patrolman McAuliffe, of the Fulton street station, saw smoke coming from the fifth floor of the building shortly after 1 o'clock in the morning, and turned in an alarm. By the time the firemen answered the flames had reached the roof, and a second alarm was sent in, which brought Chief Croker.

An entrance was forced, and the firemen found themselves confronted by dense clouds of smoke, which grew thicker and thicker as they ascended the stairs. Among the first to reach the first floor were Healy and Cotter. Finally the fifth floor was reached. Deputy Chief Binns, who had by this time caught up with the leaders, at once saw that the conditions there were dangerous, and ordered his men to fall back.

Healy and Cotter were too far in advance to heed the warning and were overcome. Their companions, not knowing their fate, hurried to the windows and shouted for help. All were in a semi-conscious condition.

Ladders were at once hoisted by those in the street below, and one by one the stricken firemen were carried down. As the physicians who had arrived from the Hudson Street Hospital were working over the men who had been overcome, it was found that Healy and Cotter were missing.

Several firemen then went into the building to search for the missing ones, but it was not until an hour afterward that the flames were sufficiently under control to enable them to find the bodies on the fourth floor. In the mean time, however, many other unconscious firemen were saved from death.

#### Answers Croker's Criticism.

Members of the Municipal Civil Service Commission were not inclined to take seriously the charges made by Fire Chief Croker that the deaths of Firemen Healey and Cotter at the Washington street blaze were due to the degeneration of the men in the department.

John C. McGuire, president of the commission, said the Chief's criticism showed a too hasty judgment of the facts and was hardly worthy of serious consideration. He suggested that the fumes which suffocated the firemen might have killed men of much greater physical strength.

It was pointed out that the supply of husky truckmen and other physical giants does not equal the demand. At the last Civil Service examination for firemen in 1909, under the old commission, an effort was made to get as many applicants as possible from the ranks of men of supposedly stronger physique, with the encouragement that they need not fear for their ability to pass the mental examination. Practically every man who took the examination passed, it was said, except a few who had weak hearts, but the supply of the brawnier applicants fell far short of the demand.

European Visitors will find the European Columns of the New-York Tribune a reliable guide to the best shops, hotels and resorts. Consult These Columns Before Sailing and much valuable time will be saved for sightseeing.

## GERMAN WOMAN DETAINED

### Negro Family Taken to Ellis Island and at Same Time Released.

A representative of the German consulate was on had at the Holland-America pier yesterday to meet the steamship Nieuw Amsterdam, and when it was learned that Miss Marie Rodenbeck, of Strassburg, was on board, she was taken at once to Ellis Island.

The immigration inspectors also removed to the island from the second cabin of the steamship Mrs. William Hunton, a negro woman, and her two children, who had accompanied Miss Rodenbeck from Rotterdam. It was rumored about the pier that Mrs. Hunton and her two children were accompanied by Miss Rodenbeck, who had travelled with her as a maid.

Mrs. Hunton's husband, who is one of the national secretaries of the negro branch of the Young Men's Christian Association, was at the pier to meet his family, and on learning that they were to be taken to Ellis Island he went there, and later they accompanied him to their home at No. 394 Carlton avenue, Brooklyn.

Miss Rodenbeck was detained. It was said that several friends in Germany, on learning that she had embarked with a negro woman, feared that she might be ostracized by white Americans, and asked through the consulate that she be sent back.

"It is all a great mistake," said Mrs. Hunton yesterday on leaving the island. "Miss Rodenbeck is a cultured woman of considerable means. She travelled to this country with me on the same steamer, but she did not come as a servant."

## PLAN NEW BROADWAY HOTEL

### $10,000,000 Involved in Proposed 22 Story Building.

The entire easterly block front in Broadway from 33d to 34th street will be improved in the near future with a twenty-two story hotel, if overtures recently made to lease the premises are perfected.

The property is owned by the McAlpin estate and is one of the most valuable speculative parcels in the greater city. For many years scores of projects have been launched with the object of acquiring control of the premises under a lease or in fee simple, but none met with the approval of the heirs of the estate. It was learned yesterday that the final and binding contracts in the present negotiations will probably be signed in a day or two.

The proposed hostlery will be erected by the Greeley Square Hotel Company, which will be incorporated in a few days. It is understood that among the incorporators will be Charles P. Taft, a brother of President Taft; W. D. Marlow and S. A. White.

The land will figure in the deal at a valuation of about $6,000,000, and the rental to be paid will therefore be based on that sum. If the rental is at 5 per cent the company will pay $300,000 a year for the use of the ground.

Plans for the structure have been drawn by F. M. Andrews, the estimated cost being about $4,000,000. The property has a frontage of 207 feet on Broadway and of about 150 feet on each street.

## CUSTOMS FRAUD ALLEGED

### Members of Millinery Firm in Fifth Avenue Indicted.

The mystery surrounding the indictment found and sealed last Friday, reported to have been against cotton men, was cleared yesterday when Hugo and Jules Rosenberg were arraigned before Judge Holt in the United States Circuit Court on charges of conspiring to defraud the customs. They are members of the wholesale millinery firm of Max Rosenberg, at No. 130 Fifth avenue, where they occupy the third floor. Marshal Henkel and a deputy marshal found the two men there and arrested them on bench warrants. They gave cash bail of $10,000 each.

The indictment charges that on November 20, 1905, they imported on the steamship La Touraine silver trimmings valued at $234 and that the invoices gave a valuation considerably lower. Marshal Henkel, when he made the arrest, seized the books and records of the company and turned them over to the United States Attorney.

Counsel for the two accused men said last evening that the difference in valuation was a matter for the board of appraisers, and was usually settled there. He declared that if there had been a lower value placed on the goods than the government believed they were worth it was not with the intention to defraud the customs. Max Rosenberg, the head of the firm, is the buyer of the concern in Paris.

## WON'T PAY HUSBAND'S NOTE

### Widow of James Willard Miller Must Remain in Jail for Contempt.

Justice Greenbaum dismissed yesterday the writ of habeas corpus sued out by Mrs. Fannie S. Miller, widow of James Willard Miller, and directed against the warden of the Ludlow street jail, where she is a prisoner. In her application for the writ Mrs. Miller set forth that since March 24 she had been confined on a commitment for contempt of court issued by Surrogate Thomas on May 10, 1907. The commitment was based on the alleged refusal of the woman to pay to George McCague $5,000 due him on a note for that amount signed by Mrs. Miller's husband.

It appears that McCague advanced the $5,000 a number of years ago to enable Miller to get "a new start in life." After Miller died a record of the note was found. Then McCague's counsel presented the note for payment, but Mrs. Miller refused to pay.

Mrs. Miller succeeded in evading service of the commitment until March 24 of this year. It was shown that among the assets of Miller's estate was one life insurance policy for $15,000.

## THOSE 11TH AVENUE TRACKS

### Grand Jury May Investigate New York Central's Train Operations.

Judge Swann, in General Sessions yesterday, formally placed before one of the two grand juries sworn in for the June term the request of a coroner's jury for a grand jury investigation of the operation of trains on Eleventh avenue by the New York Central Railroad.

"The fact that a railroad has a charter to operate in a street does not give it the right to run trains capriciously, but entails certain obligations to provide safeguards for the protection of life and limb," said Judge Swann. He advised the jurors that they might investigate, if they saw fit, adding that in such an investigation the services of the District Attorney, the court and the Attorney General would be at the grand jury's command.

## CHAUFFEUR HOSPITAL PRISONER.

Louis Champion, a chauffeur, of No. 240 West 40th street, is a prisoner in the J. Hood Wright Hospital, charged with reckless driving and violation of the highway ordinance, and is suffering from a broken leg, internal injuries and concussion of the brain as the result of a collision early yesterday morning with a surface car at Amsterdam avenue and 132d street. Champion lost control of his machine when the steering gear became unmanageable on the steep Amsterdam avenue hill, above 130th street.

# DUB IT RUBBER RAILROAD

## Commuters Awake to Find New Haven Line Stretched.

## SURPRISE IN TIME TABLES

### Leaflets Puzzlingly Make Distances Between Stations Greater Overnight.

"The rubber railroad" is the new name of the New York, New Haven & Hartford Railroad in the mouths of its commuters.

This bit of pleasantry, which has an ominous ring to those who are fighting the road's increased commutation rates, followed the appearance of new time tables, which showed that Mr. Mellen had stretched his railroad overnight, increasing the distances between the Grand Central Station and every station from Woodlawn, N. Y., to Stamford, Conn.

The time tables in effect till June 5 gave these distances in miles for the principal stations: Woodlawn, 12.03; Mount Vernon, 13.65; New Rochelle, 16.62; Port Chester, 25.64, and Stamford, 33.48.

To the innocent commuters the distances had the appearance of being figured accurately to the hundreth point. But the new time tables showed that they lived a mile and a half or more further from New York on June 5 than they did on June 4. The railroad's new distances for the same stations are: Woodlawn, 13.8; Mount Vernon, 15.7; New Rochelle, 18.6; Port Chester, 27.6; Stamford, 35.5. A 1909 leaflet of the Harlem road, which owns the line to Woodlawn, gives the distance from the Grand Central Station as only 11.77 miles.

No more, say the commuters, are the good old days, when the New Haven printed "Compensations of a Commuter, as Seen by John Kendrick Bangs," and gave it away free with every time table. "What a joy it is to dwell in the suburbs!" ran the legend. "To get a sniff of the real earth and to feel that one can stretch out one's arms on either side, even as old Winged Victory used to stretch her pinions, without barking one's knuckles on the Venetian façade of the flat across the street," etc.

#### Hugh M. Hewson Indignant.

"The New Haven printed that and advertised low rates of commutation until recently," indignantly said Hugh M. Hewson, who represents the Westchester County commuters. "Now, on thirty days' notice it proposes to increase fares in a way that amounts to putting a $1,000 mortgage on every home along its line. A Mount Vernon man, who will have to pay a large increase on account of himself and family, told me yesterday he would rather give the railroad a mortgage of $4,000 on his home and call things square. The new distances between stations should have been made shorter instead of longer, being less by the length of two city blocks, as the trains now come to 44th street."

A preliminary draft of a protest to the Interstate Commerce Commission, which will be made by the Local Improvement League of Sound Beach, Conn., has been drawn up by the president of the board, Percy D. Adams, a New York lawyer. The argument against increased fares will be to this effect:

That the New Haven road has not complied with the United States statute requiring the posting of proposed changes for thirty days; "that we are informed and believe that by reason of the change proposed certain long hauls will be made at a lower rate than certain shorter hauls," alleging that the commutation rate from Greenwich will be less than from Port Chester; that the changes will tend to "increase congestion of population in the greater City of New York"; that the increase is in violation of the moral obligations of the railroad to those who, in contemplation of a low rate and of a possibly lower rate, have settled and invested capital along the line; that if the contract of 1848 with the Harlem Railroad is an onerous one, the New Haven road, at the expiration of each five years, should request an arbitration in revision of the terms; that the change of motive power and the eliminating of certain members of train crews in Connecticut have very much reduced the operating expenses of the division involved; that the service in point of time and frequency of trains has deteriorated; that the stations involved are not sufficiently safeguarded to protect life and limb; that the increased rate would be discriminating against the territory involved, to the damage of the residents.

Don C. Seitz, business manager of "The New York World," who lives at Cos Cob, has been influential in calling a meeting of the Greenwich Board of Trade to protest against the new rates. Dr. Winfield Ayres, of New York and Stamford; Edwin J. Lucas, of Sound Beach, and William J. Davids, of Riverside, also are active in the agitation.

## ELEVATOR MEN WALK OUT

### Fifteen Hundred Otis Machinists Demand More Wages.

The strike of the machinists in the plants of the Otis Elevator Company, in Yonkers, Buffalo, Harrison and this city for an advance of 25 per cent in wages all around, which was decided on last week by District 15 of New York and vicinity, of the International Association of Machinists, went into effect yesterday morning. It was reported last night that eight hundred machinists struck in Yonkers, four hundred in Buffalo and three hundred in Harrison, and that the machinists had struck in the repair shops at 27th street and Tenth avenue, Manhattan.

It was also said that unless a conference to be held with President Baldwin of the company this week proved satisfactory, the iron moulders would strike at the plants.

A representative of the company said that President Baldwin was out of town, but would be back to-day or to-morrow, and would be willing to meet a committee of the men.

## FIRE DRILL PREVENTS PANIC

### Public School Children March Out and Find That Building Is Ablaze.

While a slight fire was making headway yesterday in an empty room on the second floor of Public School 5, in Edgecombe avenue, between 140th and 141st streets, a four-bell fire alarm sounded in every classroom, and in two minutes thirty-five hundred children and sixty-five teachers were safely standing in the streets, watching the firemen put out the blaze. The only excitement was caused by scores of anxious mothers, who crowded about the school to see if their little ones were safe.

The four-bell signal means that the children had to get out of the school without waiting for hats, coats or anything else. This drill is practised so frequently that the pupils never really know whether there is a fire or not until they have reached the street.

## REAL CIRCUS PARADE COMING.

New York is to have a real circus parade next Monday, when the Adam Forepaugh & Sells Brothers big united shows begin a week's engagement on Manhattan Field, Eighth avenue and 155th street. There is nothing left of the old shows but the title, around which a $3,000,000 circus has been built.

The immensity of the shows is shown by the fact that it takes railroad cars of the combined length of two and three-quarters miles to transport the paraphernalia carried. The main tent seats 11,000 persons. Sixteen chefs prepare every day 2,000 meals for those connected with the circus. The horses and elephants eat twenty tons of hay in the same period. There are more than 1,500 persons on the payroll.

# CITY'S OFFICIAL CRUSOE

## John Bapp, of Hart's Island, Lacks Only Romantic Garb.

## HAS MANY A MAN FRIDAY

### Forty Years He Has Paced His Field, Happy in the Doing of Melancholy Duty.

A second Robinson Crusoe has been discovered, and right off the coast of the Empire State, too. De Foe's imaginative hero, dressed in goat's skin, armed with gun and revolver and attended by his man Friday, was a victim of adverse fate. The latter day Crusoe, while lacking the romantic garb, is also completely armed and has men Fridays a-plenty to do his bidding; but his island existence is from choice, not cruel circumstance.

John Bapp, for that is the man's name, has lived on Hart's Island, off City Island, since 1870, in the capacity of keeper in Potter's Field, and on June 30 celebrates the fortieth anniversary of his coming. His is the grewsome task of superintending the burying and exhuming of the bodies of the unfortunates whose last rites are performed at the expense of the public. Such an occupation might easily tend to make one melancholy, but not so with John, for he is as genial a soul as one would care to see. He is said by some on the island to be more than eighty years old, but to meet him and see his bright eye, firm step and erect carriage and, above all, to feel his strong and hearty handclasp would lead one to consider fifty years a reasonable guess of his age.

John's life has not always been as quiet as during the last forty years. He was born in Germany and came to New York City with his family when a boy. On the death of his parents he decided to go West, so joined a party in St. Louis and drove cattle across the plains to California. Indians were abundant in those days, but the only comment that John would make on his experiences with them was: "Yes, we saw plenty of them; but the more you see of Indians the less hostile they are."

In California he turned miner and knocked about from camp to camp until the Civil War broke out, when he joined the 3d California and was stationed on the frontier until 1865. The day after Lincoln's assassination John landed in New York, in the days when business development had hardly reached 14th street.

One day a small boat put out from New Rochelle with one passenger, who was landed on Hart's Island, used as a camp and Confederate prison during the war. That was John's advent to the place where he has lived ever since.

"Do I enjoy my life here?" he said, in answer to an inquiry. "Yes; I am happy. My hours are from 6 in the morning until 6 at night, and I am out in all kinds of weather; but only once that I can remember have I been sick, and that resulted from a slight accident, a few weeks ago. I bury, on an average, four thousand bodies a year, and although I have been here forty years never have I contracted a disease, and a good many of the bodies used to come from pest houses. Up to last Saturday night the number of burials was 163,898. The bodies are sent here from the morgues and we bury them in pine boxes, one hundred and fifty in a trench. Each body is identified by a number, for we do not deal in names, and is so placed that it can be located and dug up at any time in a very few moments."

John has a gang of twenty-five workhouse prisoners under his charge, but says that he has never had to fire a shot to keep his Fridays in order. He is a disciplinarian and a valuable man on the island.

## MAYOR BREAKS A RECORD

### Gives Hearings on Twenty-nine City Bills in One Day.

There was a lively hearing before Mayor Gaynor yesterday afternoon over the bill amending the school teachers' pension fund provisions so that every member of the teaching staff from the superintendent down would be entitled to half pay after thirty years of service. At present half pay is given in the lower grades, but no pension larger than $2,000 a year is permitted.

The argument against the increase was that the principals, associate superintendents and the superintendent, who would get the largest pensions, do not pay anything into the fund in the way of fines for absence from duty. These fines provide one of the largest sources of revenue for the fund.

Lyman A. Best, principal of Public School 106, in Brooklyn, and secretary of the Board of Retirement, said he was in favor of a uniform half pay pension, providing all who might be benefited would contribute to the fund in proportion to the benefit they might receive. The Mayor gave no intimation of his views on the bill, but accepted several thousand words of briefs.

In all the Mayor gave hearings on twenty-nine city bills yesterday, breaking his record. He indicated that he would veto the bill providing for an increase in the salaries of the Commissioners of Elections from $5,000 to $7,500 a year. "These men work about thirty days a year," said the Mayor. "Some of them have been known to spend much time in Cuba and elsewhere."

Another bill the Mayor said he would veto was that changing some of the terms of public contracts. It was substituted in Albany for one that had been sent there by the Board of Estimate. He seemed favorably disposed toward a bill providing for the regulation of dance halls and academies.

The bill giving the Park Commissioner of Brooklyn power to restrict a part of the Ocean Parkway to use by horse drawn vehicles at such times as he might see fit was approved. "The owners of automobiles," writes the Mayor, "are generally quite content with this, as they deem it no more than just, while a few of their number oppose it, being too selfish, apparently, to see the rights of others."

## MAYOR PRAISES THOMPSON

### Hopes Public Will Take Note of "Efficiency and Fidelity."

"Honesty and fidelity in the public service are not always appreciated," wrote Mayor Gaynor to Commissioner Thompson of the Department of Water Supply yesterday, "but I hope that the intelligent citizens of New York are taking note of it in your department."

The letter was in reply to a report of Commissioner Thompson that the collections from the sale of water in the first five months of this year were $4,298,401 93, as compared with $3,019,198 30 for the corresponding period of last year, an increase of $1,279,212 63. "Although you modestly refrain from stating the measures which have increased the water revenues," declared the Mayor, "I am well aware that the increase is not the result of accident."

## BOSTON'S MAYOR GETTING POINTS

Mayor Fitzgerald of Boston, accompanied by one of his engineers, was in the city yesterday, looking over some of the places of recreation maintained by the city. After paying his respects to Mayor Gaynor he went to the Aquarium and Bronx Park with Howard Bradstreet, Superintendent of Parks and Recreation Centres.

## PLANS FOR THE FOURTH

### Anniversary of City Hall To Be Celebrated on That Day.

In connection with the old-fashioned patriotic celebration of the Fourth of July, arrangements for which are being made by a special committee appointed by Mayor Gaynor, there will be on that day an observance of the 100th anniversary of the first occupation of the present City Hall by the municipal government. The hall, construction of which was begun in 1803, was not completed until 1812, but two years before that the Mayor and his staff moved into the building. This celebration will be planned by the American Scenic Preservation and Historic Society.

The Fourth of July committee, of which President Finley of the College of the City of New York is chairman, made the preliminary plans for the affair at a meeting held in the City Hall yesterday. There will be three parades—in Manhattan, Brooklyn and The Bronx. They will be made up of national guard organizations, members of the Fire, Police and other uniformed departments in the city, and of uniformed patriotic and other societies.

In the evening there will be fireworks from floats in the North and East rivers and from the bridges.

Marcus M. Marks, being unable to serve, ex-Controller Metz was elected treasurer. As the city will not make any appropriation for the celebration, contributions are solicited.

The following executive committee was named: President Finley, Mr. Metz, William A. Marble, Mrs. Clarence H. Mackay, Mrs. Egerton L. Winthrop, Eugene A. Philbin, William H. Maxwell, James E. Sullivan, Dr. Luther H. Gulick, Alderman Samuel Marx, General Charles F. Roe, William J. Hamner, August F. Joccaci, Joseph B. Gilder, Charles R. Lamb, Howard Bradstreet, Alderman Dowling, John F. Huyler, H. P. Davison, Joseph F. Johnson, Lewis S. Burchard, E. J. Wendel, Edward Hagaman Hall, Haley Fiske, Theodore P. Shonts, Austen G. Fox, Chester S. Lord and Frederic Keppel.

## RIGO NAMED IN SUIT

### Gypsy Violinist Corespondent in Action by Caspar Emerson, Jr.

Janczy Rigo, the gypsy violinist, who several years ago figured in an escapade in Europe with the Princess Chimay, is now the corespondent in a suit for divorce brought by Caspar Emerson, jr., an artist, of Philadelphia, against his wife, Mrs. Katherine M. Emerson, who is said to be a cousin of the princess.

When the case was called yesterday for trial before Justice Bischoff in the Supreme Court the husband was ready to go on with his case, but counsel for Mrs. Emerson explained that the latter was travelling in the West. Unless the defendant soon appears, the visit will become an undefended action, and will go on without her. The charges of Emerson mention the years 1907 and 1908, when Rigo was playing at the Harlem Casino.

Mrs. Emerson, it was said, was a frequent visitor at that restaurant during this engagement, and was known there as "Rigo's girl."

Mrs. Emerson's answer to her husband's charges was a general denial.

## CONVICT IN DEBT $193,117 87

### J. Edward Boeck, in Sing Sing Prison, Has Practically No Assets.

Schedules of J. Edward Boeck, now a convict serving a term in Sing Sing prison, filed in the United States Court yesterday show liabilities of $193,117 87, with assets consisting of an undivided one-twelfth interest in the estate of Jay C. Lounsberry, amounting to $3,000.

The bankrupt owes Jonas & Naumberg, of No. 7 Washington Place, $13,851 15 on a judgment; Mrs. M. R. Slater, of No. 111 Broadway, $11,147 78 on a note; Edward R. Dayton, of No. 334 Fifth avenue, $24,000 on a judgment for money obtained by the hypothecation of jewels in 1907. Theodore C. Search, of Langhorne, Penn., $10,000, judgment on a note; Mary Boeck, of Glenside, Penn., $80,000 judgment on a note; Solomon R. Guggenheim, of No. 743 Fifth avenue, $14,343 59, judgment on a note; Henry A. Dalley, of No. 9 East 69th street, $6,000 on a judgment for a partnership advance, and Alfred A. Smith & Co., of No. 170 Broadway, $5,000 on an assigned claim for merchandise.

## PICTURES VARIOUS OFFICES

### Weinman Plans Decorations for Municipal Building.

Adolph A. Weinman, a New York sculptor, is now preparing sketches for sculptural decorations for the new Municipal Building in Park Row. They will be chiefly bass-reliefs, and will adorn the arched entrances to the court colonnade, and the panels at the side of the windows in the second story.

The window panels will symbolize the various municipal offices housed in the building.

Mr. Weinman is working now on the pediment for the new wing of the Brooklyn Institute. It will be 78 feet long and 12 feet high, and will illustrate "Arts and Sciences." Thirty statues have been executed for this conspicuous feature of the Institute's sculptural decorations, under the supervision of Daniel C. French and McKim, Mead & White, the architects.

## NAB WEALTHY PUSHCART MAN

### The Search for Short Weight and Measure Folk Grows Warmer.

Commissioner Driscoll of the Department of Weights and Measures is investigating a report that Jerry Cippolaro, who was arrested on Saturday night on a charge of using false weights and measures, owns a tenement house, free and clear, worth $70,000.

Cippolaro was selling vegetables from a pushcart in front of the building in First avenue when he was arrested. The inspectors allege that the scales used by him were more than a pound out of the way.

Fourteen additional inspectors, two of whom will be women, will be added to the staff of Commissioner Driscoll if he can persuade the Board of Estimate to give him the necessary money.

## POLICEMAN DROPS THIRTY FEET.

While chasing a supposed burglar yesterday morning Patrolman Peter Coyle, of the West 47th street station, fell over a railing in front of the machine shop of Charles Shock, at No. 514 West 57th street, and dropped into the sub-cellar, thirty feet below. Coyle was taken to Flower Hospital, where it was said he had received a fracture of the right leg.

The supposed burglar was captured by another policeman. He gave his name as Joseph Bouvear, twenty-seven years old, and said he lived in Detroit. After declaring he was "a partner in the building" and had been shot in the arm, whereas he had no injury, he was taken to Bellevue for observation.

## MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise, 4:29; sunset, 7:27; moon sets, ——; moon's age, 29.

HIGH WATER.

| | A.M. | P.M. |
|---|---|---|
| Sandy Hook | 7:20 | 7:36 |
| Governor's Island | 7:44 | 8:04 |
| Hell Gate | 9:34 | 9:54 |

WIRELESS REPORTS.

The Caronia, reported as 585 miles east of Sandy Hook at 8 a m yesterday, is expected to dock this evening.

La Gascogne, reported as 263 miles east of Sandy Hook at 6 a m yesterday, is expected to dock this forenoon.

INCOMING STEAMERS.

TO-DAY.

| Vessel. | From. | Line. |
|---|---|---|
| *Zulia | La Guayra, May 31 | Red D |
| *Kaiser W der G. | Bremen, May 31 | N G Lloyd |
| *Saramacca | Port Spain, May 31 | D W I |
| *Caronia | Queenstown, June 1 | Cunard |
| *C F Tietgen | Christiansand, May 28 | S-Am |
| *Alleghany | Hayti, May 30 | Hamb-Am |
| Citta di Messina | Naples, May 21 | Italian |
| La Gascogne | Havre, May 28 | French |
| Parthenia | Antwerp, May 21 | —— |
| Orotava | Bermuda, June 4 | R M S P |
| Vaderland | Antwerp, May 28 | Red Star |
| Eugenia | Palermo, May 26 | —— |
| Patris | Patras, May 25 | Greek |
| Afghanistan | St Lucia, May 29 | —— |
| Alamo | Tampa, May 31 | Mallory |
| Bremen | Bremen, May 28 | N G Lloyd |
| El Dia | Galveston, June 1 | So Pac |
| Nueces | Galveston, June 1 | Mallory |
| Batavia | Naples, May 26 | Hamb-Am |

WEDNESDAY, JUNE 8.

| | | |
|---|---|---|
| *Oceanic | S'thampton, June 1 | W-Star |
| *Sarnia | Colon, May 25 | Hamb-Am |
| *Havana | Havana, June 5 | Ward |
| *Trent | Kingston, June 4 | R M S P |
| *Santiago | Cienfuegos, June 1 | Ward |
| Neckar | Palermo, June 27 | N G Lloyd |
| Taormina | Naples, May 28 | Italian |
| Ultonia | Naples, May 25 | Cunard |
| El Mar | Galveston, June 2 | So Pac |

THURSDAY, JUNE 9.

| | | |
|---|---|---|
| *Grenada | Trinidad, June 1 | Trinidad |
| *Cherokee | Turks Island, June 3 | Clyde |
| Oceania | Naples, May 29 | Austrian |
| San Giorgio | Naples, May 27 | Italian |
| Perugia | Leghorn, May 26 | Anchor |
| City of Macon | Savannah, June 6 | Savannah |
| Momus | New Orleans, June 4 | So Pac |

*Brings mail.

OUTGOING STEAMERS

TO-DAY.

| Vessel. | For. | Line. | Mail closes. | Vessel sails. |
|---|---|---|---|---|
| K Wilhelm II | Bremen, NGL. | | 6:30 a m | 10:00 a m |
| Cearense | Para, Booth | | 12:00 m | 3:00 p m |
| Europa | Naples, La Veloce | | —— | 11:00 a m |
| Potsdam | Rotterdam, Holl-A | | —— | 10:00 a m |
| Yumuri | Cienfuegos, Ward | | —— | 12:00 m |
| C of Columbus | Savannah, Say | | —— | 3:00 p m |
| Mohawk | Jacksonville, Clyde | | —— | 1:00 p m |

WEDNESDAY, JUNE 8.

| | | | |
|---|---|---|---|
| Lusitania | Liverpool, Cunard | 5:30 a m | 9:00 a m |
| Teutonic | Southampton, W S | 6:00 a m | 9:30 a m |
| Alice | Azores, Austrian | 10:00 a m | —— |
| Bermudian | Bermuda Quebec | 8:00 a m | 10:00 a m |
| Maracas | Grenada, Trinidad | 10:00 a m | 12:00 m |
| F Grant | Hamburg, Hamb-Am | —— | 1:00 p m |
| Algonquin | Jacksonville, Clyde | —— | 1:00 p m |
| Rio Grande | Galveston, Mallory | —— | 1:00 p m |
| Alamo | Tampa, Mallory | —— | 1:00 p m |

THURSDAY, JUNE 9.

| | | | |
|---|---|---|---|
| G Washington | Bremen, NGL | 6:30 a m | 10:00 a m |
| La Savoie | Havre, French | 7:00 a m | 10:00 a m |
| Morro Castle | Havana, Ward | 9:00 a m | 12:00 m |
| Ancon | Cristobal, Panama | 11:30 a m | 3:00 p m |
| Oscar II | Copenhagen, S-A | —— | 2:00 p m |
| Re d'Italia | Naples, Italian | —— | 11:00 a m |
| Campania | Rot'dam, Uranium | —— | —— |
| C of Savannah | Savannah, Sav | —— | 3:00 p m |

TRANSPACIFIC MAILS.

| Destination and steamer. | Closes in N. Y. P.M. |
|---|---|
| Japan, Corea, China (via Tacoma)—Keemun | June 10, 6:30 |
| Japan, Corea, China, Philippines (via Vancouver)—Empress of India | June 10, 6:30 |
| Fiji Islands, Australia, New Zealand (via Vancouver)—Manuka | June 12, 6:30 |
| Hawaii (via San Francisco)—Sierra | June 13, 6:30 |

## SHIPPING NEWS

### Port of New York, Monday, June 6, 1910.

ARRIVED.

Steamer Jolande di Giorgio (Nor), Port Antonio June 1, to the Atlantic Fruit Co, with 6 passengers and fruit. Arrived at the Bar at 5 a m.

Steamer City of Savannah, Savannah June 3, to the Ocean Ss Co, with passengers and mdse. Left Quarantine at 7:50 a m.

Steamer Mannheim (Ger), Hamburg May 21, to Philip Ruprecht, in ballast. Arrived at the Bar at 10:30 p m, 5th.

Steamer Baltic (Br), Liverpool May 28 and Queenstown 29, to the White Star Line, with 357 cabin and 566 steerage passengers and mdse. Arrived at the Bar at 10:30 p m, 5th.

Steamer Crown Prince (Br), Rio de Janeiro May 11, Victoria 13, Bahia 17 and Port-au-Spain 27, to Paul F Gerhard & Co, with 3 passengers, mails and mdse. Arrived at the Bar at 10 p m, 5th.

Steamer Carolina, Aguadilla May 21, Mayaguez 23, Ponce 27 and San Juan June 1, to the New York and Porto Rico Ss Co, with 141 passengers and mdse. Arrived at the Bar at 6 a m.

Steamer Indravelli (Br), Shanghai March 13, Hong Kong 18, Manila 24, Singapore April 9, Cochin 21, Calicut 22, Tellicherry 23, Port Said May 9 and Gibraltar 18, to Funch, Edye & Co, with 2 cabin and 26 steerage passengers and mdse. Arrived at the Bar at 6:30 a m.

Steamer California (Br), Glasgow and Moville May 28, to Henderson Brothers, with 391 cabin and 462 steerage passengers and mdse. Arrived at the Bar at 9:45 p m, 5th.

Steamer Nieuw Amsterdam (Dutch), Rotterdam and Boulogne May 28, to the Holland-America Line, with 384 cabin and 1,780 steerage passengers and mdse. Arrived at the Bar at 6:30 a m.

Steamer Minnewaska (Br), London May 28, to the Atlantic Transport Co, with 72 cabin passengers and mdse. Arrived at the Bar at 7:48 a m.

Steamer Colon, Cristobal May 31, to the Panama Railroad Ss Line, with 158 passengers, mails and mdse. Arrived at the Bar at 8 a m.

Steamer Trongate (Br), San Pedro, River Plate May 5 and St Lucia 27, with linseed to order, vessel to master. Arrived at the Bar at 1:15 p m.

Steamer Florida (Ital), Genoa May 22, Naples 23 and Palermo 24, to C B Richard & Co, with 28 cabin and 495 steerage passengers and mdse. Arrived at the Bar at 1:45 p m.

Steamer Clothilde Cuneo (Nor), Port Antonio June 1, to the Cuneo Importing Co, with 6 passengers and fruit. Arrived at the Bar at 10:50 a m.

Steamer Jamestown, Norfolk, to the Old Dominion Ss Co, with mdse. Left Quarantine at 12:12 p m.

Steamer Matanzas, Tampico May 28 and Havana June 2, to the New York and Cuba Mail Ss Co, with mdse. Arrived at the Bar at 10:22 a m.

Steamer Canadia (Dan), Rio de Janeiro May 15 and Barbados 27, to the Lloyd Brazileiro, with mdse. Arrived at the Bar at 10:25 a m.

Steamer Grampian Range (Br), Huelva May 18, to A D Ladue & Co, with ore. Arrived at the Bar at 10:30 a m.

Steamer Bermudian (Br), Bermuda June 4, to A E Outerbridge & Co, with 104 passengers, mails and mdse. Arrived at the Bar at 9:25 a m.

Steamer Clara (Aust), Trieste April 29, Fiume May 4, Palermo 14 and Oran 18, to Phelps Bros & Co, with mdse. Arrived at the Bar at 11:30 a m.

Steamer Prinz Eitel Friedrich (Ger), Montego Bay May 19, Kingston 21, Jacmel and Aux Cayes 23, Savanilla 26, Cartagena 28, Kingston 31, Jeremie and Inagua June 1, to the Hamburg-American Line, with 26 passengers, mails and mdse. Arrived at the Bar at 11 p m, 5th.

Steamer Vaderland (Belg), Antwerp May 28 and Dover 29, to the Red Star Line, with 307 cabin aand 1,351 steerage passengers and mdse. Arrived at the Bar at 6:40 p m.

Steamer Anita (Nor), Nipe Bay June 2, to the Atlantic Fruit Co, with fruit. Arrived at the Bar at 4:45 p m.

Steamer Navahoe, Georgetown June 3 and Wilmington 4, to the Clyde Ss Co, with mdse. Left Quarantine at 6:50 p m.

Steamer Orotava (Br), Bermuda June 4, to Sanderson & Son, with passengers and mdse. Passed in Sandy Hook at 8:06 p m.

Steamer Orotava (Br), Bermuda June 4, to Sanderson & Son, with 70 passengers and mdse. Arrived at the Bar at 7:30 p m.

Steamer Berwind, New Orleans May 29 and Port Tampa June 1, for Carteret, N J. Passed in Sandy Hook 8:35 p m.

Sandy Hook, N J, June 6, 9:30 p m—Wind south-southwest, light breeze; hazy; light sea.

SAILED.

Steamers City of Everett, Boston; Victorious (Br), Liverpool; Hamilton, Norfolk and Newport News; Aurora (Nor), Havre and Dunkirk; Coppename (Dutch), Demerara; Allianca, Cristobal; Kentucklan, Puerto Mexico.

## STEAMERS AT FOREIGN PORTS.

ARRIVED.

Liverpool, June 5—Cedric (Br), New York via Holyhead.

Hamburg, June 4, 3:45 p m—Bluecher (Ger), New York via Plymouth and Cherbourg; 4:45 p m, Deutschland (Ger), New York via Plymouth and Cherbourg.

Christiansand, June 5, 5 p m—Hellig Olav (Dan), New York for Copenhagen.

Trieste, June 5—Carpathia (Br), New York via Naples.