

between Cortland and Rector streets, carried under the water table of the Hudson River into Brooklyn past the Borough Hall, connecting with the Fourth Avenue subway, and extending out Forty Avenue, and Broadway in Brooklyn. That was in order that there might be a through train service between the congested districts of New York.

That is what I would call the trunk line of a new independent subway system. That line would cost about \$100,000,000. This city has \$200,000,000 in its own bonds. It is not necessary to indicate pessimists who believe that the credit of the city of New York is at all in jeopardy. It is not at all. It is a great improvement. It is not at all a year for the next five years to aid in the construction of subways.

He went on to say that it would take five years to build this subway, and added: It will take at least three years to spend the \$100,000,000 in hand. In the meantime, any sort of an independent subway administration will be a great improvement. It will be a great improvement. It will be a great improvement. It will be a great improvement.

That line has another distinct advantage. It connects the Battery and into Brooklyn. That means the people will be carried more quickly. That means the people will be carried more quickly. That means the people will be carried more quickly. That means the people will be carried more quickly.

Noting that the elevated railroads are leased for 99 years, which he said was long enough, he argued that all would readily realize that the service on the elevated railroads to-day would be infinitely improved if they were in competition with the subway. He added: My own conclusion is that competition in local transportation is absolutely essential.

Now we have only one thing to change. For the last five years, with all the powers of the Public Service Commission, and the city and the State, we have not been able to get a single bit of money to build a subway. I have a demand of the community, and it will always be so as long as any company has command of the situation.

This led Mr. McAdoo into a mention of the Hudson Tunnels. He said: Now, we had no sooner got one of those tunnels finished than we regretted that we didn't have the money to make it bigger. Why? Because three years after this discussion to which I have referred we made a contract with the Pennsylvania Railroad Company by which we undertook to carry the trains from New York to New Jersey terminal in New York. Now, if we had a larger dimension tunnel, the cars would have better service through from New York and into the terminal station.

Now if there were no other justification for it than the necessary demand of the future, that of itself would justify the expenditure, but there is a greater reason for it. The construction of the large dimensioned tunnel means not only better and more economical operation, but it also means better ventilation, lower temperature in those tunnels, and it means to every man, woman and child who rides the cars greater comfort because of the better temperature and better ventilation.

UNIONISTS GAIN THREE

Continued from first page.

ly scenes usually witnessed on election night. A few hardy enthusiasts gathered in Fleet street, but the downpour of rain drove them to the shelter of the music halls, where the returns were shown on screens. Some of the halls were crowded to the doors with cheering masses, who refused to listen to even the most popular stars, shouting continuously for the result of this and that contest.

Results of the Polling.

Table with columns for district names (e.g., Bury, Wigan, Bolton) and election results (Liberal majority, Labour majority, etc.).

DEERY (TWO SEATS).

Table with columns for candidates (e.g., Sir J. Ross, A. R. Heck) and their respective vote counts.

WEST BROMWICH.

Table with columns for candidates (e.g., Viscount Lewisham, Dr. A. E. W. Hazel) and their respective vote counts.

TRAVENSPOT (TWO SEATS).

Table with columns for candidates (e.g., Sir J. Jackson, Sir F. Kinloch) and their respective vote counts.

GRAVESEND.

Table with columns for candidates (e.g., Sir G. Parker, Sir G. H. Chamberlain) and their respective vote counts.

LINCOLN.

Table with columns for candidates (e.g., C. Roberts, Sir R. Filmer) and their respective vote counts.

BRADFORD (EAST).

Table with columns for candidates (e.g., Sir W. Priestley, R. H. Chamberlain) and their respective vote counts.

CHESTER.

Table with columns for candidates (e.g., E. H. Lamb, S. P. Hilday) and their respective vote counts.

MAIDSTONE.

Table with columns for candidates (e.g., Viscount Gathcraeh, N. Phillips) and their respective vote counts.

BRADFORD (CENTRAL).

Table with columns for candidates (e.g., Sir G. Robertson, G. H. Chamberlain) and their respective vote counts.

BRISTOL (WEST).

Table with columns for candidates (e.g., Lieutenant Colonel Gibbs, J. W. Stevens) and their respective vote counts.

BRISTOL (EAST).

Table with columns for candidates (e.g., The Right Hon. C. Hobhouse, R. H. Chamberlain) and their respective vote counts.

MANCHESTER (SOUTHWEST).

Table with columns for candidates (e.g., C. T. Neeldham, A. H. Coifax) and their respective vote counts.

SCARBOROUGH.

Table with columns for candidates (e.g., Russell Rea, H. H. Chamberlain) and their respective vote counts.

MANCHESTER (NORTHWEST).

Table with columns for candidates (e.g., Sir G. Kemp, A. Bonar Law) and their respective vote counts.

BIRMINGHAM (CENTRAL).

Table with columns for candidates (e.g., E. Parker, J. H. Manton) and their respective vote counts.

ASHTON-UNDER-LYNE.

Table with columns for candidates (e.g., W. M. Aitken, A. H. Scott) and their respective vote counts.

WARRINGTON.

Table with columns for candidates (e.g., Harold Smith, H. A. Crossfield) and their respective vote counts.

MANCHESTER (NORTH).

Table with columns for candidates (e.g., Sir C. E. Schwann, H. H. Chamberlain) and their respective vote counts.

MANCHESTER (NORTHEAST).

AVIATOR FALLS 80 FEET

Broken Nose Most Serious Injury—Record for Hamilton. Memphis, Dec. 3.—Roland G. Garros, aviator, fell eighty feet this afternoon and escaped with no more serious injury than a broken nose, a badly cut eyelid and bruises. Garros was bounding along at sixty miles an hour when the left wing of his airplane crumpled. For an instant the aviator attempted to right his machine, but failed. Luck was with him and he struck in such a position as to escape serious hurts.

FOR AERO CLUB HARMONY

A. A. Ryan, New Head, at Meeting Aiming for Peace. Allan A. Ryan presided for the first time as president of the Aero Club of America at a closed meeting lasting for four hours yesterday. Others who sat about the round table were: J. H. Joyce, of Baltimore; Professor A. F. Zahm, of Washington; L. Fox, L. L. Gillespie, D. H. Morris, C. J. Edwards, Major Samuel R. C. F. Bishop, J. A. Blair, Jr., W. W. Miller and A. R. Hawley.

The chief thing of interest was to decide, if possible, upon the chairman of the national council, to be designated by the aero club on Tuesday. So many personal and commercial interests were present that it was found to be impossible to do this in one sitting. A nominating committee was appointed, consisting of A. A. Ryan, ex-officio, J. A. Blair, Jr., J. H. Joyce, C. F. Bishop and C. J. Edwards. This committee is expected to confer with members of the National Council and smooth the way for harmonious decision of various matters of club politics before December 6.

As usual, the club officials were uncommunicative yesterday. When Mr. Bishop was president he used to talk freely, but he said yesterday: "I am no longer the club's press agent; Mr. Miller announced that routine matters had been dispatched. H. M. Neely, of Philadelphia, secretary of the National Council, announced unofficially that another reading of J. Armstrong Drexel's much read barograph showed that he had reached 10,300 feet in his recent flight from that city."

[By Telegraph to the Tribune.] Philadelphia, Dec. 3.—J. Armstrong Drexel's altitude record of 9,970 feet may be officially increased to 10,300 feet if the microscopic examination which is to be made at the physical laboratory of the University of Pennsylvania shall tally with the expert tests made yesterday by Herman Berger, of Queen & Co. Berger submitted the barograph yesterday to every test known to science, and coupled his deductions with exact weather conditions on the day of the flight. Mr. Berger was most emphatic in his statements about the accuracy of the barograph and his deductions.

"It was accurate," he said, "as accurate as it is possible to make such a scientific and delicate instrument, and where its record is judged it will favor Mr. Drexel by 30 or 300 feet. Instead of 9,970 feet it will probably show that he exceeded 10,300 feet."

Senator Cummins' call at the White House was the first he had made there in more than a year. He made no effort to conceal the fact that his presence at the executive offices was due entirely to the President's special invitation. As he was leaving the White House with a copy of the President's message in his hand he remarked that it had been a long time since he had visited the executive offices.

"But you probably will come oftener in the future," was suggested.

PRESIDENT SEEKING HARMONY IN SENATE

Has Conference with Cummins and Borah, Progressive Leaders. ALSO SEES REGULARS. The insurgents in both houses of Congress probably will hold a caucus before deciding on any course of action. Their tone to-night was hardly conciliatory.

The fact that this is the short session of Congress, with the time for legislative action limited, will not prevent the bringing of important legislative proposals to the attention of the Senate, President Taft invited a number of the regular and Progressive leaders to the White House to-day.

The presence of the regulars, who dropped in singly and in pairs during the day, attracted little attention. But political Washington began to sit up and take notice when Senator A. D. Cummins, of Iowa, one of the leaders of the Progressive wing, arrived at the executive offices at 3:45 p. m. He was quickly followed by Senator William E. Borah, of Idaho, another Progressive. Later came the information that Senator Bristow, of Kansas, had been invited by telephone to come to the White House, but had failed to appear.

The President did not attempt to bring the Senate leaders together in one big conference. There were never more than two in his private office at one time. He saw Senators Cummins and Borah together, and then had a private word with each alone.

In insurgent circles to-night it was said that the conference with the President had given no definite promise of success. The President was reported as conciliatory, and to have declared that he was anxious to do all in his power to bring about unity of action in the party.

A prominent Progressive Senator was asked to-night for an expression as to the outlook for bringing the regulars and insurgents together. He shook his head. "Such a thing is possible," he said, "but it certainly is not probable."

This opinion was expressed by others. At the White House it was not acknowledged that President Taft was making a special effort to bring the insurgents into line. It was declared with great emphasis that Senators Cummins, Borah and Bristow had been invited to call only as a part of the President's plan to consult with many Senators and Representatives as possible regarding recommendations in his message and the legislative programme for the coming session.

It was pointed out that during the day the President had consulted Senators Lodge, of Massachusetts; Root, of New York; Nelson, of Minnesota; McCumber, of North Dakota; Curtis, of Kansas, and Smoot, of Utah, and a host of Representatives from various parts of the country. It was also said that several House insurgents were to be invited to conferences next week.

Senator Cummins' call at the White House was the first he had made there in more than a year. He made no effort to conceal the fact that his presence at the executive offices was due entirely to the President's special invitation. As he was leaving the White House with a copy of the President's message in his hand he remarked that it had been a long time since he had visited the executive offices.

"But you probably will come oftener in the future," was suggested.

"I wouldn't predict that too strongly," replied Mr. Cummins, with a smile. "I am always glad to come, however."

"Your conference with the President was a pleasant one?" asked one of the newspaper men.

"This conference with you gentlemen is very pleasant," the Senator answered, and said goodby, declaring that he could not discuss his visit in any way.

Senator Borah said he would have a further conference with the President. President practically had offered the olive branch to the Progressives, with many of whom he had not been on the most cordial of terms.

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lution for the election of Senators by direct vote of the people, the passage of a measure providing for the valuation of the physical property of railroads and common carriers, and an inquiry into the investment represented in the properties of common carriers. We will also urge the enactment of a law to limit the issuance of stocks and bonds by common carriers.

"It is unlikely that many of these measures will make actual progress at this session," Senator Cummins added, "but all consideration given to them this winter will be so much gained. There will be less work to do at another time." The Senator made it clear that the Progressive Senators will not await the report of President Taft's railway securities commission before urging another bill for the control of the issuing of railroad stocks and bonds.

WENDLING FOUND GUILTY

Slayer of Alma Kellner Gets Life Sentence. Louisville, Dec. 3.—Joseph Wendling was found guilty to-night of the murder of eight-year-old Alma Kellner, and his punishment was fixed at life imprisonment. The jury was out less than four hours.

"I either killed the little girl or I did not," said Wendling, who received the verdict calmly. "They should either send me to the electric chair or turn me free. The evidence presented against Wendling was purely circumstantial. Witnesses testified, however, that Wendling, then janitor at St. John's Catholic Church, was seen in the church the morning Alma Kellner went there to mass. The child was never seen again, and months later charred and dismembered portions of her body were found hidden beneath the church made room."

Alma Kellner was the daughter of Mr. and Mrs. Fred Kellner, of this city, and a niece of Frank Behr, a millionaire brewer.

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Notice to Our Charge Customers. Purchases Made between December 1 and December 10. To give a practical incentive to early holiday shopping we announce that purchases made between December 1 and December 10, inclusive, Will be Charged on Bills Rendered February 1, 1911. Annual December Sale of Fur Coats. The Most Commanding Event of Its Kind in the History of This Store. Russian Ponyskin Coats, 50 and 52 inch Models, at \$37.50. Not "calfskin," as many coats at less than \$40.00 often are, but genuine Russian Ponyskins. And they are superior skins at that, by reason of our August purchases. The same quality Coats are now worth more than \$37.50 at the extraordinary character of the sale. 50 and 52 inches long, with large rolling collars, brocade or plain satin linings, jewelled buttons. \$79.50 Caracul Fur Coats at \$49.50. 50 and 52 inch Caracul Coats, soft lustrous skins, large rolling collar and deep cuffs, jewelled buttons, brocade lining. All fashionable novelties and conservative priced on the December sale basis. Fur Coats of the Best Quality at Midsummer Prices at \$34.50. This is absolutely unprecedented as a Fur Garment offering—not in the history of Sixth Avenue retailing has a coat of such unmistakable quality and stunning distinctiveness been sold at \$34.50. Dealers would be glad to buy them at that. 50 and 52 inches long, with the fashionable rolling collar, deep cuffs, jewelled buttons, lined with fine brocade satin. \$79.50 Russian Ponyskin Coats at \$49.50. 50 and 52 inches long Russian Ponyskin Coats, handsomely moired skins, with large rolling collar and deep cuffs, lined with changeable silk and brocade satin linings. Sample Fur Coats at Special Sale Prices. High class models of various fashionable furs; some fur trimmed. Only one or two of each. Exceptional values. Muffs and Neck Furs. Greenhut and Company, Sixth Ave., 18th to 19th St., N.Y. City. Store Formerly Occupied by B. Altman & Co.

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