

SAY SMITH CAN'T WIN

But Will Cause Martine to Lose, Jersey Politicians Declare.

BITTER FIGHT FOR SENATE

Many Think Ex-Senator Will Be Able to Name a Man to Succeed Keen.

From the Regular Correspondent of The Tribune. Trenton, N. J., Dec. 18.—In spite of the public announcement of ex-Senator James Smith, Jr., of his candidacy to succeed Senator Keen, there is a growing suspicion among those in close touch with political affairs in this state that Smith secretly does not expect to win the place, but has entered the contest for the sole purpose of preventing the selection of Mr. Martine.

TOMKINS MAKES REPLY

Dock Commissioner Answers Criticisms of His Plans.

ASKS MUTUAL CONCESSIONS

Calls Attitude of Railroads Obstacle to Evolution of Waterfront Problem.

In a report to the Mayor dated December 16, Calvin Tomkins, Commissioner of Docks, replies to the various criticisms directed against his solution of the dock problem on the west side of Manhattan.

He says it is physically impossible to obtain more bulkhead space on the West Side waterfront for storing car floats, and that the only remedy is either a diminution of commerce or the transfer by float bridges of freight cars from the floats to terminals on the east side of the marginal way, where they can be unloaded or loaded without occupying the waterfront.

His plan also includes an elevated railroad along the West Side, connecting terminals and float bridges.

The present condition he summarizes as follows: The present system of car float storage along the west side of Manhattan for the shipment and reception of freight was, until recent years, that most practical. It is necessary to have a clear understanding of this system, because it is the basis of numerous car floats being cars from New Jersey to Manhattan terminals; each car float is moved alongside of a pier, and during the early part of the day the cars are discharged, their contents being stored upon comparative narrow piers, leaving a wide gangway capable of passing two trucks through the middle of each pier.

Consignees, in order to save space, are obliged to take away this merchandise, and congestion ensues as a consequence of the mixing of the teams with the large amount of freight which is piled up in narrow windrows on both sides of the trucking gangway.

The railroads are obliged to hold the un-called freight at least forty-eight hours, and this temporary storage increases congestion. The cars, when empty, are loaded with outgoing freight, which is delivered to the bulkhead between the piers. Each driver unloads his own dray. Hand truckers receive the freight and pass it over scales to the gangplank at the bulkhead and along the central runway of the car float, loading it into cars for which it is destined. Sometimes if two-car floats are placed end-on the run is slow, and the process is slow and expensive, and the congestion of drays at the bulkhead shed in the latter part of the afternoon is serious. The car floats are pulled out late in the afternoon to catch the evening trains from New Jersey.

"The most desirable point," the Commissioner goes on, "at which to dock the ocean ferry service is the west side of Manhattan. There is not room at the waterfront here for both steamship and railroad terminals. The railroad cars can be transferred to the inshore side of the street, the steamers cannot; consequently, arrangements should be made to so transfer the cars."

The float bridges he thinks should be located above 22d street, and eventually the railroad terminals or terminal. This does not mean, he says, that the department has gone back on its policy of enticing manufacturing and warehousing to the outlying districts by improving the terminal facilities of the Long Island and Staten Island shores, but that the waterfront of Manhattan must of necessity be modernized to take care of the traffic whose destination and origin are the borough itself.

In reply to an objection voiced by Charles W. Buchholz, consulting engineer of the Erie Railroad, Mr. Tomkins says: "It remains to be seen whether the New Jersey Central will take advantage of the opportunity which the city may present to them of acquiring permanent terminals on the west side of Manhattan. It is now evident that existing terminals cannot be greatly expanded, and it is physically impossible to pass it over scales. Space for storing car floats. Will not future conditions impose upon the New Jersey roads the obligation of co-operation with the city? Again, the New York Central must elevate its tracks and must secure through mutual co-operation with the New Jersey roads do not follow a similar policy they will be placed at still greater disadvantages to others, which will become the controlling railroad on the west side of Manhattan."

He says that the disinclination of the railroads to co-operate with each other and with the city is a serious obstacle. The policy of the railroads now has been to secure, each for itself, needed facilities with no regard to others. An adequate organization in Manhattan, including a connecting railroad, can only be attained through mutual co-operation and concession. The force of developing circumstances is such that the roads cannot longer follow the policy of separatist policy. St. Louis has a joint freight terminal, Chicago is building one, New Orleans, San Francisco and other cities are operating connecting dock railroads.

COLONEL STOPS FLIRTING

Ejects Young Strangers Who Invaded Regiment Ball.

For an easy way to stop audacious flirtation at army dances, Colonel W. B. Hotchkiss, of the 22d Regiment, has solved the problem. Usually after the regimental reviews there are not enough men in brave, brass buttons to go around, and often two women dance together. Lately young men in evening dress have been coming to the ball, and these uninvited guests have introduced themselves and asked for a dance.

The life of one of the regiment's highest officers is said to have been abruptly addressed in this fashion. Before she could have the habit of going to the ball, he sifted away in the dense crowd around the ball. This brought matters to a head, and last Friday night, Colonel Hotchkiss station twenty-six non-commissioned officers in uniform about the ball.

While Bandmaster Matt's band was smashing out "All That I Ask is Love" three young men stepped up to two young women who were dancing together. "I'd like to break this," said one of them.

Six of the soldier-detectives swooped down on the three, edged them to the main exit and threw them out on the cold, hard sidewalk. A dozen other yellow youths quietly left the ball just afterward. It is not thought that the men concerned belong to the regiment. Despite the care taken, sometimes the tickets to the dances go astray.

CRUSHED BETWEEN "L" CARS.

Thomas Burke, of No. 382 East 134th street, a yardman for the Interborough Rapid Transit Company, was crushed between two cars in the yards of the Third Avenue elevated at 159th street last evening. He was removed to Fordham Hospital in what the ambulance surgeon declared was a hopeless condition. He was coupling cars when caught between the jolting platforms and dragged a number of feet before the train was stopped. Dr. Carey from Fordham Hospital, said Burke's ribs were fractured and that he was injured internally.

Rescue the Homeless Children

Make a Christmas present of a good home to some homeless child in the family of a warm-hearted farmer.

\$50 sent to the Children's Aid Society will accomplish this.

A. BARTON HEPBURN, Treasurer, 105 East 22nd St., N. Y. City.

WILLIAM CHURCH OSBORN, President, C. LORING BRACE, Secretary.

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The man who can save \$10 per month or the man with \$5,000 or more in the bank can buy our Guaranteed First Mortgage Certificates.

They have all the advantages of guaranteed mortgages and are in a form transferable by assignment.

They are issued in amounts of \$200, \$500, \$1,000, and \$5,000, and can be bought at any time. Your money earns interest at 4 1/2 per cent. from the day we get it.

The payment of principal and interest is guaranteed by the Bond & Mortgage Guaranty Company.

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TITLE GUARANTEE AND TRUST CO. Capital and Surplus, \$15,000,000. 176 B'way, N. Y. 175 Nassau St., N.Y. 250 Fulton St., Jamaica.

Special Feature No. 1 New Pianos

The Lindeman & Sons Piano for a quarter of a century—when there were less pianos made and less competition—sold at \$400 to \$600.

They must have cost a great deal more to make than they do today, because we are making a good piano with the same scale, and these we will sell today at the wholesale prices formerly current—

\$220 to \$290 each

Each year, just prior to Christmas we arrange this Special Sale of Used Pianos, to meet the wishes of many people who want a piano or a player-piano at a moderate price.

It is a regular feature of our holiday program and we hold only two other sales of used pianos a year.

This year, in addition to our used pianos, we are able to present two very unusual features.

100 New Lindeman Pianos at \$220 to \$290

It is no longer a secret in the trade that the Wanamaker Store has taken over the famous piano factory of Lindeman & Sons, which for a quarter of a century has been turning out pianos that rank among the best instruments in the country.

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But this is not all the good news we have to tell—

100 New High-Grade Pianos to Be Sold at \$200 Each

We do not advertise the names of these instruments because they are being sold today in other parts of the country at prices very much higher than the figure we name.

They are instruments made in New York City by one of the largest piano houses in the world, and they have never before been sold at any such price.

The List Gives You in Concrete Form the Scope of the Opportunity

Miscellaneous Upright Pianos

Note the splendid collection of names in this list and note how small the new selling prices are. Some of these pianos are as good as new and you would not know they were not new if we did not tell you.

Collard & Collard.....\$250 Now, \$35

Kring.....250 45

Guillot.....350 50

Arion.....300 100

Vose & Sons.....275 95

Linds & Haynes.....250 115

Hawthorn & Sons.....250 115

Hallett & Davis.....300 125

Schultz & Co.....300 125

Herbert.....300 135

Shoninger.....350 135

Fischer.....300 135

The Wanamaker Store's Special Christmas Sale of USED PIANOS

Begins at 8:30 This Morning on the Twelfth Floor of the New Building

In Addition to Our Usual Offering of Used Pianos and Player Pianos Which We Have Taken In Exchange, We Will Present Some Quite Exceptional Opportunities in New Pianos at Greatly Reduced Prices, and On Special Christmas Terms of Payment!

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It is a Well-known Fact that in This Sale of Used Pianos We Offer Only the Instruments that Have Come to Us in Exchange for Others in the Regular Course of Our Business

We do not go out in the market to buy a collection of old tin pans just to make a hurrah sale.

Every one of these instruments has been put through our work-rooms and is in good condition.

Many of them you could not tell from perfectly new pianos, but when you run your eye down the list of prices you will see that they are ridiculously small, compared to what a new instrument would cost.

These sales always afford a splendid opportunity for those who want a piano for a beginner in music, and also for schools, for clubs and for institutions. There are in the collection square pianos, uprights, grands and player-pianos of excellent make.

Please remember that any one of these instruments can be bought on our special Christmas terms, which means only a small outlay in cash and the balance to be met at your convenience.

This sale will begin this morning in our used piano rooms on the Twelfth floor of the New Building, and special elevators will be provided at the Astor Place Station and the Ninth Street door.

As there is always a great sale of these instruments early in the day we would suggest that you would be here as early as possible.

Used Players and Player-Pianos

Angelus Piano-Players

Miscellaneous Piano-Players

Schomacker Angelopians

Autopianos

Chickering Upright Pianos

Emerson Upright Pianos

Knabe Upright Pianos

Schomacker Upright Pianos

Kurtzmann Upright Pianos

Vose & Sons Upright Pianos

J. C. Campbell Pianos

Marshall & Wendell Uprights

Used Grand Pianos

Miscellaneous Grands

Steinway & Sons Grands

Kurtzmann Grands

Schomacker Grands

Chickering & Sons Grands

Lindeman Grands

Organs

Lindeman & Sons Upright Pianos

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Used Grand Pianos

Miscellaneous Grands

Steinway & Sons Grands

Kurtzmann Grands

Schomacker Grands

Chickering & Sons Grands



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