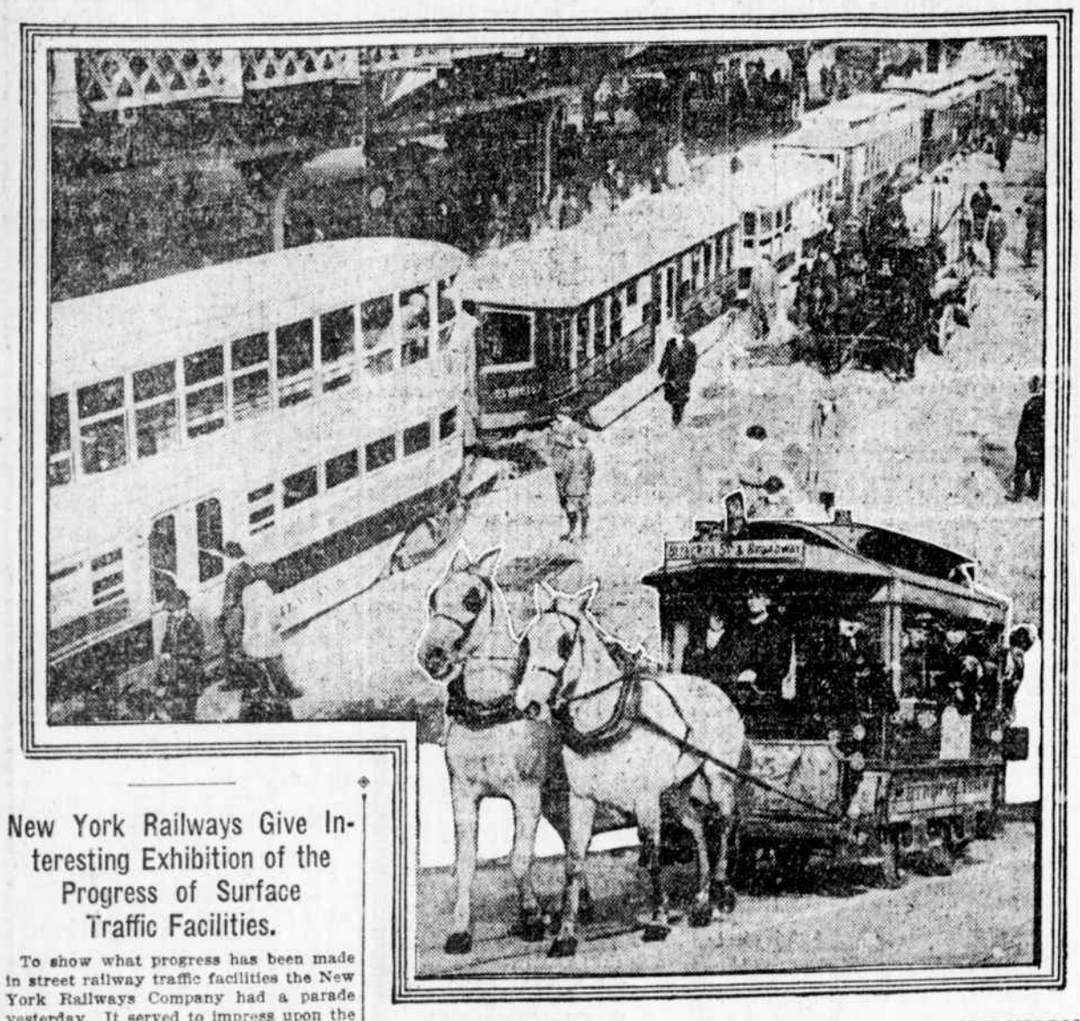
From "Hoss" Car to Double-Decked Electric Tram



STREETCARS, OLD AND NEW, ON EXHIBITION YESTERDAY.

The first car in line is the new double decker, then the low, no-step car, then the storage battery car, then the "pay as you enter" and then the common or garden trolley car of commerce.

New York Railways Give Interesting Exhibition of the Progress of Surface Traffic Facilities.

To show what progress has been made in street railway traffic facilities the New York Railways Company had a parade yesterday. It served to impress upon the minds of those who saw it that while horsecars still run in New York, though not on Broadway, there is coming a time when, perhaps, there may be room for just one more passenger during the rush hours.

A dumpy little bobtailed car of the vintage of 1860, that used to be pulled by a single horse, had the right of the line when the procession started from Seventh avenue and 59th street. The ancient car was drawn by two milk white steeds that were better groomed than the average horse required to pull a horsecar and got an ovation all the way to the Battery. It was followed by a car of the type that ran along the main street of the town in the days when cable was an innovation. Then came the pay-as-you-enter car, which is now the principal means of surface transportation, followed by the low step open-in-the-middle car, No. 5,000, of which as yet there is only one. The rear of the procession was brought up by No. 6,000, the big double decker, which made its first appearance on Broadway last spring and created a sensation.

The guests were aboard this car. They were William R. Willcox, chairman of the Public Service Commission, and Commissioners Eustis and Williams. Accompanying them were Theodore P. Shonts, president of the company; Frank Hedley, vice-president and general manager; D. W. Ross, vice-president, and Alfred Craven, chief engineer.

HURT IN EQUITABLE BLAST

Two Men Hit by Flying Stones in Lower Broadway.

The explosion of a small charge of dynamite on the site of the destroyed Equitable Building, in lower Broadway, blew a quantity of loose bricks and pieces of stone into the street just before noon yesterday and two men were injured. William Jordan, a Custom House clerk, was struck by two pieces of stone, one cutting his forehead and the other striking him in the abdomen. He was taken to the Hudson Street Hospital. The other man hit was George Galgety, messenger for a stock brokerage firm. He was not badly hurt.

A large piece of stone broke a window in the office of Raymond Pynchon & Co., at No. 111 Broadway, and narrowly missed several customers who were in the room. That other persons were not hurt was due to the fact that traffic immediately in front of the site of the old building had been suspended for blasting.

TOMKINS DELAYS PIERS

Finally Agrees That Terminal Road Problem Can Wait.

EXPECT ACTION NEXT WEEK

Colonel Black Says City Should Make Three Developments—All Will Be Needed.

Action on the report of the committee on terminals of the Board of Estimate was postponed by that body yesterday until Wednesday, when next week's meeting of the board will be held.

At that time it is probable definite action will be taken looking toward the construction of piers of 1,000 or 1,200 feet in length between 44th and 60th streets on the West Side. Dock Commissioner Tomkins at first asked for delay until the problem as to the marginal railroad could be solved, in order that a definite terminal policy might be adopted.

Members of the Board of Estimate showed considerable annoyance at the attitude taken by Commissioner Tomkins, and he finally agreed it would be well to go ahead with the pier proposition at the earliest possible moment. He will at once get to work on plans to indicate the cost of 1,200-foot piers.

Colonel William M. Black, of the United States Harbor Line Board, said the decision of the Secretary of War not to allow any further narrowing of the fairway in the Hudson River was a just one, and that no delay should be allowed by the city authorities in solving the problem of building longer piers without going further out into the stream. He expressed himself as heartily in accord with the suggestion of the committee on terminals in regard to piers between 44th and 60th streets.

Furthermore, Colonel Black suggested the possibility of constructing longitudinal piers in the Riverside Drive section between 72d and 108th streets. He said that four 2,000-foot concrete landing platforms capable of berthing the longest ships now contemplated could be built along this stretch without interfering in any way with the present layout of the waterfront.

"I do not want to suggest this as an alternative plan," he said, "for the present plan for piers lower down. It should be considered as being supplementary. The city should make all three of the developments, building the first section of the long piers at Desbrosses street, the second section between 44th and 60th streets and the third stretch of longitudinal piers above 72d street. It will need them all. Then the government is anxious for the city to adopt some definite policy."

When Commissioner Tomkins was urging delay in order that the marginal railroad proposition might be settled President Mitchel of the Board of Aldermen had a warm discussion with him.

"I tell you right now," said President Mitchel, "that, whether the West Side railroad is an elevated or a subway, it will not be for the New York Central's exclusive benefit. That's settled, and our committee will have a report on it by January 1."

Former Corporation Counsel Ellison filed a protest against going inland with the piers above 44th street on behalf of a number of manufacturers whose property would be affected. "Manhattan Island is already narrow enough," he said.

MAINE A POTATO STATE

Wins Two Prizes at the Land Show for Such Product.

Maine asserted its supremacy as a potato growing state when it won yesterday two prizes offered at the land show for the best exhibit of potatoes. These prizes were the $750 grand sweepstakes cup for the best state exhibit of potatoes, having at least thirty-five varieties, and the other a $200 silver cup for the best county exhibit. The judges awarded second honors to New Jersey, while this state came third.

Both potato cups were won by the exhibit of the E. D. Cleveland Company, of Houlton, Aroostook County, Me. Its exhibit included forty varieties, with a minimum yield of 260 bushels to the acre and a maximum of 550 bushels an acre. A prize of $100 in gold offered for the fifty largest potatoes was awarded to L. Pancheri, of Idaho Falls, Idaho, whose fifty potatoes weighed 98½ pounds.

HONORS PARENTS IN WILL

Dr. F. J. Parker Provides for Memorial Park in Native Town.

BEQUESTS TO CHARITIES

Only One of 34 Cousins Shares in Distribution of Eye Specialist's Large Estate.

All through the long will of Dr. Frank J. Parker, which was filed in the Surrogate's Court yesterday, there runs a tender sentiment that bespeaks a strong filial devotion. Not only does the testator establish a number of funds and make public bequests in the memory of his father, George T. Parker, and his mother, Mrs. Alice Lanphier Parker, and make several public bequests in their names, but he also creates a fund, the income of which shall be used at certain times of the year for the decoration of his parents' graves. These days include Easter, Memorial Day and Christmas.

Dr. Parker was a well known eye specialist. He was connected with the Manhattan Eye, Ear and Throat Hospital, and was graduated from Yale University in 1898. He remembered both these institutions in his will.

Dr. Parker left $1,000 as a trust fund to the Yale Medical School, the income to be paid annually to the student who has shown the best qualification to succeed in the profession of medicine. He stipulated that the items that are to be taken into account in awarding this prize are personality, habits, neatness of dress, good common sense and kindness and human feeling in the treatment of the poor and unfortunate. The faculty of the university are named as the judges.

Another bequest of $1,000 is made to the Sheffield Scientific School of Yale University.

Dr. Parker made several bequests to his native town of Branford, Conn. He gave to the town all his land in Branford, consisting of about thirteen acres, with all the buildings on it, for a public park and playground, to be known as the Parker Memorial Park, "in memory of my father, George T. Parker, and my mother, Alice Lanphier Parker."

To the Home of the Friendless of New Haven Dr. Parker gave the house that had been the homestead of his father and mother, with about four acres of ground. This bequest, also in memory of his father and mother, is given by the testator as a home for working girls or friendless girls. To Trinity Church, of Branford, is given an undivided half interest in lands at Scotch Gap, Branford, which was the property of Dr. Parker's grandfather, Horace Lanphier. The trustees are instructed to sell the property and use the proceeds toward the purchase and maintenance of a parish house.

Dr. Parker gave to the Manhattan Eye, Ear and Throat Hospital an undivided half interest in the property No. 118 East 55th street, New York. The hospital authorities are authorized to sell the property if they choose. If sold, $5,000 of the proceeds is to be used in endowing a free bed in the male ward of the hospital in memory of the testator's father and mother and the remainder to endow an eye clinic.

The testator made a bequest of $2,000 to Trinity Church, of Branford, for a memorial window in memory of his mother, and $2,000 to the church toward the parish house, which is to be in memory of his mother. He left $2,000 to the Branford Cemetery Association, the income to be used to decorate the graves of his father and mother annually, on February 10, July 15, August 28, October 28, December 27 and on the three days mentioned above. He ordered that his father's watch be buried with him.

All his books and professional instruments and furnishings in his office and reception room at No. 40 East 41st street Dr. Parker left to his friend and associate, Dr. Lewis W. Crigler. He gave $500 to his secretary, Blanche E. Earle. Dr. Parker left twenty cousins and fourteen second cousins. Only one of these, Alice Melgs, was mentioned in the will. To her he left some jewelry, laces, furs and other personal effects that belonged to his mother. He left the residue of his estate in trust, the income to be paid to his aunt, Mrs. Harriet Linsley, of Branford, for life. At her death the principal is to be used to construct a memorial entrance gateway for the Parker Memorial Park.

COL. HARDY ACQUITTED OF STRIKING MRS. KRUG

Jury in Metuchen Decides He Used Only Legitimate Amount of Force.

DAMAGE SUIT IS PENDING

Loser in Case Says She Will Press Action for $25,000 Damages for Alleged Rough Handling.

Metuchen, N. J., Nov. 21.—After deliberating for four hours and a half, a jury in the Middlesex County Criminal Court decided to-day that Colonel John M. Hardy, owner of racehorses, had a right to eject Mrs. Sarah P. Krug, of Rahway, from his house on June 21, when she refused to obey his order to get out, and that by using force the former resident of Virginia was not guilty of assault. Immediately after the verdict was rendered Colonel Hardy said: "What! An old Virginian kick and strike a woman? Whoever heard of such a thing?"

The whole trouble grew out of Mrs. Krug calling at the Hardy home to see Mrs. Hardy, who is eighty-three years old and wealthy, after Colonel Hardy had requested that she cease such visits.

In submitting the case to the jury Judge Daly ruled that a man was the master of his own home and had a right to exclude any one from it that he desired. He said that if Mrs. Krug had intruded after a warning to keep away, the colonel had a right to keep her out, and the question for the jury was whether more than the necessary amount of force was used. Mrs. Krug asserted that the colonel kicked her out of the house and bruised her about the body.

The taking of testimony ended at noon, and ex-Judge Coddington, of Plainfield, for Colonel Hardy, and Assistant Prosecutor Stricker for the State of New Jersey, summed up. The principal witness was Miss Martha S. Griggs, who testified as follows:

"I have been in the Hardy house for five years; for three years as a graduate nurse, and the last two years both as nurse and housekeeper. I had to take care of Mr. and Mrs. Hardy, and I am still in Mr. Hardy's employ."

"Anne Morehouse, the cook, came upstairs on June 21 and said that Mrs. Krug was in the kitchen and Colonel Hardy said not to let her in. As I went down Mrs. Krug came up. Colonel Hardy met her at the head of the stairs. Then he kept her back with his hands and told me to call the men. Anna had already called Randolph, the farmer, and I called Joe, the colored man. Mrs. Krug called her chauffeur and told him to knock Colonel Hardy down. Then I went to my room and saw nothing more."

Mrs. Krug took the stand in rebuttal and swore that she didn't threaten to kill Colonel Hardy, that she didn't order her chauffeur to knock him down, that she didn't tell the gardener that Hardy was worse than the worms of the ground, that she didn't call him a coward, blackguard or brute, and had not received requests to remain away from the Hardy household.

Colonel Hardy, when cross-examined, swore that it took from ten to fifteen minutes to get Mrs. Krug out of his house.

"Why didn't you withdraw when you got her out?"

"I wanted to get her off the grounds."

"Did you think it necessary for three men to force her off?"

"Yes, to do it gently."

"Did she offer resistance?"

"She certainly did when she tried to kill us with her hatpin."

The feud between Colonel Hardy and the Krugs apparently is not over. There is a $25,000 damage suit pending against Colonel Hardy growing out of this disturbance. It was said to-day there would be an action in chancery soon over $300,000 worth of property which it is said Mrs. Hardy transferred to her husband since their marriage.

Mrs. Krug and her husband waited in the courtroom until the verdict was rendered. With a toss of her head she said: "Colonel Hardy needn't think this settles the case. I am not through fighting."

Mrs. Krug is the wife of William B. Krug, secretary of the Franklin Savings Bank, of New York.

$10,000 FOR GIRL'S DEATH

Jury Gives Damages to Mother of Miss Powers, Killed on Central R. R.

A jury in the Supreme Court at White Plains gave a verdict for $10,000 to Mrs. Elizabeth W. Powers, of New York, yesterday, against the New York Central Railroad Company for the death of her daughter, Elizabeth, at the Bronxville Crossing.

Miss Powers was killed two years ago, while crossing the tracks with Miss Ella Biggers, of Virginia. Miss Biggers, who is prominent in Virginia society, only recently received a verdict for $1,000 for serious injuries.

The two young women were students at a Bronxville Seminary, and were hurrying to catch a train for New York when they were run down.

CLUB WANTS BOOKS AND TOYS.

The Church Periodical Club, a society which supplies books and periodicals to clergymen and the laity, who are unable to procure good literature in any other way, has received many appeals for Christmas boxes, in which, with books for the elders, there should be toys for the children, but the treasury is nearly empty, and nothing can be spent. It is hoped that those who are interested in this worthy charity will send toys or money to the Church Periodical Club, No. 281 Fourth avenue, New York.

URGES SUPPORT OF NAVY

Retiring Head of Naval Architects Hopeful.

The twentieth annual session of the Society of Naval Architects and Marine Engineers opened yesterday in the Engineering Societies' Building, in West 39th street. After the meeting was called to order the president, Stevenson Taylor, urged support for the navy in an address following his announcement that the nominating committee had selected Colonel Robert M. Thompson, of this city, to be the president for the ensuing term of three years, beginning January 1. Colonel Thompson was elected unanimously.

In his annual address Mr. Taylor said the United States navy had grown steadily greater, and it was necessary only to have the support of our citizens to have it hold its rightful place in the world. Of the merchant marine, he said it was doing as well as it could, and while the shipyards were fairly busy, it remained to be desired that there be a much greater demand for ships.

"Perhaps the party soon to come in power may, with new treaties, produce results under which we may build and run ships in competition with the world," said Mr. Taylor.

Speaking of the Titanic disaster the president said ship builders in the future must be sure the plating of a vessel had ductility, so that rupture in case of severe indentation would be reduced to a minimum. He said as the law stood he thought it was possible there might be more lifeboats or life rafts than could be properly or quickly handled in time of trouble.

After the address of the president papers were read by various members. Professor C. H. Peabody contributed a paper on experiments on the Fulton and the Froude, telling of an investigation of the characteristics of towboats. Naval Constructor R. H. Robinson, U. S. N., read a paper on the design and new construction division of the Bureau of Construction and Repair of the Navy Department, and Captain C. N. Dyson, U. S. N., contributed a paper on "Engineering Progress in the United States Navy." He touched only on the most important points because the ground he had been asked to cover was of such large extent.

Captain Dyson said that, basing the choice between reciprocating engines and turbines for battleship propulsion upon comparisons of the relative advantages of both types, the advantage appears to rest decidedly with the reciprocating engine, and the Navy Department had ruled accordingly.

Captain A. P. Niblock and G. W. Dickie were elected vice-presidents to fill, respectively, the vacancies caused by the deaths of Rear Admirals Robley D. Evans and G. W. Melville. Rear Admiral H. I. Cone, G. E. Weed and Lewis Nixon were elected vice-presidents for the term expiring December 31 1915.

GARNSEY PAINTINGS ON VIEW

The Collector's reception room at the Custom House was a centre of attraction yesterday after the paintings by Elmer E. Garnsey were placed on the walls.

These paintings represent the ports of Amsterdam, Curacao, Fort Orange (Albany), New Amsterdam, La Rochelle, London, Port Royal, Plymouth and Cadiz in the year 1674, the last year in which the Dutch flag floated over Fort Amsterdam. This period was selected because of its picturesque possibilities, and these ports because of their relation to the discovery, settlement and commerce of the Dutch and English colonies in the New World.