BOSTON'S UNUSED SUBWAY.

UNDERGROUND TRANSIT A FAILURE IN ACTUAL PRACTICE.

People Refuse to Use It, Just as They Would the Hole in the Ground Transit Proposed for New York—Only Seven Per Cent. of the Total Traffic Credited to the Subway—The Profitable Fancy Traffic Lost to It Entirely—Yet the Conditions Are Most Favorable—Boston Wants an Elevated Railroad Now.

Before any further attempt is made to commit this city to the building of the proposed underground system of rapid transit it would be well for every one interested to learn something of the experience which Boston is now having with its subway. Boston's subway is New York's proposed underground railroad in miniature, except that it was constructed for the use of the trolley car lines instead of being equipped with cars, motors, and power of its own, and running two sets of trains—one express and one local.

The Boston subway is short. That part now in use is less than a mile in length, and the parts which are under construction or proposed would add only about another mile to the tunnel. There is, perhaps, no finer specimen of passenger tunnel work anywhere in the world, and it is doubtful if any more perfect tunnel could be constructed.

The tunnel runs under Tremont street, and its extensions are to go under Cornhill, Hanover street, and Washington street, passing right through the dense business and shopping districts, and thus securing every advantage that a road might have if it ran through Broadway, Fourteenth street and Twenty-third street, and part of Sixth avenue. And yet, in the face of all these advantages, three months' experience has shown that the Boston subway is not popular, that people will not go into it except when they have to, and that the subway is a failure, save so far as it was a necessity to relieve the congestion of traffic on the street.

NEED OF THE SUBWAY.

Bostonians are proud of the subway. They take strangers to see it, just as they take them to see Bunker Hill Monument; make them ride the length of it back and forth, and call attention to all its fine features—and then they keep away from it themselves, just as they do from the monument. That this result is of interest to New Yorkers there can be no doubt. The building of the subway grew out of a public need which was as absolute and pressing as the need of this city for some addition to its traffic facilities.

When, about ten years ago, the West End Street Railway Company began to transform the old horse car lines of Boston into electric trolley lines the narrow streets in the heart of Boston were already choked with the daily rush of vehicles. Boston has to-day the most extensive and comprehensive electric car system in the world. The added cars which were required for the new service fairly filled the streets of the little central city where they were all concentrated. These car lines serve a suburban population of nearly a million persons, and it is possible to take a car for any part of the territory covered without going more than a quarter of a mile in the city. Under a special act of the Legislature the Boston Transit Commission was appointed to devise a suitable means to relieve the congestion.

THE OPERATIVE CONTRACT.

Under this commission the subway was planned and is being built. The city of Boston pays for it and leases it to the West End Street Railway Company for twenty years at an annual rental which is not to be less than 4⅞ per cent. upon the net cost of the tunnel, or more than 4⅞ per cent. upon the sum of $7,000,000, if the tunnel should cost so much, and the company agrees to pay, in lieu of interest, a toll of 8 cents for each car that passes through the subway, in case the aggregate of tolls should exceed the interest charges. The railroad company cares for it, lights it, ventilates it, and keeps it free from water.

Work was begun on the subway on March 28, 1895, and on Sept. 1 of this year the first section was put into use. A second section was put into use on Sept. 30. The main part of the subway now in use lies under Tremont street, between Park street and Boylston street. This section is 1,700 feet long and contains four tracks. At both ends are stations, built commodiously under ground and approached from the surface by wide, easy stairways, which are protected by small ornamental stone buildings. At the Boylston street station the tunnel divides into two two-tracked sections. One of these continues under Tremont street for about 1,200 feet, when its comes to the surface and empties its cars upon the tracks in Tremont street and Shawmut avenue, which here diverge. The other branch turns sharply to the westward, runs under the edge of the famous Common, to the Public Garden beyond Charles street, where it comes to the surface, 1,200 feet from the Boylston street station, and its cars go on their way down Boylston street.

HIGH STANDARD OF CONSTRUCTION.

The tunnel is kept almost as light as day from end to end. At the stations it is lined on the sides with enamelled white brick. Throughout its length and on the ceilings at the stations it is painted white. At the stations and through the tunnel electric lights are hung in abundance, and to make sure that these shall not all fail at any one time they are divided and fed by two separate circuits of wire. Besides these lights, fixed in the tunnel, are the lights in the passing cars, which are kept lit in making the tunnel passage. As two or three cars are passing in each direction every minute almost all the time, their lights alone would keep it fairly well illuminated.

People declare that they found the tunnel refreshingly cool during the warm weather in September just after it was opened, and in cold weather they find it warm. No winds penetrate it, and the moment a person gets to the stairs at a station he is out of reach of storms. Only one source of discomfort has yet developed in the use of the tunnel, and that, it is believed, will be remedied. This was, for the time it lasted, a very great trouble. It occurred last month, when there had been a sudden change of 25 or 30 degrees in temperature, the weather had been cold for three or four days, and the ground and the inside of the tunnel had got chilled until it was pretty nearly as cold under ground as on the surface. Then came a rise in the general temperature of 25 or 30 degrees. The warm air, drawn into the tunnel by the ventilating fans, struck against the chilled roof and sides, and immediately everything began to weep. The cold roof and sides of the tunnel condensed the moisture in the warmer air, and in a short time the whole interior glistened with moisture. At the stations the condition was worst, and produced much discomfort. Here the air entered, and of course gave up the greater part of its moisture. Most of the moisture collected on the ceiling and dripped down on the waiting passengers. People who had left pleasant weather upstairs found themselves expected to trickling streams below. It was so bad that the railroad company set men to work scraping down the roofs and sides with rubber squeezers to get rid of the moisture. Even if this trouble cannot be cured, the railroad officials do not believe that it would prove of serious consequence, because there are not more than three or four days in a year when changes of temperature are wide enough to produce the drip.

REFUSAL OF THE PUBLIC TO USE IT.

The portion of the subway in use at the present time is open for travel from 6 o'clock A. M. to 12 midnight during each day of the week. There are at present 1,362 trips per day being run through the subway.

Yet here is the significant fact: a study of the daily travel in the subway, hour by hour and day by day for months, showed conclusively, in the judgment of those who are most closely concerned, that the subway is not popular, that few persons use it, except when they have to. President Little declares that this is a much more serious matter than it would appear to the uninitiated.

THE FANCY TRAFFIC AVOIDS IT.

"In the rush hours," he said, recently, in discussing the matter, "the people must take every means of conveyance that there is at hand. In these hours they flock into the subway as freely as they do to the cars running on the surface, and during these hours we carry about as many in the subway as it is possible for us to handle there at the present time."

Then Mr. Little made a statement of which every street railway must recognize the truth, and which should be carefully considered by every capitalist who may be invited to become interested in building and operating the proposed rapid transit line in this city, provided the scheme ever gets so far as inviting contracts.

"This rush hour traffic," Mr. Little continued, "is, however, not the business which we make our money out of. If we had nothing but this and other strictly business traffic, it would be difficult to make a paying business. During all the middle part of each day we should be hauling empty cars and getting nothing for doing it. The fancy traffic is what we want and rely upon—the people who ride because it is pleasant to do so, not because they have to.

"These are the people, our statistics show, who will not go into the subway. We know just how many persons take the cars in the subway, because we sell tickets there before the people go upon the station platforms, and these tickets are collected in the cars. The sales of subway car tickets show that the tunnel gets a fixed portion of the general traffic, but does not get its share of the fluctuations.

DISLIKE OF THE SUBWAY IN FIGURES.

"We carry nearly 200,000,000 passengers every year. In September we carried 18,310,000 passengers. The loop to the Public Garden from the Park street station was the only one open through the subway during that month. The subway travel then was 6.9 per cent. of our whole travel. In November, with the Tremont street and Shawmut avenue loop open, the subway traffic reached 7.1 per cent. of the whole.

"Now it is a curious fact that although our total number of passengers was increased in October by 238,000 over the September figures, the number carried in the subway was increased by only 7,000. That great general increase was almost entirely made up of the sort of fancy riding I spoke of. These are the people who jump on a car and ride downtown, ostensibly to buy a spool of thread or a skein of silk or yarn, but really because the car is handy and the ride pleasant. These people won't go into the subway, if for no other reason than because they won't walk down the stairs.

"The steady traffic which the tables show we can count upon is shown in this table of a day's sales of tickets on Oct. 1."

Mr. Little produced this table:

PASSENGERS CARRIED IN SUBWAY OCT. 1, 1897.

Hours.		Hours.	
A. M.		P. M.	
6 to 7	217	4 to 5	2,005
7 to 8	228	5 to 6	3,408
8 to 9	814	6 to 7	1,341
9 to 10	532	7 to 8	548
10 to 11	870	8 to 9	505
11 to 12	1,095	9 to 10	515
P. M.		10 to 11	445
12 to 1	1,364	11 to 12	247
1 to 2	1,325		
2 to 3	1,520	Total	18,097
3 to 4	1,802		

AVOIDED EVEN MORE IN STORMY WEATHER.

"One thing to be seen from these figures," Mr. Little added, "is that the subway, although it runs past a number of the principal theatres, does not get any appreciable quantity of that strictly fancy riding, the people going home from the theatres, any more than it gets the shoppers.

"On rainy days one would suppose that the subway would get a bigger proportion of traffic than in fine weather; but this is not true. I met Mr. Dalton, one of the Transit Commission, the other day when it was raining, at the entrance to the Park street station.

"'Isn't this charming!' he exclaimed as he got in out of the storm.

"I admitted that it was; but when I came to look over the tables of daily receipts and compare them with the total traffic I found that although the general traffic had fallen off less than 6 per cent. because of the rainy day, the subway traffic had lost 30 per cent. This is the more significant from the fact that one-half the former number of cars are now off the streets above."

A reference to the daily tables showed how the travel in the subway fell off in unpleasant weather. On Nov. 2, when the usual daily traffic was 22,000 or 23,000 persons, only 14,000 went through the subway. On Nov. 25 the number fell to 13,000, while the next day it rose to 24,000. On Sundays, when the traffic on all parts of the system is fancy riding principally, the number of passengers who go through the subway falls as low as 9,000.

FACTS FOR NEW YORK TO PONDER.

These are the facts. If it were possible to build the long tunnel proposed for this city and make all parts of it as perfect as the Boston subway, which is at least doubtful, what would be the effect of an equal imposition of New Yorkers to using it upon the chances of its paying? The proposed road would have enough to contend with through the location of its main lines out of the way of the short-ride local business, out of which alone profit is to be made; but if the fancy traffic avoided it, as it avoids the Boston subway, the result would be ruinous. The contractors would find themselves with no one to carry except the people who wanted to ride to Harlem and far above or to Kingsbridge, all for five cents, and, whatever forfeit they had to make, they would soon abandon the line for the city to operate at a loss.

CAUSES OF PUBLIC PREJUDICE.

Why the people avoid the subway is a question much discussed. Perhaps as good an explanation as any is to be found in a conversation which took place between THE SUN reporter who gathered these facts and the pretty girl who owns the news-stand at one of Boston's best hotels.

"Have you been through the subway yet?" she asked enthusiastically.

"Yes," the reporter answered.

"I have just been through it. Isn't it grand?" she exclaimed.

"Do you go through it often?" asked the reporter curiously.

"Oh, no!" she answered. "I think it's beautiful, so light, and dry, and comfortable; but I always take a surface car. I think I hate to walk up the stairs, although I am not lazy. I walk clear out to Roxbury and back almost every day, and have lost sixteen pounds by doing so, but, somehow, I don't like to go up and down stairs in the subway."

It is probably something more than this that deters people from going under ground even in a tunnel so well lighted. It is well known that the underground roads in London do not pay, and this is due largely to the lack of the fancy traffic, such as overflows surface lines and elevated roads in New York. Ask a Londoner if he uses the underground roads in his own city much, and his answer is almost sure to be:

"Oh, yes, but only when I have to."

NOW BOSTON WANTS AN ELEVATED ROAD.

That Boston has awakened to the fact that subways are not a good thing where they can be avoided, is clear from the character of the very latest move now on foot there. This is to build elevated railroads from the ends of the subway, and thus, in the open air, carry the cars out beyond the thickly built-up sections to Roxbury, Cambridge, Charlestown, and beyond. This plan is to be carried out as soon as the State Railroad Commission agrees to a lease of the West End road's lines to the new elevated railroad company.

OBITUARY.

Franklin Whiting, Vice-President and appraiser of the Williamsburg Savings Bank, was stricken with apoplexy yesterday while on his way to the bank. He was carried into a store and died within forty minutes. He was 88 years old, and was the son of a farmer of Chester, Vt. His early life was spent on his father's farm, and later he came to this city. He was apprenticed to a druggist, and afterward went into business for himself. He gave it up in 1853, when he was made the appraiser for the bank. Fifteen years ago he was elected Vice-President, and until yesterday he was absent from the bank only three days. Although at times afflicted with vertigo, he was otherwise in good health, and on Monday was Chairman of a Sinking Fund Committee meeting in the bank, when the purchase of $500,000 worth of Government bonds was discussed. He was a widower, and for many years had belonged to the Calvary Episcopal Church.

Louis Soule, a French Canadian, who for twenty years had lived in a tent in the mountains near Buffalo Gap, in Taylor county, Tex., died on Monday. He was 118 years old, and was born near Montreal, Canada. In his early manhood he was in the service of the Hudson Bay Company, but left Canada more than half a century ago. He lived in Texas for nearly forty years.

William Disborough Godley, formerly of the importing house of Crandall & Godley, now the Crandall & Godley Co., died last night at the Sherman Square Hotel, where he had made his home for the last four years. Mr. Godley was about 60 years old and he had been ill of paralysis for five years. He leaves a widow.

Alexander McDonald, former Minister of the United States to Persia, died in Lynchburg, Va., yesterday. He had lived in that city nearly all his life. He was associated with the Lynchburg *Virginian* from 1850 to 1893. He was a State Senator when nominated as Minister to Persia. He was about 70 years old.

Post Graduate Hospital Appropriation.

The application of the Post Graduate Hospital for $30,000, against which a vigorous protest was entered recently by the Medical League, was discussed again by the Board of Estimate yesterday. The Mayor said he was in favor of the appropriation, and he took occasion to pay tribute to the charitable work done by the doctors of the city. Comptroller Fitch also spoke in favor of the appropriation, but Acting Corporation Counsel Turner and President Jerolman opposed it. President Barker of the Tax Department, who is the fifth member of the board, was absent, and the matter was laid over until he can be present.

Preparing for Bridge Trolley Traffic.

The Brooklyn trolley companies are so confident that the injunction proceedings to prevent the carrying out of the plans for the trolley tracks on the bridge will be quashed that they have begun to make the necessary changes and connections on the tracks on the Brooklyn side of the structure.

To Bar the Pushcarts Out of Park Row.

An ordinance was passed at yesterday's meeting of the Aldermen prohibiting the vending of wares by pushcart peddlers in Park row from New Chambers street to Ann street and in Nassau street from Park row to Ann street.

Bank President Ellsworth of Chicago Resigns.

CHICAGO, Dec. 14.—James W. Ellsworth has resigned the Presidency of the Union National Bank, which has absorbed the Hide and Leather National Bank. Vice-President D. R. Forgan has succeeded to the office.

LOOKS DARK FOR ZANOLI.

INDICATIONS THAT WIFE NO. 4 DID NOT DIE OF NATURAL CAUSES.

Proof That It Was Not Typhoid—"That's the Doctors' Fault," Says the Prisoner—Barber Betzgold (Insured) Had Gastric Catarrh After Drinking Zanoli's Coffee.

The pathologist has already done something to clear up the death of Jennie Schlessinger, the fourth wife of Charles Zanoli, the barber of seven funerals. Dr. George P. Biggs, the State's pathological expert, to whom the organs removed from the body after it was exhumed on Monday were turned over for microscopical examination, has discovered indications that convince him that the woman did not die of natural causes, and he has found positive proofs that she did not die of typhoid fever, as the two doctors who attended her in her last illness certified to the Board of Health. The following is Dr. Biggs's statement of what he has discovered:

"Parts of all the organs taken from the body were given to me to be examined under the microscope and with the naked eye. To understand clearly what I am about to say, it must be remembered that when death has resulted from natural causes, certain changes and lesions take place, which are always found if an autopsy is made while the organs are still well preserved. Some of these changes may be observed by the naked eye. All may be observed under the microscope. I have found in the organs taken from the body of the woman said to have died under the name of Jennie Suhmer none of those changes which would have been observed had death been due to natural causes. Further than this, I have determined positively that the woman did not die of typhoid fever. Only a chemical analysis can determine whether or not the woman was poisoned. That is Prof. Witthaus's work, and it will be some time before he will be able even to guess whether she was poisoned or not. My work is negative, his is positive. I shall determine what there is not, in reference to the organs. He will determine what there is."

Zanoli was arraigned before Magistrate Kudlich in the Centre Street Police Court yesterday morning, and was formally charged with the crime of grand larceny, the complaint being made by George B. Woodward, Secretary of the Metropolitan Life Insurance Company. The complaint charges the theft of $355.25, money collected by Zanoli under a policy upon his own life. Upon this charge the prisoner was held in $2,000 bail for examination on Saturday. This matter being disposed of, Zanoli, on Detective Carey's affidavit that he was suspected of homicide in causing the death of his wife, Jennie Suhmer, was committed to the Tombs without bail until next Saturday. Before Zanoli left Police Headquarters for the court Capt. McClusky told him that the autopsy showed that his wife had not died of typhoid fever.

"I can't help that," said Zanoli; "that's not my fault. That's the fault of the doctors."

It has already been told in THE SUN that Bernhard Betzgold, at one time employed by Zanoli in his shop at 465½ Tenth avenue, was taken ill in November, 1896, after he had drunk a cup of coffee handed to him by Zanoli.

Betzgold was treated by Dr. Louis Haupt of 63 Rivington street, after he had been treated by Dr. J. Walter Lyman of 424 West Thirty-fourth street, who was one of the physicians to attend the third Mrs. Zanoli. Dr. Haupt was seen yesterday afternoon and asked for what he treated Betzgold. Dr. Haupt said:

"Betzgold first called upon me on Nov. 30, 1896. He complained of pains in his head and stomach and attacks of giddiness. He also said that his appetite was gone. He looked pale and haggard. I diagnosed the case as one of catarrh of the stomach."

Betzgold's symptoms were the same as those of the third Mrs. Zanoli, known as Mrs. Braune. Betzgold had at Zanoli's instance insured his life before he was taken ill. He says he does not know who was the beneficiary under the policy.

Zanoli paid his premiums for him, he supposes; at least they were paid, and Betzgold paid none until February, 1897. Betzgold says that a barber named George Anders, if he can be found, knows more about Zanoli than anybody else knows.

Another barber named August Schventak, who lives at 178 Ashland street, Greenpoint, worked for Zanoli in the Tenth avenue shop when William Schmidt died. Schventak says that one day in July, 1896, Schmidt went to dinner at Zanoli's house. He was as well as ever before dinner, and after dinner he complained of a pain in his stomach. He walked unsteadily and his face was very pale. A little later Schmidt went to the room in the rear of the shop and went to bed. Dr. Thomas J. F. Murphy, who is now in Canada, was called. Zanoli told the doctor Schmidt had been overcome with the heat. Murphy diagnosed the case as one of sunstroke, and Schmidt was packed in ice. Eleven hours later he was dead.

PRESIDENT'S MOTHER BURIED.

All Business Stopped in Canton While the Services Were Held.

CANTON, O., Dec. 14.—President and Mrs. McKinley, together with the Cabinet members and other Washington people, who were called here to attend the funeral of the President's mother, left for the capital on a special train at 8:30 o'clock to-night. Never before in Canton was there such a scene as the funeral services this afternoon of Mrs. Nancy Allison McKinley. The public schools closed at noon, courts adjourned, and county and city buildings closed so that the officials could join the members of the bar in attending the services in a body. Shops and factories shut down for the afternoon, and stores and offices closed during the hours of the funeral. Rain fell almost continuously during the day, but this did not deter the people from seeking admission to the church, or those which could not get into the edifice from standing in the streets near the church until the congregation was dismissed and all had an opportunity to pass through the church for a last look at the dead. Even by this plan all could not be accommodated, and when the casket had been uncovered an hour there was so little diminution in the stream coming from the outside that it was deemed best to keep it open until after dark the side doors of the church were closed and the body removed to the funeral car.

The services were held in the First Methodist Church, a large edifice. The pulpit, chancel rail, and choir loft were draped in black. The pew occupied for many years by Mrs. McKinley was covered with crape. Across the back of the pew two large stems of fern hung. All the Protestant preachers in the city were in attendance. The eulogy was pronounced by Dr. C. E. Manchester, pastor of the church.

At the cemetery the large McKinley lot was covered with the floral offerings sent by the friends of the family. A canvas canopy was erected at the side of the grave, under which the family stood while the services of the Methodist Episcopal Church were read, the only services at the cemetery. After the services the family returned to the homestead to remain until train time. The President's wife, owing to the state of her health, could not attend the services. Just as he was leaving the cemetery this afternoon the President gathered up two clusters of flowers and laid them on the graves of his two children, who lie in the family lot.

WASHINGTON, Dec. 14.—In accordance with an agreement between the members of the Cabinet, all the executive departments were closed to-day out of respect to the memory of the President's mother, as soon as the Senate and House adjourned for the same reason. All the public buildings, with the exception of the White House, and many hotels floated the flags at half mast. The flag on the White House is never displayed except when the President is in town and on national holidays.

Funeral of Charles Butler.

The funeral of Charles Butler will be held in the Brick Presbyterian Church this morning at 10 o'clock. The Rev. Dr. Thomas Hastings will offer prayer, the Rev. Dr. Henry Van Dyke will read the Scriptures, and the Rev. Dr. Marvin R. Vincent will make an address. The pallbearers chosen are William A. Wheelock, the Rev. Dr. H. M. McCracken, John Crosby Brown, John L. Sutherland, Charles A. Peabody, Frederick Baker, Dr. F. E. Doughty, William E. Dodge, Alexander B. Crane of West Chester, and Prof. Henry M. Baird of Yonkers. The galleries of the church will be reserved, one for the students of the New York University, of which corporation Dr. Butler was President, and one for those of the Union Theological Seminary, and space will be set aside in the body of the church for the faculties of the institutions, the Sons of the Revolution, members of the Century and Union League clubs, the alumni of the university and the seminary, and societies with which Mr. Butler was connected. The burial will be at Woodlawn at the convenience of the family.

Charles Fleischmann's Will.

CINCINNATI, Dec. 14.—The will of Charles Fleischmann, the distiller, yeast manufacturer, and racing stable owner, probated to-day, gives the executors, Julius and Max, his sons, and the widow, absolute control of the business, which is to continue. The estate is valued at $1,000,000 personally and $1,000,000 realty. This sum is named for the purpose of qualifying bondsmen. It is said to be worth $6,000,000. The estate goes in equal shares to the widow, Julius, Max, and the daughter, Mrs. Dr. C. R. Holmes. Julius is to manage the business and estate, receiving 10 per cent. of the Western branch profits and 5 per cent. of the Eastern.

DINNER TO EDWARD EVERETT HALE.

Authors and Publishers His Hosts at the Aldine Club Last Evening.

A number of publishers and authors gave a dinner at the Aldine Club last evening in honor of Dr. Edward Everett Hale. Richard Watson Gilder presided. Among other subjects, Dr. Hale spoke of the difficulties the author meets in writing a historical novel.

"A member of the press of this city," he said, "and I am still looking for him with a sharp stick, once called me a forger and counterfeiter in reference to a story I wrote. He explained this by saying that he thought the book had been true, and afterward found that it was not. Now, that is going pretty far. When I wrote that book I took especial care to give to my frigate the name of one that was sunk fifteen years before, and in getting her longitude and latitude I placed her on the highest summit of the Andes Mountains. With all the other details I was as careful, and yet he called me a forger and counterfeiter.

"In writing historical novels you can do with your imaginative characters anything you wish, but it is your business to repeat the historical circumstances as well as you can. Let the history be true as far as it goes, then let the imagination take its proper place. It has always been my experience, however, in riding the two horses at the same time, that my history has spoiled my fiction and my fiction spoiled my history."

Bishop Potter said that Dr. Hale's writings had that which neither time nor age could spoil, that he had always struck a high and fine note, had touched what was best in human nature, and human nature had responded to the touch.

W. D. Howells spoke of the author's manifold civic and patriotic activities. "There have been patriots before him," said Mr. Howells, "and there will be patriots after him, but no one has put so much imagination into his patriotism. He has not only sympathy with humanity, but a prophetic sympathy. He is always an artist in his ethics and a moralist in his art. He never forgets in his wildest flights of fantasy that he owes something to the reader, that the reader should be edified as well as pleased."

Paul Leicester Ford spoke in a similar vein, digressing long enough to rebuke the publishers for publishing unethical books, books which must be deprived of several chapters when they are published in magazine form, the doing of which is a species of fraud on the reader.

Other speakers were Noah Brooks, J. S. Billings, librarian of the New York Public Library, and Col. George E. Waring, Jr.

JERSEY CITY BRIBERY CHARGES.

An Investigation May Lead to the Disbarring of Noonan and Simpson.

Justice Lippincott, at the opening of the Hudson county courts in Jersey City yesterday, called the attention of the Grand Jury to the allegation made by a Jersey City newspaper against Assistant Prosecutor Joseph M. Noonan and Lawyer Alexander Simpson. A responsible newspaper, he said, had charged a high official, the Assistant Prosecutor of the Pleas, with having received a bribe. If the charges were baseless, then the libel was an offence of far greater enormity than the offence with which the public official was charged.

The Hudson County Bar Association met in the afternoon and passed a resolution to investigate the allegation. A special committee, consisting of Washington B. Williams, James B. Vredenburg, Rynier J. Wortendyke, Charles W. Parker, and Charles C. Black, was appointed to conduct the investigation. If this preliminary investigation proves the charges to be well founded, the committee will apply to a Justice of the Supreme Court for a rule to show cause why the accused lawyers should not be disbarred. Then testimony will be taken and laid before the Supreme Court, with an application to order the names of the accused men to be stricken from the roll of counsellors.

BURNED THE BILL BOARD DOWN.

Father Coleman's Parishioners Objected to Theatrical Posters in Front of Their Church.

BRIDGEPORT, Conn., Dec. 14.—The big bill board, 100 feet long and 12 feet high, which has stood directly in front of the St. Thomas Roman Catholic Church in Fairfield, has made trouble between the Rev. Father Coleman, the pastor of the church, and J. D. Toomey, a former resident of Fairfield and one of the best-known Catholic residents of this city. The bill board was erected recently and from the start has been covered with gay show bills, advertising the theatres in this city. The bill posters seemed to take special delight in placing the gayest pictures they had on that board.

Father Coleman made a strong objection to placing the bill board so near the church. His parishioners sided with him. On Monday morning it was discovered that an attempt had been made during the previous night to destroy the board by setting fire to it. Kerosene oil had been sprinkled over it and a fire started at one corner. It did not burn, however. Last night another attempt was made to remove the obnoxious bill board. This time it was successful. This morning there was not a bit of the board left. Father Coleman is rejoicing and Mr. Toomey is looking for the guilty persons.

LIVELY PRINCETON SENIORS.

Election Enthusiasm Leads to the Breaking of Many Window Panes.

PRINCETON, N. J., Dec. 14.—Reports which have been sent out from Princeton concerning the actions of the Princeton seniors in the Bonner gymnasium at their class elections were exaggerated. The facts in the case are as follows: The senior class held its annual election in the gymnasium last Thursday night. The elections were very close, especially that for President, and the victorious faction was very enthusiastic. As a result several window panes were broken.

From time to time after the elections that followed more window panes were smashed, until there was not a whole pane of glass in the building. Excepting this window breaking, and the loss of a few chest weights and dumbbells, there was no damage whatever done to the gymnasium. The faculty, beyond condemning the class for thoughtlessness, have taken no action in the matter.

The members of the class exceedingly regret the occurrence, and they have volunteered to pay the full cost of repairs.

Presentation to George F. Lyon.

A reception in honor of George F. Lyon, Clerk of the Trial Term of the Supreme Court, who for twenty-five years has been a member of the Press Club, during twelve of which he held office in the club, was given last evening at the clubhouse, 34 West Twenty-sixth street. A silver service of 200 pieces was presented to Mr. Lyon, and a vaudeville entertainment was given. The presentation speech was made by J. A. Hennessy, Chairman of the Board of Trustees.

WALTHAM WATCHES.

The American Waltham Watch Company makes forty-five varieties of movements WHICH ARE FULL JEWELED WITH RUBIES, SAPPHIRES, AND DIAMONDS. The "Riverside" movement which has seventeen jewels—twelve rubies and five sapphires—is particularly recommended as being within the means of every one and as accurate a time-keeper as it is possible to make.

For sale by all jewelers.

DOGS FOR THE KLONDIKE.

SEVENTY BROUGHT FROM BELGIUM TO DRAW SLEDGES.

A Pack of Vigorous Nondescripts That Are Expected to Prove More Serviceable Than Eskimo Dogs—They Arrived Here Yesterday After a Tempestuous Voyage.

The steamship British King, which arrived yesterday, found tempestuous weather on her route from Antwerp. The wild orchestra of the elements was punctuated by the yelping and howling of seventy dogs in little stalls 'tween decks. Their bark was on the sea almost from the moment they left the English Channel and got into the turbulent open until they passed in at the Hook. The dogs are of mixed breed. Some have a strain of the sheep dog in them; others are a mixture of bloodhound, mastiff, collie, and greyhound, and others are just plain dog. They are a hardy lot. They did not like the rolling and pitching of the ship, but they were not seasick, and every one was in as good condition when it was put aboard a special freight car for Montreal last night as if it had just left its native heath.

G. R. Davies, a tall Englishman of cosmopolitan habits, owns the dogs. He has been everywhere except the Klondike, where he is going to take the pack. He was a soldier in the Chinese service against the rebellious Black Flags, and just missed filling a grave in China. Two of his English comrades were killed. Mr. Davies is somewhat of a speculator. He observed, while in Belgium, that much of the drawing of light vehicles was done by dogs of the mixed breeds that he has brought to America. Mr. Davies says that most of the dogs can easily draw a cart which, with its contents, weighs about half a ton. Farmers in Belgium, especially in the neighborhood of Antwerp, raise the dogs just as a breeder of draught horses in Normandy raises horses. The dogs sell in Belgium for $20 each.

Mr. Davies says that, with the cost of transportation, they will be worth about $50 each when they reach the neighborhood of the Alaska gold region. Each of the dogs was chained in its little stall very much like a pony. Dogs of mixed breed, and of no breed at all, do not agree when they are permitted to run around as they please. Mr. Davies says that if he had let these seventy dogs loose on the ship there would have been only a few of them alive. They are not a bit savage toward man, but they are not fond of each other.

The keepers of the pack are Julius Berhelst, a Belgian, and Henry Love, a cowboy of the Southwest. The dogs have not quite caught on to orders in the American language, and that is the reason the Belgian was brought over with them. They understand Flemish, or the kind of Flemish that the farmers around Antwerp speak, and Berhelst, who knows a little English, hopes to have them respond to orders in his version of that language after a little training and practice.

Three of the wildest of the pack slipped their collars on a stormy day in midocean and began prancing about the ship. The sailors and the returning cattlemen made a vain effort to catch the dogs. They would not be caught. Then Love, the cowboy, got after them with his lariat. The rope whizzed through the air and fell over the ample neck of a dog. The dog had never felt a lasso before and did not like it. There was a struggle which ended in less than two minutes in the unconditional surrender of the dog.

Mr. Davies will take the dogs from Montreal to Ottawa, where he will meet Warburton Pike, the author of "Lone Lands of the North," who knows much more about the Klondike than Mr. Davies. "The route we will take after leaving Ottawa," Mr. Davies said, "will depend on the advice of Mr. Pike. We will utilize half-breeds and Indians of the Canadian Northwest as guides. We intend to carry provisions to the Klondike on large sleds. Each sled will be drawn by four dogs, two abreast. We believe that the dogs will be better for the service than the Eskimo dogs."

DID NOT APPLY TO BROOKLYN.

The Court of Appeals on the Kingston Railroad Decision.

ALBANY, Dec. 14.—The Court of Appeals to-day denied the motion for reargument in the Kingston Railroad case. The decision in this case was handed down several weeks ago, and while the case itself applies only to the city of Kingston, where one street surface railroad sought to use the tracks of another on a street where it was necessary for both to operate to have continuous lines, the decision was general in character and is held to apply to all other lines in the State. It has been held that the opinion struck a severe blow to existing street surface roads in New York and Brooklyn in that it held that one street railroad could not use a portion of the tracks of another road without the consent of the local authorities and adjacent property owners. In Brooklyn especially, the street surface roads have been bargaining with one another to use tracks without regard to the consents of the local authorities and property owners. The Brooklyn roads sought a reargument in order that the court in its subsequent decision might settle definitely many points made in its original opinion, upon which the railroad attorneys place different constructions.

Although the court denies a motion for reargument in its opinion, it practically holds that the New York and Brooklyn surface roads need not fear any disastrous consequences from the decision and opinion in this individual case. The Court says that it was not its intention to decide any case but the one before it, and that the opinion should be read in the light of that purpose.

The St. Lawrence Club Incorporated.

ALBANY, Dec. 14.—The St. Lawrence Club, with principal office in Brooklyn, was incorporated to-day with the Secretary of State to establish a clubhouse on the St. Lawrence River for the use of its members. Among the incorporators are James J. Belden and Attorney-General Hancock of Syracuse, Justice William N. Dykman and A. N. Britton of Brooklyn, James N. Washburn and James C. Bergen of New York city.

State Job for Assistant District Attorney Welch.

ALBANY, Dec. 14.—Joseph A. Welch of New York city, an Assistant District Attorney, has been appointed a member of the State Board of Law Examiners, to succeed Austen G. Fox of New York city, who has resigned, to take effect Jan. 1 next. His term would not have expired until a year later. Mr. Welch is appointed for three years. The salary is $2,000 and expenses.

Embezzler Comes Back to Prison.

Detective Sergeants Cuff and McNaught arrested yesterday at the Hoboken Ferry Harry G. Norton, who for seventeen years had been the confidential man of Thayer & Claflin, wholesale shoe dealers of 196 Church street. He had been indicted for robbing the shoe firm. Six months ago a shortage was traced to Norton's books. The next day Norton disappeared. He went to Toronto, but he says he couldn't make a living there, and so he came back to his wife and seven children in West Hoboken. He is in the Tombs.

Lamberts.

3D AVE. COR. 58TH ST. N.Y.

Genuine Christmas Jewelry.

A shoddy gift shames the giver. There's no excuse for it. Lambert's genuine, substantial jewelry comes nearly or quite as low in price as the worthless imitation jewelry that people buy through false notions of economy. And Lambert's jewelry is dependable—just what it is represented—guaranteed.

Lambert's stock includes gifts to suit the spender of either $1 or $1,000—all dependable, substantial articles. If you want to be economical, come and make your selections right now. Don't wait till the last moment, when the holiday hurry and fever to spend makes you buy more than you intended. For the modest purse what prettier gifts than these beautiful

SOLID GOLD BROOCHES OR PENDANTS.

Diamond Centre, $10.00. Colored Centre, $5.00.

Diamond Centre, $8.00. Colored Centre, $4.50.

Diamond Centre, $8.00. Colored Centre, $3.75.

Pearls and Garnets, $6.00.

Pearl or Opal Centre, $5.00.

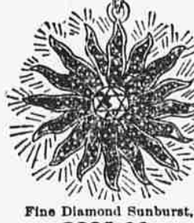
Enamelled with Pearls, $5.00.

Chatelaine, $4.00.

Pearl or Turquoise Centre, $4.00.

Pearls, Diamond Centre, $17.50.

Pearls, Seven Fine Diamonds, $62.50.



Fine Diamond Sunburst, $335.00.

Pearls, Seven Fine Diamonds, $45.00.

An Immense Assortment of these goods, running in price to $1,000.

OPEN EVENINGS IN DECEMBER.

LAMBERT BROTHERS

"CHRISTMAS CORNER,"

Third Avenue, cor. Fifty-eighth St.

ILLUSTRATED CATALOGUE FREE.

SAILOR CARTER'S TRIAL.

He Murdered Master-at-Arms Kenney on the Battleship Indiana.

Philip F. Carter, the seaman accused of the murder of Master-at-Arms Thomas J. Kenney on board the United States battleship Indiana on June 30, while the vessel was lying at the Cob Dock in the Brooklyn Navy Yard, was called to trial in the criminal branch of the United States Circuit Court late yesterday afternoon. United States District Attorney Macfarlane took charge of the prosecution, assisted by Assistant District Attorney Hinman. J. Grattan McMahon appeared for the prisoner.

The story of the killing, so far as told, is