ELEVATED ROAD IS SAFE.

EXPERTS CONTRADICT CROKER'S HEALTH BOARD'S REPORT.

The Inspector of the State Railroad Commission, After a Thorough Examination of the Road, Reports the Manhattan Elevated Structure Absolutely Safe.

ALBANY, May 3.—The report of the inspectors of Richard Croker's New York city Health Board, that the structure of the Manhattan Elevated Railroad is unsafe, is contradicted by the inspectors of the State Railroad Commission, who have been examining the structure since January last. To-day J. D. Schultz, the commission's official inspector, reported to that body that the safety of the Manhattan's structure was beyond question, and furthermore that it was in an excellent physical condition. The recommendations made by Mr. Schultz for improvements to the structure would involve an expenditure of not more than $20,000. The commission's electrical expert, C. R. Barnes, who made an examination in January with reference to the action of electrolysis on the structure, reported to-day as follows:

"After examination I find that there has been no serious damage caused by electrolysis to the structure of the Manhattan Railway Company of the city of New York. To prevent damage to the supporting columns of this structure in the future, I make the following recommendation: That the Manhattan Railway Company immediately put their structure in such condition that at no point will it be positive to other conductors in the ground more than one volt, and that this condition be maintained."

The commission's inspectors investigated the condition of the Manhattan Company's structure in the regular routine of their work, and such inspection was commenced before Richard Croker's attack upon George J. Gould and the Manhattan Company. At a meeting of the commission to-day the reports of its inspectors were received and adopted and the following letter was sent to President George J. Gould:

"ALBANY, N. Y., May 3.

"DEAR SIR: Inclosed herewith you will find a copy of the report of the electrical expert of this board of his recent inspection of the Manhattan Railway Company's structure with reference to electrolysis. Also inclosed is a copy of the report of the inspector of this board of his inspection of the physical condition of the structure of the Manhattan Railway Company. The recommendations of the electrical expert and of the inspector are hereby made the recommendations of this board. By the board,

"JOHN S. KENYON, Secretary."

In his report on the physical condition of the Manhattan Railway structure, Inspector Schultz says:

"The inspection of the Manhattan system was commenced on March 14, and continued without interruption to April 13. In this time your inspector walked underneath the structure the entire length of all its lines, frequently going over portions of them the second time, in order to more closely examine those places where columns and tracks are widely separated. In this manner were examined foundations and columns, and a general view was obtained of girders, connections, &c., from the under side. Columns were frequently climbed by your inspector to scrutinize more closely some connection or other part not plainly visible from the ground. He also walked on the top of the structure, along or upon the tracks, over the entire system, frequently going beneath the ties among the girders or trusses, looking carefully at their various parts, and especially at the connections with truss posts of columns and with each other; also, looking for loose rivets or other defects, often testing all the rivets with a hammer for an entire span, and sometimes several spans continuously. During this part of the inspection everything pertaining to maintenance of tracks, switches, signaling and stations was also examined, and in fact all things connected with the maintenance and operation of the road were scrutinized.

"No weak or defective foundations were discovered. A few castings at foot of columns show cracks at the top, but these were not found to extend far, and the fact that the lead calking has not been disturbed shows that no weakness has resulted therefrom and that the cracks were doubtless made previous to or during the erection. Boadmaster Black, who saw the erection of the structure, states that the cracks were made at that time by the insertion of iron wedges to plumb the columns. Arrangements are now made for banding those not already banded to prevent possibility of the cracks extending. Some of the cast iron fenders at the foot of columns placed in the street are broken, but they were placed there only to prevent trucks and wagons from striking the columns, and have nothing to do with supporting or strengthening the columns. The columns used are of various kinds, but all indicate abundant strength, and no defects affecting their safety were discovered. The anchorage has proven efficient. Only one column was found loose at the foot, and the movement of that was less than one-sixteenth of an inch. The inverse girders in all lines, excepting the suburban, are mainly of lattice design and are in good condition, showing no indication of excessive deflection or bending, and are very free from loose rivets. Some plate, lattice and truss transverse girders are used; and all are in good condition and of sufficient strength. The suburban line, excepting on private ground, where brick piers are used in place of columns, is all plate girder construction, of excellent design and great strength. The longitudinal girders on all the other lines are mainly of the open-web lattice type, and are of a great variety of weights and depths, to meet local requirements and an almost constant variation in lengths of span. Nearly all the lighter girders of this type have been strengthened by the addition of another set of diagonals. Two large gangs are now at work strengthening the light girders on the Ninth avenue line. These girders I do not calculate weak, nor do they show indications of weakness; the rivets do not appear to work loose, nor do the girders deflect under loads beyond the allowable safe limit.

"To determine the quality of metal and whether any deterioration had taken place during the twenty years' service to which the iron in the Ninth avenue structure has been subjected, a diagonal brace at the end of one of the lightest girders was removed and tested showing a very high grade of iron.

"A few lattice girders are used, and quite a proportion of plate. Pin-connected deck trusses are used on the high portion of the Sixth avenue line near 110th street. All are in good condition and of sufficient strength. At various places on the Ninth avenue line, through Greenwich street, the old-style twenty-foot-inch plate girders have been doubled by placing one above the other. The connections of these girders are somewhat crude, but they hold their position and are abundantly strong. A few expansion bolts were found bent, broken or missing, but upon attention being called to them they were promptly replaced.

"On the Ninth avenue line, through Greenwich street, the most thorough examination was made, on account of the soundness and safety of that portion of the road having been questioned. Not a loose rivet in main girder members was found and but a few in lateral connections. The deflection under trains was measured in a great many places, and the greatest found was seven-sixteenths of an inch in centre of a fifty-three-foot span. The lateral movement or sway was also measured at top of girders, where it would be greatest, and in no case did the total movement exceed five-sixteenths of an inch (or five thirty-seconds of an inch each way from the normal position). These tests were made on the single-column structure, where there was no connection between the tracks excepting at stations and on curves. Your inspector is confident that, barring untoward accidents, this portion of the structure is thoroughly safe.

"On the various lines some open-web girders are used, which have more metal, and the reinforcing is not considered necessary. There is, however, in some of these girders, as constructed, a defect which, while it does not affect the safety, may materially shorten the life of the bottom chord. In these girders the two angles which form the bottom chord are not riveted together between the panel points, and the bottom lateral connect with the inner angle of the bottom chord about half way between these points. The result of this is that vibration causes a slight opening between the bottom chord angles, breaking the paint and allowing water to get in, permitting rust to form, which will result in injury. This can be effectively corrected by riveting the lower chord angles together at those places, and it should be done. The plate and deck truss girders on all lines are in good condition.

"Some measures should be taken to rigidly connect the floor beams and the posts on the Sixth avenue line and thus prevent vibration. Your inspector would recommend that two angles be riveted to the floor beams and channels for the entire length between the flange angles, and that enough rivets be put in to transfer all strains. This will greatly reduce the vibration and render the connection much better than as originally constructed. Four competent inspectors are employed by the company, who go over the structure daily, looking for defects, which, when discovered, are promptly remedied by experienced metal workers kept in service for that specific purpose.

"A large portion of the structure needs painting, although it is not in as bad condition on that account as its appearance would indicate. Rust and stain from the track and connections have discolored it greatly, but even where the metal appears bare of paint and covered with rust, there is, in most cases, underneath the dirt and stain, a heavy coating of paint, which, upon being removed, shows the underlying metal clean and bright. About 200 men were found upon the various lines cleaning and painting the metal work. This cleaning and painting was being thoroughly done, and will result in great benefit to the structure, as well as improvement in its appearance. The structure was found very dirty in places, and especially where the tracks are close to the buildings in certain downtown tenement house districts, where rubbish and filth of every description are almost constantly being thrown upon it from overlooking windows. This refuse the company's employees are not permitted to brush off upon the street, but they must gather it up in bags.

"Drip pans are suspended beneath the structure where engines stop at the stations and over the crosswalks which are most used. They are cleaned frequently, as often as once a week about downtown stations where engines frequently stand for a considerable time, and as often as necessary elsewhere. They usually drain to the sewer. Some were found leaking, but the large majority of them are in fair condition.

"All timber used upon the structure is yellow pine, and has been vulcanized by some secret process, which results in very thorough and quick seasoning and prevents checking. It is also claimed that the treatment given to the wood results in making it much more durable. The cross ties are generally in good condition. Some poor ones were noted. Over 37,000 new ties were put in during 1898 and 5,300 since Jan. 1 to April 1, this year. Men were engaged in putting new ties in various places when the inspection was being made. It is evidently the policy and practice of the company to renew all timber as soon as it shows evidence of decay. All materials used in maintenance of tracks are of the best quality and all items of track work show careful and intelligent attention. The angle plates are of good design, none cracked or broken; all joints are full bolted and all nuts screwed up tight.

"The stations are clean and well kept, but many of them should be painted. Several have been newly painted and men were at work painting others. There is an evident lack of stairways approaching many of the downtown stations. The officials of the company stated that they would very gladly increase both the number and width of stairways, but cannot obtain the right to do so. The lack of sufficient approaches to stations was also observed on the suburban line. The stations are located between tracks, and a majority of them have but one stairway. There is but one water closet in any of the stations on that line; an additional closet should be placed in each station.

"The motive power is kept in thorough repair, engines are inspected daily, and at each inspection the screens in smokestacks are carefully examined, and, if defective, are taken out and new ones put in. The cars are inspected at each end of their runs; they are kept neat and clean and in good sanitary condition; the seats and mattings are taken out, cleaned and disinfected daily.

"The train service varies somewhat on the different lines; it also varies greatly throughout the day, to meet various requirements. All-night service is maintained on the Third, Sixth and Ninth avenue and the suburban line. On that portion of the line used by both the Sixth and Ninth avenue trains during the rush hours of the evening, the time between trains averages but fifty-three seconds. During those hours trains are very badly crowded, but there appears to be no room for running more trains; they now run as closely as possible, consistent with safety."

STILL AFTER THE ELEVATED.

Tammany Board of Health Receives Additional Complaints Against the Company.

Col. Michael C. Murphy, President of the Health Board, refused to say whether or not the complaints made against the Manhattan Railway Company had been the subject of discussion at the board meeting held yesterday. From another source came a statement to the effect that the Health Board had taken some action in the matter.

"It is true," said Col. Murphy, "that I have received two new reports to-day concerning the condition of the elevated structure, but I have decided not to make these public. They relate to the Second avenue line."

Assistant District Attorney Hennessy, who has charge of the complaints against the elevated, said yesterday that he expected to have the case in condition to be presented to the Magistrate sitting in the Centre Street Police Court next Tuesday or Wednesday.

M'CULLAGH'S POWERS INCREASED.

Gov. Roosevelt Signs the Bill Recently Passed by the Legislature.

ALBANY, May 3.—Superintendent John McCullagh of the Metropolitan Elections district was in Albany to-day. After he called upon Gov. Roosevelt, Senator Stranahan's bill increasing the powers of the Superintendent was signed by the Governor. This bill empowers Mr. McCullagh to appoint 200 instead of 100 deputies without regard to political affiliations in addition to the 600 deputies appointed equally upon the nomination of the committees of the two great parties. It also empowers the Superintendent to issue subpœnas to compel the attendance of witnesses in any investigation he is pursuing to ferret out Election law violations.

The law further provides that the proprietor or landlord of a lodging house, inn, or hotel in the metropolitan district shall report twenty-nine days before election day to Superintendent McCullagh the names of all guests claiming a voting residence therein, together with the length of time they have been regularly lodging therein, and the age, height, weight, color of hair, marks on face or hands, the complexion of and any distinguishing marks or features of face or body whereby such persons may be identified; the place of their nativity, the occupation of and place of business of such persons, and designating the room occupied by such person. Stringent provisions are also incorporated in the law regarding men claiming a residence in Raines law hotels voting.

THE NEW CIVIL SERVICE LAW.

Tammany's Administration of It to Be Inquired Into by the State Commission.

ALBANY, May 3.—The administration of the new Civil Service law recently signed by Gov. Roosevelt by Tammany Hall's Civil Service Board in New York city will be inquired into in a few weeks by the State Civil Service Commission. The State Commissioners have written to the heads of all State departments for suggestions as to how to make the examinations of candidates for positions in the respective departments more practical. Gov. Roosevelt insists that the competitive examinations of applicants for positions in the various branches of the State service shall be made as practical as possible, and he has instructed the State Civil Service Commissioners to keep this point in mind in framing the rules and regulations and in preparing examination papers which are to govern appointments to the State service in the future. The State Civil Service Commissioners are now preparing the rules and regulations under the new Civil Service law, which are to go into effect on May 16. When this work is completed the commission will inquire into the administration of the Civil Service law in New York city.

No Brigadiers on the Governor's Military Staff.

ALBANY, May 3.—Gov. Roosevelt to-day signed the bill of Dr. Henry providing that the highest rank of a member of the Governor's military staff shall be Colonel. When he appointed the civilian members of his staff he declined to designate four Brigadier-Generals, and, in their stead appointed a Major and three Captains. In announcing his action upon this bill the Governor said that it was perfectly ridiculous for the staff of the Commander-in-Chief to be filled with Brigadier-Generals and other high-titled officers. The Governor has also signed Dr. Henry's bill providing that National Guard organizations may employ cooks when in the field.

Bills Signed by the Governor.

ALBANY, May 3.—Gov. Roosevelt has signed the following bills:

Senator Elsberg's, providing for the consolidation of the Educational Alliance and the Hebrew Free School Association in New York city.

Assemblyman Green's, making it a misdemeanor for any person to cause to be publicly performed or represented for profit any unpublished, undedicated or copyrighted dramatic composition or musical composition known as an opera without the consent of its owner or proprietor.

Assemblyman Alds's, providing that the contract price for State work shall not exceed the appropriation therefor.

Assemblyman Fallows's, exempting from taxation the real estate held in trust for the religious and charitable purposes of the Salvation Army.

Assemblyman Kullman's, establishing the office of Public Administrator in Richmond county.

Assemblyman Kelly's, providing for the sale of property lost in street cars by railroad corporations, the proceeds to be turned over to the employees' benefit associations.

Mr. Kelsey's, appropriating $20,000 to provide additional facilities for free instruction in natural history, geography and kindred subjects by means of pictorial representation and lectures in the common schools of any city or village having a Superintendent of Schools.

Senator Wilcox's, allowing the use of sand and salt upon street railroad tracks.

Senator Ford's, extending until the next session of the Legislature the life of the commission appointed to inquire into reasons for the decline of the commerce of the port of New York and appropriating $15,000 for its expenses.

Senator Higgins's, appropriating $20,000 for the compensation and expenses of counsel designated by the Governor to assist the Attorney-General in prosecuting alleged canal frauds.

Assemblyman Doughty's, providing that the State Fisheries, Game and Forest Commission may make leases of lands under water in Queens and Nassau counties for the purposes of shellfish cultivation.

Senator Douglas's, amending the Domestic Relations law in relation to adoption.

Senator Marshall's, providing that after the steam railroad tracks on Atlantic avenue, in Brooklyn, have been depressed a street railroad may be operated upon the surface of the street.

Senator Donnelly's, providing that where a resident of New York city is assessed for personal property in the wrong borough the tax rolls may be corrected.

GRAIN SHOVELLERS' STRIKE

THE TROUBLE AGGRAVATED BY THE SHOOTING OF KENNEDY.

Gov. Roosevelt Orders the Board of Mediation and Arbitration to Buffalo—Connors Holds Ex-Congressman Mahany Responsible for Tuesday's Violence.

BUFFALO May 3.—The shooting of William H. Kennedy yesterday aggravated the differences between the grain handling contractors and the striking shovellers. The gravity of the situation appealed so strongly to Gov. Roosevelt that he ordered the State Board of Mediation and Arbitration to Buffalo to weigh the evidence. This action was taken after a conference between the Governor and the Rev. Thomas R. Slicer of New York. Mr. Slicer was formerly pastor of the Church of Our Father in Buffalo. He knows the strike leaders personally. By actual study of the situation in other seasons he understands what the men want and what the contractors rightly should allow them, and how difficult it will be to bring about an adjustment. W. H. Webster, the Buffalo member of the board, arrived here this morning. Henry C. Johnson of Astoria and Francis Delehanty of New York came in late this afternoon. Thus far their work has been limited to hearing the statements of both sides. The attitude of the contractors toward their former employees took on a bitter personal phase because of yesterday's tragedy. Connors and Kennedy apparently regarding the shooting of the latter's nephew as a circumstance justifying them in fighting the strikers to the end. The strikers are no less determined, so the Board of Mediation and Arbitration has two angry forces to handle.

Mr. Connors gave out a statement to-night in which he holds former Congressman Rowland B. Mahany responsible for the violence of yesterday. Mr. Connors gave substantial support last fall to William H. Ryan, the Democratic nominee in the Thirty-second Congress district, who defeated Mahany, and since election day Mahany has worked as a disturbing factor among the dock laborers. Mr. Connors said:

"The poor fools who did the shooting on the docks yesterday are not the only ones who should be arrested. The man who is responsible for the bloodshed and the man who ought to be locked up along with the rest is Rowland B. Mahany. Mahany told ministers that I did not intend to abolish the saloon system, and he told the saloon keepers and brewers that I did intend to abolish it. He told the men that I intended to cut down their wages. He lied to them all, and they all believed him. Without going to the trouble to find out whether they were right or wrong, the ministers abused me in their pulpits on the one hand, while the brewers on the other hand hired men from among the lowest element on the docks to spread discontent and disorder among the scoopers. In order to give the scheme an appearance of respectability the *Catholic Union and Times*, Mahany's organ and mouthpiece, stood sponsor for the whole programme.

"When the conspiracy was hatched some newspaper proprietors came down to grind stepped in and threw some gunpowder on the flames. Mr. Mack's newspaper, for instance, said that the contractors would make $80,000 out of this year's business. No better riot breeder could have been put out among the excited men than that statement. Now, I suppose there is no better place on the face of the earth to build up a conspiracy and to produce riot and murder than upon the docks of a large city. Mr. Mahany knew this. The men are simply the tools of Mahany. I pay my men 25 cents an hour, and they do volunteerily. Alongside of my men—under the same roof, in fact—the railroads employ men to do exactly the same kind of work at the rate of 14 cents an hour.

"Last night I received a telegram from James Corrigan, Chairman of the Executive Committee of the Lake Carriers' Association. Mr. Corrigan said: 'The Lake Carriers' Association will stand by you as a unit. Your fight is their fight.' Capt. Davidson assures me that he would rather tie his boats up all summer than ask me to yield an inch."

Nine employes of Contractor Connors were arrested on the docks this afternoon for carrying concealed weapons. Each had a large revolver. They were disarmed at the station house. Mr. Connors accompanied them there and went bail for all of them. He insisted that their lives were in danger, and that they had a right to go armed, and said he would make a test case in the courts. Michael McNamara, 60 years old, employed by Contractor Connors, was found late last night unconscious in the gutter. At the hospital an examination showed that he was suffering from concussion of the brain. It is alleged that he was sandbagged by strikers, but there is no evidence to sustain the charge. The police report that McNamara was intoxicated and fell down, striking his head against a lamppost.

Vessel men say Buffalo River is likely to become dangerously congested owing to the delay in unloading boats. Five big grain boats came down the creek this afternoon. They carried 500,000 bushels of grain. None was able to reach an elevator. Contrary to custom the elevators did not work last night and the boats were unloading slowly to-day with an insufficient force of men. The contractors said they had 500 men at work. The strikers declared that less than 150 were at work, and some of these were prevailed upon to take up their shovels only by a promise of four times the usual wages.

President McMahon of the strikers' union said to-night: "We have had no negotiations with Connors or Kennedy. We are now waiting to treat with the Lake Carriers' Association and the Vessel Owners' Association. When they are ready to make an agreement with us we are ready. We have ample funds and backing to hold out for three months."

William H. Kennedy showed much improvement at the hospital to-day and his recovery is confidently expected.

SWORD FOR LIEUT. BRUMBY.

Atlanta Friends of Dewey's Assistant to Give Him a Jewelled Sword.

ATLANTA, May 3.—Flag Lieutenant Thomas M. Brumby of Georgia, for his daring and brilliant achievements in Admiral Dewey's fleet at the taking of Manila, will be presented with a jewelled sword by his Atlanta friends. Several days ago several of his friends, Messrs. Joseph Orme and Tom Eggleston taking the initiative, suggested that a sword be presented to him in recognition of his exploits in the Far Eastern naval battle. The suggestion met with instantaneous approval, and the movement became general throughout the young Lieutenant's circle of friends.

Lieut. Brumby was in Atlanta a few days before he left for the Philippines. Previous to that time he was with Admiral Schley's squadron. His mother is now living in Marietta, and although Atlanta is not the birthplace of Lieut. Brumby, it is his home. He spent his childhood here, and from Atlanta he went to the Naval Academy.

CLOTHING STORE FIRE SPREADS.

Nearly a Score of Small Buildings Damaged in Philadelphia.

PHILADELPHIA, May 3.—In less than an hour this morning flames in the clothing store of A. Bacharach & Co., which occupied the triangle made by Green and Thirteenth streets and Ridge avenue, destroyed the clothing store, doing damage to the extent of $100,000, and also damaged nearly a score of houses and small business places on Thirteenth and Green streets and Ridge avenue, causing a loss of another $100,000. The flames originated in the clothing store, in which there were about thirty people, the majority of them employees. All got out safely. The Girls' High School and the Central High School for Boys, within a square of the burning structures, were threatened by the flames and the pupils were dismissed.

The Rev. John E. Stuchell Called to Elizabeth.

ELIZABETH, N. J., May 3.—The First Presbyterian Church to-night extended a formal call to the Rev. John E. Stuchell of Washington, D. C., to the pastorate to succeed the Rev. Everard Kempshall, D. D., who recently resigned and went to California for his health. The Rev. Mr. Stuchell for five years had a charge at Elroy, Cal. Dr. Kempshall was the leader of the New Jersey crusade against racetrack gambling in 1893.

Police Uniforms Made by Non-Union Tailors.

According to Herman Robinson, delegate of the United Clothing Salesmen's Union, all uniforms for the police are being made by non-union tailors for non-union employers. He so reported to the miscellaneous section of the Central Federated Union this week, and he says that proofs of this will be submitted to the Mayor.

Stores, Offices, Lofts, or Property

of all descriptions, whether you seek them or have them to dispose of, make use of THE SUN'S advertising columns. A SUN reader will always be found a desirable tenant or customer.—*Adv.*

TYPHOID IN ARMY CAMPS.

Dr. Vaughan Says Camp Pollution and the House Fly Caused the Spread of the Disease.

WASHINGTON, May 3.—At to-day's session of the Association of American Physicians Dr. Victor C. Vaughan, one of the three physicians appointed by the War Department to investigate the cause of the typhoid fever epidemic in military camps during the war, read a paper which may be considered a preliminary report of that board. Surgeon-General Sternberg practically indorsed the conclusions reached by Dr. Vaughan.

The board was unanimous in the conclusion that the spread of typhoid among the troops was due almost entirely to camp pollution, and, as outlined in THE SUN last September, the principal agent in the distribution of the germs was the house fly. Dr. Vaughan criticised the army surgeons, both volunteer and regular, for erroneously diagnosing mild cases of typhoid as malarial fever, and notes their aversion to calling typhoid by its right name. These both resulted in a lack of proper precautions to prevent its spread, and the latter, he said, was a mistake, as the disease would not be eradicated from the camps until its presence was recognized and steps taken to stamp it out.

In Dr. Vaughan's opinion practically all the cases reported by the surgeons as malarial fever were mild types of typhoid fever. He bases this conclusion on the uneven distribution of the cases among regiments camped side by side, the unofficial statements of regimental surgeons, the result of blood examinations, the fact that they did not yield to treatment with quinine as is usual in malarial fever, and the high rate of mortality, which corresponded with that from typhoid and not malarial fever. Consequently the board concluded that the diagnosis given these cases by the surgeons was erroneous. From its investigations the board reached the conclusion that typhoid fever prevailed among the soldiers when they reached the Government camps. The board thought it safe to say that 10 per cent. of the volunteer regiments reaching Chickamauga were largely infected.

"So widespread is typhoid fever in this country," says Dr. Vaughan, "that in assembling a regiment of volunteers the probabilities are that one or more in the regiment will be found infected with this disease. Medical officers might do well to bear this in mind and be on their guard for the detection of the first case of typhoid fever. Instead of doing this many medical officers will refuse to recognize typhoid fever until it assumes epidemic proportions, and the records that we have studied show us that often when typhoid fever has become an epidemic some medical officers refuse to give the disease the right name and prefer to call it something else. This aversion to calling typhoid fever by its right name seems to exist among medical officers in all armies."

The board found that the water supply at the various camps was generally pure and wholesome and that water infection played a very subordinate rôle in the spread of typhoid among the soldiers in the camps.

SINGLE TEACHERS SCORE A POINT.

Vigorous Objection in Board of Education to Appointing Married Women.

The question of the employment of married women as teachers in New York schools was brought up in a rather unexpected manner at yesterday's meeting of the Board of Education, and a vote on the appointment of several resulted in a practical victory for the unmarried women, many of whom were present and applauded vigorously. The matter came up upon the submission by the Committee on Teachers of a list of teachers for appointment. The committee's report stated that all the candidates had been taken in regular order from the eligible list.

Commissioner Harrison asked excitedly if there were married women on the list. "We have no right to appoint them if there are," he continued. "I have been informed that there are 100 graduates of normal colleges, unmarried girls, who are soon to seek places in our schools, and I say give the girls a chance to get them and let men support their wives. I ask that the Chair state how many on that list are married."

"The Chair doesn't know," stated Mr. Little, "whether they are married or not. The prefix 'Mrs.' does not show whether their husbands are living or not."

"Then I ask that Superintendent Jasper tell us how many are married," said Commissioner O'Brien.

Mr. Jasper in explanation said that up to a short time ago married women had not been accepted as teachers. A few widows had been.

"Just at present," said Mr. Jasper, "there are a lot of vacancies. All these ladies' names appeared on the eligible list and we were obliged to take them in order. We need their services and we need the services of others, too.

"I want to ask you, Mr. Jasper," said Commissioner Burlingham, "whether the husbands of the women whose names appear with the prefix 'Mrs.' are living or dead.

"Living," replied Mr. Jasper, which provoked a great deal of laughter.

"I think," said Commissioner O'Brien, "that the place of the married women is at home. They may have very good husbands, but they are not the kind that ought to get a medal or that we would admire."

A resolution was then passed referring the disputed names to the teachers' committee, which was instructed to inquire as to living husbands.

An adjourned meeting of the board will be held this afternoon for the special consideration of the new salary schedule.

COL. KILBOURNE FOR GOVERNOR.

Wants to Be the Democratic Candidate in Ohio—Shuts Out Lentz.

COLUMBUS, O., May 3.—The most important development in Ohio politics during this week is the announcement that Col. James Kilbourne of this city will stand as a candidate for the Democratic nomination for Governor. Col. Kilbourne's candidacy precludes the possibility of Congressman Lentz securing his home county delegation, and practically takes him out of the race for the Gubernatorial toga. Two years ago Lentz was very popular with the Ohio Democracy. He was looked upon as the coming man and his career was watched with interest, but his abuse of President McKinley during the last session of Congress has disgusted a certain element of the party, who have since been casting about for a more conservative man to lead the party in the State.

Col. Kilbourne is one of the leading manufacturers of the State and in accord with his party on all public questions. Richard Piero of Canton, who is here to-night, says that John C. Welty of that city will contest for the Democratic nomination for Governor. Welty was the attorney for Mrs. George, who was acquitted of the murder of George D. Saxton.

APOLOGIZES TO MAGISTRATE SIMMS.

Stenographer Nugent to Repeat the Apology in Open Court To-Day.

The Board of City Magistrates held a special meeting last night to consider the charges of insubordination preferred by Magistrate Simms against Stenographer James E. Nugent. The Magistrate charged that Nugent on April 6, in the Centre Street Court, refused to obey his orders. Nugent last night apologized before the full board and said that he was willing to repeat the apology in open court at any time designated by Magistrate Simms. The Magistrate said he was willing to drop the charge if Nugent would make a public apology in Centre Street Court at 10 o'clock this morning. Nugent agreed to do so.

Brooklyn Schoolteacher Has Smallpox.

Miss Sadie Parker, 23 years old, of 728 Flatbush avenue, Brooklyn, a teacher in Grammar School No. 40, on Fifteenth street, near Fourth avenue, was forced to leave the school on Friday last, as she became suddenly ill. She remained at home, and, as she showed no improvement in condition, Dr. L. Aldridge of 28 Clarkson street, the family physician, was called in last night. Dr. Aldridge diagnosed the case as a light attack of smallpox and notified the police. The Health Department quarantined Miss Parker's house and she will be removed to-day to the Hospital for Contagious Diseases at either Kingston avenue, Brooklyn, or North Brother Island. It is not believed that there is any danger of the disease spreading among the school children, as Miss Parker left the school before the disease had developed.

Knickerbocker Club Chimney Afire.

A grate fire was started in the parlor of the Knickerbocker Club, Thirty-second street and Fifth avenue, last night, and in ten minutes the chimney was spouting sparks fifteen feet in the air. A passing bicyclist sent in an alarm. A great crowd watched two firemen crawl up the roof and dump several scuttles of coal down the chimney. The members watched the crowd from the clubhouse windows. The damage will not exceed $50.

The Resolute Reaches Hampton Roads.

NORFOLK, Va., May 3.—The United States auxiliary cruiser Resolute arrived from Havana at 4 o'clock this afternoon with sick soldiers, who, it is expected, will be placed in the Joshua Simpson Hospital at Old Point. The ship is at quarantine in Hampton Roads. No one has as yet come ashore and none are allowed aboard.

ARRESTING THE RIOTERS.

TROOPS PROTECTING THE CONSTABLES AT THE WARDNER MINES.

District Will Be Declared Under Martial Law To-Day—Fifteen Leaders of the Rioters in Custody—Gen. Merriam Reports That the Situation Is a Difficult One.

WARDNER, Idaho, May 3.—Fifty-four warrants have been sworn out and constables are making arrests under the protection of the colored troops. The dynamiters are fleeing to the hills, and their cabins are being searched. The town is wild with excitement. About fifteen arrests have been made.

The body of Jack Smith, the union man who was killed, was brought back from Canyon Creek to-day, and the inquest commenced. The body of Cheyne, the non-union man who died yesterday, is now on its way back here from Spokane for the inquest.

BOISE, Idaho, May 3.—Gov. Steunenberg to-day prepared his proclamation declaring Shoshone county, in the Cœur d'Alenes, under martial law. He will promulgate it to-morrow.

The news from the scene indicates that the presence of troops has served to dampen the ardor of the strikers. Instead of fighting many of them are trying to get out of the county, and unless they are playing possum the threats they have made will amount to nothing.

Gov. Steunenberg received notice to-day from State Auditor Sinclair that many of the strikers were leaving the State. The Governor at once notified him to stop them. The Auditor then had a special train loaded with deputies sent to Harrison, near the line, to bring back strikers who were stopping there on their way out of the State. The Governor feels that the prompt action of the War Department in sending troops to the scene has broken the backbone of the riot.

It is stated that the Montana union sent representatives to the Cœur d'Alenes, urging the miners to lay down their arms.

WASHINGTON, May 3.—The War Department has received the following despatch from Gen. Merriam:

"BOISE, Idaho, May 3.

"*Adjutant-General, Washington:*

"Arrived this morning. Conference with Governor discloses various difficulties in dealing with riots and conspiracies. Some hope of identifying offenders through conference at Wardner to-morrow. One union man dead and one non-union man mortally wounded. Destruction of mining property very great. Troops from Boise, Vancouver, Walla-Walla and Spokane moving for Wardner to-day. Troops from Harrison, Assiniboine, Russell and Douglas ordered to-day to Mullan. Will go to Wardner to-night myself. Number of non-union men in district about 1,500. Number armed and acting in riots about 100.

"MERRIAM, Brigadier-General."

Some of the troops ordered to Wardner and Mullan are negroes belonging to the Twenty-fourth Infantry. Six companies of this regiment and two troops of the Fourth Cavalry compose the force mentioned by Gen. Merriam as having been ordered to the scene of the mining troubles. It was stated by War Department officials to-day that there is no racial prejudice in that part of the country, and that the negro troops will not encounter opposition on account of their color.

CORPORATIONS IN PENNSYLVANIA.

They Must Now Pay a Bonus of One-Third of One Per Cent. to Get a Charter.

HARRISBURG, Pa., May 3.—Hereafter all Pennsylvania corporations will be relieved of the limitations heretofore imposed by the laws of the Commonwealth as to amount of capital stock, but while the Commonwealth removes the restrictions as to capital, care is taken in the bill approved to-day to provide a uniform tax for the incorporation of all companies, except building and loan associations. Heretofore steam and street railway, turnpike, bridge, and cemetery companies have been exempt from the bonus on charters, but they will now be required to pay one-third of 1 per cent. on the authorized capital stock before they get their charters.

The time has passed when companies could take out a charter on the installment plan and pay the State when they got ready. Under the new law it is "cash in advance." One-third of 1 per cent. must also be paid on increases of capital stock, and this affects all companies under whatever law incorporated. Certain companies were incorporated under acts which made the bonus on their charters one-fourth of 1 per cent., but all increases come under the new general law, and one-third of 1 per cent. will be the uniform bonus on original charters and increases of capital stock.

Can Tax the Jersey City and Bergen Railroad

Corporation Counsel Allan L. McDermott of Jersey City gave an opinion yesterday as to the power of the city to levy a tax at the local rate on the property of the Jersey City and Bergen Railroad Company. The road is now operated by the North Jersey Street Railway Company under a lease and is part of that company's extensive trolley system. The Jersey City and Bergen Company's charter, which was granted in 1859, exempted it from local taxation, but provided that it should pay a State tax of one-half of 1 per cent. on the cost of construction. Mr. McDermott holds that the charter exemption expired in 1884 and has not been renewed, and that the Jersey City Tax Board can assess the property at the local tax rate.

Coleman A. Gibbs Accuses Dr. Ambrose Baldwin.

ATLANTIC CITY, N. J., May 3.—Dr. Ambrose Baldwin, a veterinary surgeon of Trenton, was taken before Recorder Westcott this evening upon a charge of adultery preferred by Coleman A. Gibbs, a real estate dealer, also of Trenton. He was held in $700 bail for the September term of court. Mr. Gibbs said that Baldwin registered at a prominent hotel in this city in the summer of 1898 with Mrs. Gibbs as Dr. Baldwin and wife.

Loevin Brothers Accused of Arson.

PORT CHESTER, N. Y., May 3.—Louis and Harris Loevin, forming the firm of Loevin Bros., dealers in twine, paper bags and wrapping paper in North Main street, had a fire in their store on Friday night, and after an investigation Fire Warden Thomas T. Tompkins, Sr., decided to arrest them for arson. The prisoners were arraigned to-day before Justice of the Peace W. F. Wakefield and held without bail to await the action of the Westchester county Grand Jury.

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is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the CALIFORNIA FIG SYRUP CO. only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the CALIFORNIA FIG SYRUP CO. only, a knowledge of that fact will assist one in avoiding the worthless imitations manufactured by other parties. The high standing of the CALIFORNIA FIG SYRUP CO. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives, as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not gripe nor nauseate. In order to get its beneficial effects, please remember the name of the Company—

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BRIBERY CHARGES AT MOUNT VERNON

Council Gives Alderman Grant a Chance to Prove His Assertions.

MOUNT VERNON, N. Y., May 3.—The electric railroad war between the Huckleberry road and the New York, Westchester and Connecticut Traction Company, owned by P. H. Flynn, has resulted in charges of bribery in the Mount Vernon Board of Aldermen, and a demand for an investigation has been made. A week ago, after almost a year of hard fighting against the Union Railroad and its supporters among the Aldermen, Flynn's company received a franchise which enables it to extend its routes in the borough of the Bronx through Mount Vernon and into Westchester county. A sensational speech was made by President Grant, in which he said that if he had voted on street railway questions as some persons had desired him to do his pockets would be bulging out with money.

Last night at the session of the Council Alderman George Hermes, who is one of the members who voted for the Traction Company franchise, introduced a resolution calling attention to the charges of bribery and demanding an investigation, provided Alderman Grant will name the time and place and the person or persons who approached him. The resolution was carried. Aldermen Grant and Anderberg voted against it. Alderman Grant reiterated his charges, but said that he was not offered money to vote for the specific franchise then under consideration. He said that he had been approached in behalf of other legislation wanted by the Traction Company and called attention to a newspaper article in which it was stated that another member of the board had been offered $2,000 for his vote. Alderman Grant said he was willing to go into an investigation that would cover the entire franchise business in which the witnesses were all to be placed under oath. He would not, however, favor an investigation where he was to tell who had approached him with money, unless the other Aldermen were required to do the same thing.

The people of Mount Vernon are now wondering if the other Aldermen will demand a thorough investigation, such as Alderman Grant says he favors.

$145,000,000 OF NEW STOCKS.

Leather, Steel, Light and Power and Electric Vehicle Companies Formed.

TRENTON, N. J., May 3.—Four companies having an aggregate capital stock of $145,000,000 received charters from the Secretary of State to-day. The State fee for filing these charters was $20,000. The companies are:

The American Hide and Leather Company, with an authorized capital stock of $70,000,000. Of this $30,000,000 is to be in preferred stock, bearing 7 per cent. cumulative interest, and $40,000,000 in common stock. The incorporators are Frederick P. Voorhees, Edward M. F. Miller of New York and Rob