TO RELIEVE BRIDGE CRUSH.

CHAMBER OF COMMERCE COMMITTEE WILL GET AT WORK.

All Interested in the Situation Admit That the Danger and Inconvenience Require That Great Changes Be Made in the New York Terminal. Some of the Suggestions Made.

The committee appointed by the Chamber of Commerce to devise means whereby relief may be obtained from the congestion which slightly prevails at the Manhattan end of the Bridge and the city Hall station. [illegible] avenue elevated will begin prospecting with the problem on Monday. It will hold its first meeting at 4 o'clock on that afternoon in the rooms of the Chamber of Commerce. As yet neither Edward S. Hewitt, John Claflin nor ex-Mayor Hewitt, who comprise the committee, is prepared to announce any plans for how the city crush is to be abrogated, but collectively they expressed their determination yesterday to formulate some plan which will tend to lessen the congestion complained of by the high and low exposed at these two terminals.

They realize that it will be a hard one to solve, if the practical difficulties arise, some after 5 o'clock of a night until about 1 o'clock next morning, streams of people coming from all parts of the city converge at the point where the Bridge entrance and the city Hall station meet. No wonder it is said, that the midnight walk on the tracks of the people who [illegible] Ward found, and thankful it may be, that he only spent a sleeping room in a cellar. It was under a City committee on the Chamber of Commerce on Thursday, [illegible] a nightly participation of sound and resonance. Men [illegible] each other and women and children are thrown aside and are often broken to escape worse disgrace. The more elementary rules of decency and consideration are ignored.

The wonder of it all is that more serious accidents not occurred as a result of the nightly struggle of the crowds to reach the cars which become packed even before they come to a standstill. It is certain that a car starts across the Bridge on the rush hours with less than eleven or six hundred passengers. They are held to an absolute force of four persons. The personal contact to which he this scene, adding further discomfort, has demonstrated as immoral and immoral. To find a remedy for these conditions the work committee of the Chamber of Commerce is the committee. While the members of the committee were at work yesterday to express, by no public show, their ideas one of them said that the most practical way out of the difficulty was to increase the terminal facilities at the Brooklyn side of the Bridge, [illegible] the left of the Bridge entrance, [illegible] upon which to [illegible] the cars. [illegible] Bridge railroad and the Brooklyn Bridge Transit Company will readily operate [illegible] the Bridge, [illegible] the Bridge [illegible] Bridge, President of the Brooklyn company, is of the opinion that the only feasible remedy would be the complete remodeling of the Manhattan entrance of the Bridge and terminal station, [illegible] the Bridge [illegible] the approaches [illegible] the [illegible] Bridge.

Both companies, it was ascertained yesterday, would like to secure the right to extend their terminals over Park row. Alfred Skitt, Vice-President of the Manhattan Elevated company, said yesterday that the number of Congress's resolution except to say that his company was not only willing, but anxious to make extensions, but that the power to do so could not be obtained. Mr. Skitt would not explain his meaning further, but he evidently was referring to an injunction which it was learned had been obtained by the *Staats Zeitung* proprietors prohibiting the Manhattan company from expanding its structure at the City Hall terminal. The injunction was issued about ten years ago. The Bridge trustees and the Brooklyn Rapid Transit company are also prohibited from constructing additional stairways over Park row.

"The great trouble," said Mr. Schroeter yesterday, "is the want of more terminal facilities. When the Bridge was built, it was thought that only about 200,000 persons would use it daily. Land for the needed additional approaches could have been acquired comparatively cheap ten years ago, but foresight was not exercised. During the busy hours of the Bridge operatives, who work in offices, always cross the river by the ferry, as do my clerks. The journey by water occupies a few more minutes, but it is safer. Of course, when the new bridge is built it will divert probably a third of the traffic. But we can't wait for that bridge. It is imperative that something be done at once."

President Rossiter said:

"We must have additional dock room and in order to get this the entire Manhattan terminal would have to be remodeled. It is possible to afford better and greatly increased facilities from an engineering standpoint, I am told, and this should be done.

"It should be so arranged as to enable us to run six-car trains across the bridge instead of the four-car trains which we are now operating. We now run eighteen trains of four cars each across the bridge per hour. These trains are run on about a thirty-five-second headway. We should be able to operate trains on a headway of but thirty seconds. This would be about thirty-five trains an hour, nearly twice the present number.

"I will not permit my wife and family to cross the Bridge during the rush hours, and I tell my friends that if they wish to go to or from New York at such hours of the day, to take the ferry. We have provided terminal facilities at all of the Brooklyn ferries. The trip across the river may take a little longer, but one can then obviate being caught in the Bridge crush.

"I do not want to give a full expression of my views as regards the changes that should be made at the Manhattan entrance of the Bridge, as I do not think it would be courteous to the gentlemen of the Chamber of Commerce committee. All that I can say now is that the physical conditions must be changed. The approach is like a funnel, and as long as you keep the same small hole at the end, you cannot better matters."

It was announced yesterday at the office of the company that the engineers of the elevated and Bridge trains would not have to wear brown khaki uniforms in order to ride free on the company's lines. They will have only to wear a badge and uniform cap to secure a free ride in the surface and elevated cars.

Commissioner of Bridges John A. Shea said: "The action of the chamber of commerce has my hearty approval. If as a result of the committee's investigation they find a practical way to overcome the crush, I will do all in my power to further their plans."

MAYOR HOOS WON'T ACT AS MAGNET.

Declines to Draw People to Elks' Fair by Performing a Marriage There.

Mayor Edward Hoos of Jersey city refused yesterday to accept an invitation extended by the Jersey City Lodge of Elks to perform a marriage ceremony at a fair in Elks's Hall on April 11. "I want it distinctly understood," said the Mayor, "that I do not propose to be used for advertising purposes by anybody. The Elks are worthy of help, but it would not be right for me to use my office to aid in a scheme to attract people to their fair. I do not think I have any right to marry people outside of my private office. These attractions at fairs and parties are legitimate, but a minister should be secured to do the marrying."

Rich Chicago Woman to Run a Woman's Lodging House.

CHICAGO, March 8.—Mrs. M. J. H. Tyler, a member of the Chicago Woman's Club and a woman of wealth, who has been identified with philanthropic movements, has decided to leave her home in West Monroe street to become matron of the Woman's Model Lodging House at 251 Ewing street, in the Italian slums. Mrs. Tyler was elected to the place on Wednesday, and yesterday entered on her new duties. Her term of service will last a year.

L. B. Van Wagoner Injured.

HACKENSACK, N. J., March 8.—L. B. Van Wagoner, aged 20 years, was struck by a New Jersey and New York train while walking between Westwood and Hillsdale today, receiving injuries that are expected to terminate fatally. He is in Hackensack Hospital. He was master car builder for the New Jersey and New York for about twenty-five years until it was absorbed by the Erie.

CHICAGO'S "HIGH BUSH" GANG.

Every One of Crook Flying Gin Includes Preparatory to the City Election.

CHICAGO, March 8.—Forty-six confidence men, including many notorious ex-convicts and widely known criminals, with bad records, are working in Chicago, and, in anticipation of the municipal election, outside crooks are coming into the city every day. The tip has gone out over the country that the Chicago police are ready to stand for anything that will bring money into the pocketbooks of the city, and the confidence men are coming from all parts of the country to take advantage of Carter H. Harrison.

Investigation shows that the police are not working in collusion with confidence men. The thieves, where the unsuspecting may be relieved of their dollars, are being allowed going on in the usual way. The "Chicago line" operating on Dearborn, Clark and adjacent streets, is in full blast, and a band of confidence men is attached to each lodging-house from railroad stations down north and then down there the unsuspecting are taken in hand.

In addition to these organized bands of criminals there are about twenty each employing several confidence men are being operated on the South side north of Twenty-second street. The broad land is given over to the "Brooklyn Bridge" game, the confidence men pretend to think that they are operating stolen milk and tailoring establishments.

Another organized gang, known as the "Duke" gang, is also operating in Chicago. This crowd works the blue eyed counterfeit money racket. Members are given strangers in Chicago and pretend to be detectives. They arrest the victims for passing counterfeit money and relieve them of their cash. On the West side a band of confidence men is collecting preparatory to operating gambling places on Milwaukee avenue and other West side streets. The North side confidence gang is working shell games, the pea game and other swindles around the viaducts and North side streets.

STRATHCONA'S HORSE AT HALIFAX.

Transport Had Rough Passage From Liverpool—Less Than Half the Men Back.

HALIFAX, March 8.—The transport Michigan, with Strathcona's Horse, entered Halifax harbor at daylight this morning. Fourteen days out from Liverpool. She met boisterous weather after passing the south of Ireland and the majority of the soldiers, though, they had previously travelled all the way from South Africa, became seasick.

The regiment numbered 600 officers and men when it left here a year ago. To day there arrived out of the thirty-one officers who left only eighteen, and out of the 600 men only 250. The others have either resigned in South Africa, joining other corps, have obtained their discharge in England, or have died in battle or of disease. The regiment was fortunate in its casualties, losing but only twenty-six men by death, twelve killed and fourteen by disease.

Col. Steele, who commanded the regiment, characterized the stories of mutiny in Buffalo as absurd. Strathcona's Horse as absurd talk. His men could not have been more loyal, he said. He spoke of the splendid record made by Canadian soldiers in South Africa, and said he thought his regiment had a full share of the credit and glory.

The train bearing the regiment left here early this afternoon for Ottawa.

DRESSMAKER WENT INTO STOCKS.

Her Million Dollar 7 Per Cent. Company Is Worth Just $45. She Finds Out $100.

James M. Bagley, describing himself as an insurance broker, was arrested yesterday at Sixty-first street and Broadway by Detective Mercadelle of the Central Office, on the charge of swindling Miss Hannah Bateman, a dressmaker, out of $100 by means of a stock transaction. Miss Bateman alleges that Bagley induced her to invest $100 in shares of the Union Express and Transportation Company, which he represented being incorporated and capitalized at $1,000,000. She discovered later that the concern owned only one horse and wagon, which cost $45 altogether, and that at the time he bought the stock the company had not been incorporated. She was to receive thirty cent dividends on the stock, she said, but had received nothing.

The company had an office at 150 Nassau street. Guy and John Dempsey, brothers of Lawyer H. Van Westervelt Dempsey, Queen of the Holland Dames, were identified with the case in court. Magistrate Cornell in the West Side police court held Bagley in $1,000 bail for examination.

TRY DONOHUE, SAYS PHILBIN.

District Attorney Said to Want the Police Commissioner to Move First.

Police Commissioner Murphy will receive from District Attorney Philbin to-day a letter advising the Commissioner to try Capt. Donohue of the West Forty-seventh street station and his wardman, Lyons, on the charges of Mildred Hamilton at once, without waiting for them to be tried in General Sessions. Mrs. Hamilton charges that she paid for protection when she ran a disorderly house in 251 West Forty-third street. According to a member of Mr. Philbin's staff, he has written to Mr. Murphy that, while it might embarrass Mr. Murphy to try the men were they to be acquitted in General Sessions, an acquittal as the result of a trial before the Commissioner would not hinder in the least a subsequent trial in General Sessions, while the District Attorney would be able to recall himself of any evidence brought out before the Commissioner. Justice Deforest was reported yesterday as saying that it is up to Mr. Murphy to make a move.

MR. NEWCOMB'S MENTAL STATE.

Appellate Division Orders That a Neutral Medical Board Determine It.

The order of the lower court denying a motion to compel B. Victor Newcomb, well known in railroad circles and in Wall Street, to submit to an examination of six physicians named in his proceedings to establish his sanity, was affirmed yesterday by the Appellate Division of the Supreme Court. The motion was made at a reference before Peter B. Olney to determine Mr. Newcomb's mental condition, so that the committee having charge of his person and estate might be discharged. Mr. Newcomb's wife and son, who are fighting his application, asked that the physicians named examine him.

The Court says that Mr. Newcomb should, on a proper application, be required to submit to an examination by physicians who have not previously had to do with his case and whose names meet the approval of counsel on both sides.

FREY'S WILL ADMITTED.

By It the Insane Man's Son Comes Into an Estate of $25,000.

The will of George Frey, who died last January at Manhattan Hospital on Ward's Island, an insane pauper, was admitted to probate yesterday by Surrogate Thomas for lack of evidence that when the will was drawn on March 6, 1899, Frey was insane. He had been taken to the hospital two months before his death by his son, George Frey, Jr., who gets his estate of $25,000 under the will. The contest was brought in behalf of the daughter, Mrs. Louise Lindauer, who is now an inmate of the hospital. Frey lived at 604 Sixth avenue before he was taken to the institution.

AFRAID THEIR PARENTS WOULD OBJECT.

Henry Goodman of This City and Miss Weil of Buffalo Wed in Pittsburg.

PITTSBURG, March 8.—Harry Goodman, who gave his address as 2140 Seventh avenue, New York, and Matilda Weil of Buffalo were married here to-day by W. J. Diehl. They are of age and Goodman says they eloped because they felt timid about asking the consent of their parents.

Henry Goodman is not known at 2140 Seventh avenue. A family of Goodmans moved from somewhere in the same block to Buffalo about six months ago.

Prof. Holmes's Gift of Books by Will.

CAMBRIDGE, Mass., March 8.—The will of the late Nathaniel Holmes, for many years a professor in the Harvard Law School and formerly one of the Justices of the Supreme Court of Missouri, was filed for probate here yesterday. It bequeaths to the Public Library of Peterboro, N. H., many valuable books from Prof. Holmes's library. The list containing the titles of books is recorded in a schedule which accompanies the will. There are 400 volumes in all and they include rare volumes on a variety of subjects, government, law, philosophy, philology, physiology, astronomy and history.

NEW BOOKS.

Extracts From Recent Issues.

[illegible]

Hundred Captains of the United States Army, did not find himself in an ideal situation from the financial point of view.

[illegible]

[illegible] Rhodes's "History of the United States from the Compromise of 1850" (Macmillan). Mr. Rhodes's work is well known to students of our history as a work of great merit. It is based on a study of contemporary sources, and is written in a clear, dignified style. The author's impartiality is shown in his treatment of the Compromise of 1850, which he does not regard as a "final settlement of the question," but as a "temporary adjustment." He says that "the Compromise was a victory for the South, but it was not a victory for slavery." The author's view of the Fugitive Slave Law is that it was "a measure of great severity, but it was not a measure for the benefit of the slaveholder