

HORSE AND CARRIAGE GRAFT.

AN EVIL THAT HAS BEEN GROWING SINCE GRANT'S TERM.

Hundreds of Uncle Sam's Servants as Low Down as Chief Clerks Have Carriages for Private Use at Public Expense—Landaulet Williams Recalled.

WASHINGTON, Jan. 15.—There will be wailing and gnashing of teeth if the Senate occurs in yesterday's action of the House in amending the Legislative, Executive and Judiciary Appropriation bill that hereafter no Government officer, except the President, the members of his Cabinet and his secretaries, shall be provided with a horse and carriage at the expense of Uncle Sam. The author of this long needed reform is Representative C. E. Landis of Indiana. The exact language of his amendment, which the House adopted without the formality of a vote, is as follows:

"No part of any money appropriated by this act shall be available for paying expenses of horses, carriages or drivers therefor for any officer provided for herein, other than the President, of the United States, the heads of executive departments and the secretary to the President."

It is a fact that if the horses and carriages, with their coachmen, paid for out of the money appropriated by the Senate, were lined up on Pennsylvania avenue, they would extend from the Peace Monument to the White House. Unless some limitation is put on this class of expenditure it promises to become a very costly item. It has been cleverly worked by heads of departments for years. "Laborers" have been suddenly metamorphosed into coachmen, equipped with silk hats and boots, and have done very well for themselves as salaried officials. It is only a question of time when all the assistant secretaries, all the clerks-in-charge, all the people on the Government payroll, except Senators and Representatives, will be riding in carriages guided and directed by coachmen and all the expenses paid by the Government of the United States. I would say in this connection that the Judges of the Supreme Court pay their horses and carriages, the Vice-President of the United States pays his carriage hire, the collector general, the chief clerk, and their assistants ride in state at the public expense.

Mr. Landis is a young man, although not so young as his mother, also a Representative in Congress from Indiana, and he may think that his amendment will deprive Government officers of their horses and carriages, but they have no right and which they now enjoy. But he will find himself mistaken. In the first place, the luxury-loving Senators and Representatives are exempt from the amendment, or, at least, enunciate it so that, while it will read very plain, it will nevertheless have holes in it big enough for elephants to go through, to say nothing of horses and carriages.

Should the amendment become a law as it now reads, it would merely deprive the normal Government employees of being paid for out of the money carried by the Legislative, Judicial and Executive Appropriation bill. But Mr. Landis is old enough to know that he has learned that with Government officers anxious to feather their nests and make their warm and soft, there is more than one way to turn trick. If they can't have horses and carriages paid for out of one appropriation they will get them paid for out of another.

During yesterday's debate over Mr. Landis's amendment it developed that one Government officer—and a good one—started a "serpent wagon" into a brougham, and there are other feats of sleight-of-hand that the Congressman has not seen revealed.

This matter of furnishing horses and carriages and drivers at Government expense to minor officers has been a subject of scandal ever since President Grant's time, when Attorney-General Williams was retired to private life under a cloud because he spent too much Government money in buying a carriage and horse for his own use, and it is equally true that hundreds of officials as low down in the scale as chief clerks and private secretaries to the President have been furnished with horses and carriages for their private use at Government expense.

No all the expenditures for this purpose appear in the regular appropriation bills, however, and it would take a Philadelphia lawyer to find out how some of the money has been appropriated. For instance, an officer gets a horse and carriage out of the fund for removing waste paper and refuse, and other games are worked that way to credit to the officers. The worst of it all is that in many cases the officer for whose ostensible use horses and carriages are furnished rarely has a horse or carriage, and the members of his family find it necessary to keep them going all the time in the course of their social engagements.

There are one officer of the Government, who is not even as high as any assistant secretary, who has two horses, two carriages and two coachmen, and he is going from 8 in the morning until somewhere about midnight. He rides downtown in the carriage in the morning, and his family and children go to school and lunch time and the other until dinner time. And after dinner one horse is used until bedtime. This keeps up all the year round, and the officer has a private carriage and a private driver, so far as the business of the Government is concerned, than he would have for an ocean liner.

Another Government officer a few years ago endeavored to secure an appropriation to give him a horse and carriage such as his wife had, but he was not given even by putting in his expense account a charge for each time a member of his family hired a carriage to make a social visit, his arguments were so strong that a Government officer his wife would not be put to the expense of returning calls.

No rule has been followed in allowing this sort of graft, so that whereas some of the very highest officers of the Government have no carriage at all, many subordinate ones have one or more. President Fry and Speaker Cannon could undoubtedly have a carriage at Government expense if they asked for it, but they are probably too high minded to best the devil around the stump and get a horse and carriage out of the appropriation for soap and ink.

All public men are not so particular. A few years ago a member of the Cabinet, who is a rich man, saw no impropriety in his messenger who was on duty at his office till a clock array himself in liver after that hour and act as his wife's footman. As a matter of fact, the carriages now furnished to Cabinet officers are used very little on official business. The wives and daughters of the Cabinet members get the chief benefit from this perpetuity.

One hot day last summer a young man who had just been promoted to be chief clerk of one of the departments, after having been a subordinate for three years, was seen riding home in a closed carriage, one of that class of official vehicles known as "hearses," with the driver's seat outside, when a friend called him and asked: "Why the deuce do you ride in that closed carriage on a day like this?" "Oh, I have to," he said, "the rig goes with my new job."

Many other rigs go with the jobs of many other officials in Washington, and Mr. Landis will be kept busy by his amendment enacted into law and lived up to.

HEATH ON THE WITNESS STAND.

IDENTIFIES ORDERS FOR PURCHASE OF GROFF FASTENERS.

Those not familiar with the work of the CHELTENHAM Press and WOODBURY Ltd. would not regret a call.

150 Fifth Avenue Southwest Corner Twentieth Street

HEATH ON THE WITNESS STAND.

IDENTIFIES ORDERS FOR PURCHASE OF GROFF FASTENERS.

They Were Stamped "Perry S. Heath," and Witness Could Not Remember His Signature on the Orders.

WASHINGTON, Jan. 15.—Perry S. Heath, formerly First Assistant Postmaster-General and now secretary of the Republican National committee, was a witness to-day in the trial of August W. Machen, formerly superintendent of the free delivery division of the Post Office Department, which was resumed at 10 o'clock before Justice Pritchard in Criminal Court No. 1. With four co-defendants Machen is accused of conspiracy to defraud the Government in the sale of Groff patent letter box fasteners.

When Mr. Heath took the stand he was nervous. His replies to the simplest questions were given slowly and cautiously and often after a long pause. He was called upon to identify orders for the purchase of Groff fasteners, which he said he had originated in the free delivery division. The orders were stamped "Perry S. Heath." Mr. Heath said he did not remember having stamped his signature on the orders, but he was sure he had not. He said he was sure he had not stamped his signature on the orders involving the expenditure of money.

Counsel for the defense endeavored to show by Mr. Heath's testimony that Machen was just as dependent upon his subordinates with regard to orders for Groff fasteners as Machen's superior officers were upon him for their knowledge of the need for the purchases of fasteners.

After Mr. Heath had said that this was his idea of the matter, the Government attorneys introduced as evidence a number of orders for the purchase of Groff fasteners. The District Attorney promised the Court in presenting the papers to bring out additional proof later of their competency as evidence. After a lengthy argument the Court held that the orders were not evidence, but that they were competent, and that the Government must bring them within the rule. The defense was considerably elated over the decision, and Mr. Heath was called to the stand by the Government, the defense attorneys and the witness.

Although Mr. Heath was called to the stand by the Government, the defense attorneys insisted that he be sworn. He testified that the reduction of the price of Groff fasteners from \$1.50 to \$1.25, made during his administration, was done by Machen, and that he did not know of it. "I was not at the Department at the time," he said. Mr. Heath also testified to the fact that Groff fasteners were furnished with all letter boxes on the requisition of postmasters.

"Then, if I understand you, Mr. Heath," said Mr. Douglas as he asked the price of Groff fasteners by the Department was practically automatic, was it not—ordinary work that could be performed by a \$1,200 or \$1,500 man?"

"I see you understand it. Yes, I believe that is correct. The witness testified that he had always found the work efficient. "Machen is the father of rural free delivery, is he not?" asked Attorney Douglas. "He was certainly one of them," replied the witness. Former First Assistant Postmaster-General Johnson followed Mr. Heath on the stand, and Mr. Douglas asked him to testify that Machen's approval of an order for Groff fasteners was necessary to his (Johnson's) final signature on it.

House Committee Takes Up the Bills to Widen the River and Dredge the Hills. WASHINGTON, Jan. 15.—The House Committee on Rivers and Harbors to-day took up for consideration the two bills introduced by Representative Goulden for improving the waterway between New York and the Atlantic. The committee, one of the two projects before the committee, one appropriating \$1,300,000 to continue the work begun years ago of widening the Harlem River and the other to appropriate \$2,500,000 for dredging the channel in the Rock Hills, so as to make it navigable for ocean-going vessels.

Besides Representatives Goulden and Shober there were before the committee Louis Brandeis, President of the Borough of The Bronx; State Senator John A. Hawkins; Judge Seward Baker, Tax Commissioner; J. J. Brady, W. W. Niles, president of The Tax Payers Alliance; Albert Davis, president of the Board of Trade; and James L. Wells, former Tax Commissioner; H. D. Dumont, representing the Merchants' Association of New York; Olin J. Stephens, representing the Board of Trade; and J. P. Steeves and Joseph S. Wood, president of the Board of Trade of Mount Vernon.

Mr. Wells said that these improvements would be necessary to the dredging of the river and to relieve the congested condition of traffic across the lower part of Manhattan. The dredging of the hills round to the eastward of the Harlem River into Long Island Sound, and not only decrease the dangers to shipping, but reduce the cost of marine insurance and afford a short cut to the ocean.

Chairman Burton intimated that it would not be possible for the committee to make a report on it by the end of this session, but that more than one of these projects, and asked Mr. Wells which one was the more imperative, the widening of the Harlem or the dredging of the hills.

Mr. Wells said that if only one of these improvements could be made the demands of commerce made it more imperative to widen the Harlem. Mr. Shober, when asked the same question put to Mr. Wells, expressed the belief that greater necessity existed for dredging the hills. He thought, however, that both projects should be carried out.

Mr. Dumont sought to impress upon the committee that these improvements, affording as they would a short cut from upper Manhattan to the sea, would not only be a benefit to New York, but would also be a benefit to the rest of the country. He pointed out that other parts of the country who sought an outlet through New York, so the projects were national in as well as local. The present day, he said, the Board of Trade, and Capt. Baxter, in support of Representative Goulden's bill to appropriate \$250,000 for the erection of a public pier at the Battery, New York. Senator Hawkins said that that borough had increased 125 per cent. in population in the last decade, and was now increasing at the rate of 100,000 annually. His post office is in a rented building.

The committee is disposed to give the measure favorable consideration.

Nominations by the President. WASHINGTON, Jan. 15.—The President sent the following nominations to the Senate to-day: To be Collector of Customs—William H. Jordan, of Gloucester, Mass. Navy.—To be Captain, Commander John A. Rodgers, to be Paymaster, Passed Assistant Paymaster George R. Venable, to be Passed Assistant Paymaster, Albert S. H. Foster, Ervin A. McMillan and Eugene H. Trice. Marine Corps.—To be Lieutenant-Colonel, Allan C. Kelton; to be Lieutenant-Colonel, Major Randolph Dickens; to be a Major, Frank G. Clark; to be a Captain, First Lieutenant, Julius S. Turfill.

MABON CHILDREN IN A MASHUP.

RUNAWAY TEAM HITS THEIR CARRIAGE IN 5TH AVENUE.

The Two Daughters of Bellevue's Superintendent Are Thrown Out, but Escape Injury—The Team Smashes a Hansom Cab and Bruires a Policeman.

The two young daughters of Dr. William V. Mabon, superintendent of Bellevue Hospital, were dumped out of a buggy by a runaway team of horses on Fifth avenue yesterday afternoon, but escaped injury. The two children kept cool through it all and that is the reason they escaped unhurt.

The children are Rosa, 12 years old, and Margaret, aged 10. They attend a private school on upper Fifth avenue and are driven to and from school every day by David Collins. The children were on their way to their home at 123 East Twenty-seventh street when the buggy in which they were riding got in the path of the runaway.

G. Pacheco, a Seventh avenue wine dealer, owned the team that caused all the excitement and his horses were driven by August Chapuis of 124 West Twenty-fifth street. Chapuis had stopped to deliver some wine to a customer on Fifth avenue near Thirty-ninth street. He left the team unsecured while he entered the house at which he had based the horses because frightened and ran down the avenue.

Policeman William V. Ryan of the Broadway squad was on duty at the Thirty-seventh avenue crossing when he spotted several women and children across when he saw the runaways bearing down upon him. The two horses were coming as fast as they could when Ryan saw them. He yelled to every one near to get out of the way and then encircled with both arms the women and children he was escorting across the street and pushed them toward the east curb.

He wasn't quick enough to save himself. A wheel of the delivery wagon hit him in the back of the head and he was thrown to the ground. The policeman fell in the roadway, and although he was bruised, he got to his feet and chased the runaways.

On the Fifth avenue side of the Waldorf, at the Thirty-third street corner, was a hansom cab on a long trip on the West Seventeenth street. Wolf was on the cab, but he was unseated when the delivery wagon collided with it. A wheel of the buggy struck the hansom and the driver, the team jerked the wagon loose, jamming the hansom against the curb.

Going south, near Thirty-third street, was the buggy in which Dr. Mabon's two children were riding. Collins, the driver of the buggy, hadn't paid any attention to the warning cries and he kept on. The two girls were in the front seat. The driver pitched into the roadway on the west side. The two youngsters were thrown out of the buggy and ran to the sidewalk. They stood in astonishment, watching the runaways making a wreck of their father's buggy.

The frightened team wrecked the buggy completely and knocked down the woman attached to it. The runaways got tangled up in their own wires, and the policeman extricate themselves. Policeman Ryan came up and took charge of the team. August Chapuis, the driver of the team, soon arrived, and he was arrested. He was later fined \$3 in the Jefferson Market police court.

The Mabon children were taken into custody by a policeman who insisted that they must be hurt. They declared they were not hurt. Dr. Mabon said last night that his children had a lucky escape.

GIVE PREFERENCE TO OUR SHIPS.

Mr. Root Opposes Restricting Government Transportation to Our Shipping.

WASHINGTON, Jan. 15.—Secretary Root has expressed his opposition to the bill introduced by Senator Fry, chairman of the committee on commerce, disapproving of the bill now before the Senate restricting to American shipping all Government transportation between the United States and the Philippines. He favors, however, legislation giving American shipping the preference. He says:

"I have no doubt whatever of the wisdom of a policy which makes it possible to do this business through the employment of American ships. I think, however, that there is great danger that the passage of this bill in its present form would involve the Government in serious difficulty and unwarranted expense. The number of American vessels available for shipment from the Atlantic coast to the Philippines is so small that a rigid restriction of shipments made to be made in American vessels only would put the Government entirely at the mercy of a very few individuals who could control the market for the cargo."

"I think the same results can be accomplished and this danger avoided by changing the form of the bill, so that it will authorize a preference to American shipping, providing the charge made does not exceed the prices bid by the owners of foreign vessels more than a specific percentage. I should favor increasing the preference to say 25 or 30 per cent."

WASHINGTON SOCIETY NOTES.

The President and Mrs. Roosevelt Give a Dinner Party and Musicals. WASHINGTON, Jan. 15.—The President and Mrs. Roosevelt preceded their musicals at the White House to-night by a dinner party. Their guests were Baron Gervais, the Netherlands Minister; Mr. and Mrs. Pruyn of New York, Mr. and Mrs. Herbert Wadsworth, Mrs. Roosevelt, the Misses Iselin of New York, the Misses Warden, Miss Carter, Mr. Boring of the British Embassy, Mr. Rubido-Zichy of the Austrian Embassy, Lieutenant-Commander Gibbons, Lieut. Sellers and Edwin Morgan.

At the musical given at the Harmonogram was filled by Pablo Cerda, violinist; Myron W. Whitney, Jr., basso, and Ward Stephens, tenor. It included three racy songs, a Finnish love song, an Irish song and a Bedouin love song. The guests included the foreign Ministers, many members of the Senate and House and a large contingent from unofficial society.

The Secretary of War and Mrs. Root entertained a dinner party to-night in compliment to the British Ambassador, Sir Henry Mortimer Durand.

Gen. and Mrs. Humphreys entertained a dinner party of young people to-night in compliment to Miss Helen Warren, daughter of Senator Warren.

For a Post Office Building in The Bronx. WASHINGTON, Jan. 15.—The House Committee on Public Buildings and Grounds to-day heard a delegation of citizens from The Bronx, including Senators Hawkins, Albert Davis, president of the North Side Board of Trade, and Capt. Baxter, in support of Representative Goulden's bill to appropriate \$250,000 for the erection of a public pier at the Battery, New York. Senator Hawkins said that that borough had increased 125 per cent. in population in the last decade, and was now increasing at the rate of 100,000 annually. His post office is in a rented building.

ARREST WOMEN FOR USURY.

DETECTIVES GET FOUR IN TWO DOWNTOWN OFFICES.

Employers Keep in the Background, but Furnish Help—One Complainant Promised to Pay \$20.40 for a Loan \$15—Another to Pay \$50 for \$20.

Detectives under the direction of Assistant District Attorney Kresel visited two offices in the Park Row Building yesterday afternoon and arrested four women on charges of extorting usury.

The women were taken before Justice Wyatt, where all refused to give their addresses and, it is believed, gave fictitious names. Justice Wyatt held them under \$1,000 bonds each for examination on Jan. 22.

Two women were fined \$200 each about two weeks ago for having charged a Jersey brakeman \$20 for the use of \$17 for two months. At that time Mr. Kresel announced that he intended to carry on a vigorous crusade against the loan sharks.

His first step was to obtain warrants from Justice Wyatt, which he turned over to Detective Sergeants McConville, Peabody and Clarke. They first went to the office of J. N. Woodworth in the Park Row Building, where they arrested two women, Miss Viola G. Bell.

The complainant against these women is William Keeler, of 462 Evergreen street, Brooklyn, who says that on Nov. 14 he secured from them \$15 on his promise to pay \$20.40 in twelve weekly installments of \$1.70.

One of the two women was left to guard this pair, the others went to the office of Mitchell & Co. in the same building, and arrested Mrs. Olive and a young woman, who refused to give any name and who for convenience was called "Jane White."

William J. McCormick of 203 West 120th street, New York, who lives at 111 Wall street, the office of Mitchell & Co., where he borrowed \$30 from the women, who made him promise to pay back \$36 in five monthly installments of \$7.20. He failed to make one of the payments, he says, and the money lenders attached his salary and he lost his job.

Bail was furnished for the women by their employers soon after they had been arraigned. Justice Wyatt, after the arrests, said: "It is the intention of the District Attorney to break up this unlawful money-lending business, and if you, as District Attorney will welcome all information that will assist in this work. If the persons who are forced to pay exorbitant interest at this time employ me, I will do it, and they will be doing a great service to the community."

CONSULS TO MANCHURIA.

James W. Davidson Selected for Dainy, the Russian Port.

WASHINGTON, Jan. 15.—In view of the new interests of the United States in Manchuria, the President and the Secretary of State have decided to send James W. Davidson of Minnesota as Consul to Dainy, the Russian port and city near Port Arthur. Dainy is in Manchurian territory and is an open port. The men who are to be sent as Consuls to Mukden and An-tung, the two Chinese ports on the coast, will be Mr. Davidson and Mr. J. M. Williams, who will be doing a great service to the community.

Mr. Davidson has just returned to the United States from Formosa, where he has been the United States Consular Agent and Consul for the last five years. On his way home he spent several months in Manchuria, and he is familiar with its resources and the prospects for the development of American trade.

BIDS FOR BATTLESHIPS.

The Cramp Company Gets the Contract for the Two 13,000-Ton Ships.

WASHINGTON, Jan. 15.—The William Cramp Shipbuilding Company of Philadelphia was the lowest bidder among those which competed to-day for building the 13,000-ton battleships Idaho and Mississippi, and the Secretary of the Navy awarded the contract for both vessels to that firm. The Cramps offered to build both vessels at \$2,999,500 each, one to be completed in thirty-eight months and the other in forty months. The Cramp company also submitted a bid for one ship at \$3,200,000. The other bidders were the Newport News Shipbuilding Company, one ship, \$3,147,000; New York Ship Building Company, one ship, \$3,500,000; the Fore River Ship and Engine Company, one ship, \$3,480,000; and the Maryland Steel Company, one ship, \$3,472,000.

Save the Calaveras Big Trees.

WASHINGTON, Jan. 15.—The President sent the following message to Congress to-day:

"I transmit herewith a petition to the President of the United States to aid in preserving the Calaveras grove of big trees, situated in the State of California, and the citizens of California and elsewhere. I cordially recommend it to the favorable consideration of the Congress. The grove is a national treasure, and all that can be done by the Government to preserve it should be done."

JOTTINGS ABOUT TOWN.

A Judgment for \$20,000 was entered yesterday against Jacob Crum in favor of Joseph D. Hart of 25 Broadway for jail services from September, 1902, to December last.

The Greater New York Newspapers' Protective League, organized for the purpose of opposing the proposed bill to amend the law so-called "kiddie" at the various transfer points on the railroad lines throughout the city.

A Guaranteed Cure for Filariasis. Viching, Blind, Bleeding or Pruritic Piles. GLETT'S CURE FOR FILARIASIS. GLETT'S CURE FOR FILARIASIS. GLETT'S CURE FOR FILARIASIS.

RECTOR McCONNELL'S SON LOST.

WANDERED AWAY FROM HIS SCHOOL IN MORRISTOWN, N. J.

Homesick, the Eleven-Year-Old Boy of the Pastor of All Souls' Church May Have Started to Walk to New York—No Trace of Him in the Surrounding Country.

MORRISTOWN, N. J., Jan. 15.—The authorities of the Morrilltown School, a preparatory school for boys, reported to the police to-night the disappearance of Christopher McConnell, the eleven-year-old son of the Rev. Dr. S. D. McConnell, rector of All Souls' Protestant Episcopal Church in New York.

Young McConnell has been a student at the school only two days, having entered at the beginning of the new term. He attended recitations to-day until recess time, about 3:30 o'clock. Then he disappeared with several other boys, to take a walk up the Whippany road toward Morrilltown, about a mile and a half from the school. He wandered off from the other boys, they say, after they had gone a short distance, and his absence was not noticed until the roll call at dinner time.

A search was started and the grounds about the school buildings and the country for a considerable distance on each side of the Whippany road, between the school and the town, were searched, but no trace of the lad could be found. Finally the police were asked to see if they could locate him. They had searched the town pretty thoroughly at 11 o'clock last night, but had not been able to get any track of the boy. The school authorities say that he had acted since he entered the school, as though he were homesick. It was his first suspension, but he did not show up, that he had gone back to New York, but the agent at the railroad station says that no boy answering his description had bought a ticket, and the railroad people at the neighboring towns of Madison, Chatham, Summit and Convent also say that he did not take a train at any of those places.

The authorities at the school say, besides that they are sure that he had not, have any money. They think he has got lost and is wandering about the country not far from the school. They have notified his father.

It is suggested, too, that if the boy were homesick he may have started to walk to his home in New York without an adequate knowledge of the distance from here to New York.

It was said at Dr. McConnell's home last night that nothing had been heard there from the boy. Dr. McConnell did not think that he had run away from the school, but rather that he had taken his direction while on his walk and was wandering.

THEATRE SAFETY PLAN.

Hammerstein Evolves It, and the Mayor, He Says, Approves It.

Oscar Hammerstein has evolved a scheme which he thinks will prevent such a disaster as occurred in the Iroquois Theatre in Chicago. He has outlined his scheme to Mayor McEllan and Fire Commissioner Hayes, and both approve of it.

Mr. Hammerstein saw the Mayor on Monday and explained to him that theatres are required by law to have a 5,000-gallon tank of water on the roof to supply the stand pipes and the automatic sprinklers on the stage.

These sprinklers, Hammerstein said, were really useless, for they didn't begin to work until the soft covering of the perforations had been melted by heat, and then they gave only a dripping of water.

"On every stage, suspended from the roof," continued Hammerstein, "there is a rigging loft. This loft takes in the entire stage, and the floor of it is made of wooden slats or narrow strips of iron."

"Now, I propose that this slat or iron strip flooring be replaced with a pipe flooring. These pipes can be perforated below and they can be set at an angle.

"Now if the law requires us to have one 5,000-gallon tank on the roof, what is the matter with putting on the roof a 5,000-gallon tank of water? The weight of such a tank is so great that it has to be put on the corner so it will rest on two walls. Put another tank in the opposite corner. Connect both with eight-inch feed pipes, and the feed pipes with the pipe flooring. Then a valve, operated from the floor, could release a hose of water from the tank under a pressure of 100,000 gallons. That will extinguish any stage fire. That's my scheme."

Mayor McEllan asked Hammerstein to go to Fire Commissioner Hayes and explain in detail his plan to Commissioner Hayes. He did so, and the Commissioner says he is going to try to get an appropriation for the plan as soon as possible.

William Kresel, rector of All Souls' Church, has applied for patents to make money. Any of his colleagues can use my idea by asking for it. I am going to equip both the Victoria and Belasco theatres with a pipe flooring just as soon as it can be done. The Drury Lane will be fitted with this flooring and the double tanks before I open it."

CHICAGO CHURCHES CLOSED.

Building Commissioner Puts the Ban on Six More of Them.

CHICAGO, Jan. 15.—Orders were issued by Building Commissioner George Williams this afternoon to close six more churches for failure to comply with the building ordinance. Those closed were the Memorial Baptist Church in Oakwood Boulevard, the Central Church of Christ in Indiana avenue, St. Paul's Episcopal Church in Lunt avenue, Rogers Park; the Methodist Episcopal Church in Halsted street, the Calvary Baptist Church Sunday school at Thirty-eighth street and Wabash avenue, and the Salvation Army Barracks in State street.

ATTORNEY SHORES FREE.

Also Stivers—Both Attorneys Accused in the Copper War.

BUTTS, Mon., Jan. 15.—Arthur J. Shores and Capt. D. Gay Stivers, attorneys for the Amalgamated Copper Company, who have been on trial for disbarment on charges of attempted bribery preferred by Judge E. W. Harney of the District Court, were discharged and fully exonerated to-day by Judge J. B. McClerman.

THE WISH TO BE CURED.

Are worth their weight in gold to every sufferer from Torturing, Disfiguring Humors of the Skin, Scalp, and Blood, with loss of Hair, and yet a set, often sufficient to cure the severest cases, may now be had of all druggists for One Dollar.

Practically a Train Every Hour Between New York and Buffalo and Niagara Falls, by the New York Central. See timetable in this paper, or consult ticket agents.

CASHIER SHOTS HIMSELF. Had Been in the General Chemical Company's Employ for 35 Years.

Eugene M. Pawson, assistant cashier for the General Chemical Company at the Shady Side, N. J., works, shot himself in the breast and behind the right ear in his stable at the rear of his home in Hudson Heights on Thursday afternoon. He is in a critical condition.

He has been employed by the company for thirty-five years, but he heard that he was to be discharged. The reason for this was being investigated, but he had been instructed to explain the details of his work to a new man.

ADAMS—Entered into rest, at Little Falls, N. J., Jan. 14, 1904, William F. Adams, youngest son of the late Richard and Sarah Adams.

Funeral services, Jan. 15, at 10:30 A. M., from his late residence, at Little Falls, N. J.

BAKER—On Monday, Jan. 11, 1904, at St. Francis' Hospital, Charles Baker, of Adams, County, Ireland, aged 81 years.

Funeral services, Jan. 12, at 10 o'clock, from his late residence, at 215 Madison street, between 21st and Madison avenues, on Saturday, at 2 P. M., will be conducted by the Rev. Dr. G. C. Houghton. Friends are invited to attend.

BEAVER—At Glen Ridge, N. J., Jan. 14, 1904, Preston Beaver, Jr., aged 2 years 8 months.

Funeral services, Jan. 15, at 3 P. M., from his late residence, at 1004 York street, North Ridgewood avenue, Glen Ridge, Interment private.

CONKLIN—Suddenly, Jan. 13, at his residence, The Lincoln, 201 West 106th street, New York City, Putnam Conklin, in the 78th year of his age.

Funeral from 831 Amsterdam avenue, Saturday, 1 P. M.

DUNCAN—On Wednesday, Jan. 13, at Quilano, Meado, David J. Duncan of Colorado Springs, Colorado, and formerly of Flushing, N. Y., aged 44 years.

KESSELER—On Jan. 14th, at his home, Richmond Avenue, 201 West 106th street, New York City, a son of the late Frederick Kessler.

Funeral services, Jan. 15, at 3 P. M., from his late residence, at 247 5th avenue, between 5th and 6th streets, New York City.

ROSS—On Jan. 14, 1904, at his residence, 247 5th avenue, between 5th and 6th streets, New York City, a son of the late Frederick Kessler.

Funeral services, Jan. 15, at 3 P. M., from his late residence, at 247 5th avenue, between 5th and 6th streets, New York City.

WHITE—On Thursday, Jan. 14, 1904, Joseph H. White, in his 81st year, at his late residence, at 1004 York street, North Ridgewood avenue, Glen Ridge, Interment private.

MEMORIAL RESOLUTIONS.