NEW LAWS FOR NEW SUBWAYS

PUBLIC SERVICE COMMISSION APPEALS TO LEGISLATURE.

Bonds for Tunnel Construction Should Be Taken Out of the Debt Limit—Greater Latitude in Operating Contracts or Municipal Operation Called For.

The Public Service Commission in a report to the Legislature urges the need of new legislation to enable the board to deal with the traffic situation in this city. The commission, after describing the needs for new subways, says that these additional facilities can only be provided by increasing the debt incurring capacity of the city and by lessening the severity of the operating contracts as now insisted on by the existing law. The greatest drawback to getting bidders for operating new subways under the present law, the report says, is the condition that the city shall not make an operating contract for a longer period than twenty years with a possible twenty years renewal. Allusion is made by the commission to the probability that it will be difficult to find a company to operate the bridge subway loop, now in course of construction. The report says:

Greater freedom should be given to those who have to arrange the terms of operating contracts, and so long as the concurrent action of the Board of Estimate and Apportionment and a State board like the Public Service Commission is requisite there is little danger that the terms will be made more lenient than the situation actually demands. These two authorities should be allowed to make the best possible terms with a private company for operation and also to undertake municipal operation if no private operator can be secured upon reasonable terms or if municipal operation seems preferable. The principle of acquiring interest and provision for a sinking fund would ordinarily be observed, but the city ought not to be bound to take an operator upon certain terms specified in advance or else be compelled to adopt municipal operation.

The commission advocates the taking of bonds issued for new subways out of the city's debt limit. It is pointed out that it has been proved that subways are self-sustaining and that therefore the Constitution should be so amended as to exempt from the city's indebtedness corporate stock sold for the construction of new subways. On this subject the report says:

Rapid transit lines produce an income. This is not true of sewers, streets, parks, bridges or any other improvement built by assessment so far as known. The land owner pays a certain sum and receives neither principal nor interest from the city. He must recoup himself, if at all, by selling his property at a higher price or by collecting such rents from his tenants as to give him a return upon the assessment paid. The rapid transit line would be very different. It could be rented for something, and the amount would range from a low rental, perhaps only a part of the interest and sinking fund upon the cost, to a large rental, perhaps something in excess of interest and sinking fund. Now it is evident that if the rental should equal the interest and sinking fund upon the cost, the rapid transit line would be self-sustaining and there would be no burden to be borne by owners of the land benefited. If the Constitution is amended so as to exempt bonds for self-sustaining enterprises from the debt limit, the special assessment bonds could be replaced in such cases by regular city bonds without impairing the ability of the city to use its credit for other enterprises, and the property owners would be relieved entirely. Their one important function would have been to have furnished the means of tiding over the period from the time the contracts for construction were let to the time when the rapid transit line was rented to an operator and the amount of the rental determined.

These recommendations are made to the Legislature by the commission:

A constitutional amendment exempting from the 10 per cent. debt limit bonds for the construction of rapid transit lines when, so far and so long as such rapid transit lines shall be self-supporting.

An amendment to the rapid transit act providing that operating contracts for extensions of rapid transit lines may be made to terminate at the same time as the original operating contract, this commission having the power in conjunction with the Board of Estimate and Apportionment to fix the terms, conditions and compensation and to readjust the same each twenty years thereafter. Such phraseology should be used as will make it clear that extensions proceeding beyond terminals are alone intended.

An amendment to the rapid transit act which shall give this commission the power, in conjunction with the Board of Estimate and Apportionment, to allow the construction and operation of rapid transit lines by private companies upon payment of part of the earnings to the city, or other proper terms, and with a reservation to the city to purchase at any time after a certain period of not more than twenty years and without any payment for the franchise itself.

An amendment to the rapid transit act which shall give this commission the power, in conjunction with the Board of Estimate and Apportionment, to grant franchises to existing corporations owning rapid transit lines to construct and maintain extensions or to lay and maintain additional tracks on the whole or part of their routes, with a reservation to the city of the privilege to purchase at any time after a certain period of not more than twenty years and without any payment for the franchise itself. Such phraseology should be used as will make it clear that extensions proceeding beyond terminals are alone intended.

An amendment to the rapid transit act making it possible for this commission, in conjunction with the Board of Estimate and Apportionment, to make operating contracts for a longer period than twenty years or else to make operating contracts terminable at any time after a certain period of not more than twenty years, with a provision that the equipment shall be purchased at a fair price by the city at the termination of the contract.

An amendment to the rapid transit act rescinding the requirement that the operator must pay interest and a specific annual sum for sinking fund on the entire cost of a rapid transit line, and permitting the commission and the Board of Estimate and Apportionment to adapt the operating contract to the specific needs of each case.

The commission favors permitting the cost of rapid transit lines to be assessed in whole or part on the lands benefited, but is not yet prepared to recommend a definite method.

In closing its report the commission draws attention to the fact that it has been impeded in its efforts to build further subways by the attitude of the Board of Estimate. It is pointed out that during the last year not one dollar has been appropriated by the board for new subways, although millions of dollars have been appropriated for other improvements. The commission admits that the construction of the Fourth avenue route has been stopped by injunction proceedings, but contends that the action in this one case ought not to be taken advantage of by the Board of Estimate as an excuse to delay consideration of other routes which have been submitted to the board by the commission. The report adds:

"Owing to the refusal of the board to act, subway building has been held up over seven months and the day when the citizens of New York will be transported in decency and comfort has thereby been placed further and further into the future. Several miles of new subway would to-day be under construction if the Board of Estimate and Apportionment had acted upon the contracts before it and authorized an expenditure of less than $3,000,000. The Public Service Commission has exercised every function bestowed upon it to secure the construction of new routes and is in no way responsible for the fact that no work has been started during the last year upon new routes."

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TO GO ON IMITATING CHRIST

TWO WEEKS TRIAL CONVINCES THOUSANDS THAT IT'S EASY.

Cleveland Movement Wins New Converts and a Hundred Persons With Time and Money Volunteer to Work to Spread the New Propaganda.

CLEVELAND, Jan. 17.—After trying to live as Jesus would for two weeks 18,000 Cleveland young people to-night pledged themselves to continue to live during the rest of their natural lives as nearly as possible like Christ, or in other words to make the movement begun two weeks ago to-night permanent.

W. D. Price, the Case School student who instigated the movement, declared to-night that he would also exert every effort to spread the movement to every city and a hundred others volunteered to assist him in every way possible. Among the volunteers are those who have both time and money with which to give assistance.

After the volunteers had been heard Mr. Price read letters from the heads of church organizations all over the country pledging their support to the movement. Mr. Price also declared that the Rev. C. A. Eaton, who recently left Mr. Rockefeller's church here to accept a call in New York, had promised to do his best to establish the movement in New York.

In the language of every day business lives fifty persons to-night told of their experiences of two weeks. There was to all of them a sameness. All say that to attempt to live like Christ is easy and that for the one who tries faithfully at least partial success is sure.

When Mr. Price asked for volunteers all in the vast audience arose and agreed to consecrate themselves to the attempt to live as Christ would live, and when to this was added a pledge to bend every effort to make the movement world wide no one refused.

Among the letters from other cities read by Mr. Price, chairman of the meeting, were communications from William Shaw, general secretary of the United Society of Christian Endeavor; George F. Webb, general secretary of the Baptist Young People's Union of America; E. A. Read, assistant superintendent of the Baptist Young People's Union of Ohio; E. M. Randall, general secretary of the Epworth League of the Methodist Episcopal Church. All of these pledged themselves to exert every influence to spread the movement.

While all who gave their testimony relative to their experiences of the last two weeks agreed that it was an easy matter and well worth what effort was involved, and each had peculiar and original experiences to relate.

The Rev. J. Whitcomb Brougher, pastor of the White Temple Baptist Church of Portland, Ore., a church with a congregation numbering 2,500, said: "I'm a stranger and I claim a stranger's right to speak. I will take the message of your movement back to Portland with me. If you would do what Jesus would do you must have His spirit. You'll have to pray more to have the power of Christ."

Carmelo Luci, who speaks to the Italians in Josephine Mission, said that forty-two young Italian men had promised him to live as Jesus would.

"Cleveland is sweeter and purer for this movement," said Vice-president Mehling of the Epworth League. "I set apart the last two weeks to make a fight against my evil propensities. I've been good but not obstreperously so. I didn't herald the fact that I was trying to live like Jesus.

"The other night at 10 o'clock after I had retired my mother asked me to go to the drug store. I suppose I would have grumbled at other times. But my pledge came to me. 'No trouble at all,' I said, and I was more than repaid for the loss of half an hour's sleep by buoyancy of heart and by my mother's thanks. Service begets service. The movement pays."

"There are three things in life," said Miss Agnes Wallace, stenographer, "character, influence and happiness. A pure life is a good influence. A few months ago a friend wrote me 'be good and you will be happy.' I tried it a day. It worked. I gave up worry. Worry spoils the appetite and ruins the disposition. Greet a class of children with a smile and you'll get back ten smiles."

DON'T BELIEVE WOUNDED MAN.

Police Hold Farr for Homicide—He Said Woman Shot Him and Herself.

Police Captain Shevlin of the Ralph avenue station, Brooklyn, after an investigation yesterday of the shooting on Saturday night at the home of Mrs. Mary Ackerman at 1163 Broadway, decided to make a charge of homicide against William Farr pending further inquiry. Farr, who is a milk inspector living at 598 Kosciusko street, was wounded by Mrs. Anna Howe, a young widow boarding with Mrs. Ackerman. Mrs. Howe was killed by a bullet wound in the temple immediately after she shot Farr, and the wounded man and the only other person who was in the room said that Mrs. Howe shot herself. The police are not sure it happened that way.

Farr was reclining on a bed in the widow's room at the time of the shooting. Mrs. Howe entered, he said, with a revolver in her hand, and after swinging the revolver and without uttering a word began to shoot at him. Frederick Cunningham, another lodger, who heard the shooting, rushed in and after he got hold of the revolver and was walking out of the room Mrs. Howe followed him, grabbed the gun from him and shot herself in the left temple. She died instantly. Cunningham, after Farr was removed to the Bushwick hospital—he had been shot in the face—was detained as a witness.

Capt. Shevlin went to the hospital yesterday and questioned Farr more closely. The man said that he had been calling on Mrs. Howe at frequent intervals for more than a year, that they were fast friends, that they drank whiskey in her room on Saturday night and had no quarrel, Mrs. Howe being in a happy frame of mind. "I cannot explain her action," he said.

It was after Farr had made this statement that Capt. Shevlin, who was a little sceptical, decided to have a charge of homicide made against him. It seemed to be the opinion of the police that after Farr was shot he might in his anger have shot the woman and thrown the revolver beside her on the floor. Cunningham repeated yesterday his statement that Mrs. Howe shot herself.

Mrs. Howe was 25 years old. She was employed in a Williamsburg department store and had been a widow three years. The body was claimed by her sister, Mrs. Baldwin, who lives at 180 Hale avenue. Mrs. Howe's relatives do not believe that she shot herself. They told the police she was not left handed and therefore could not have shot herself in the left temple.

400 AUTOS BURNED IN BOSTON

LONG ROW OF GARAGES AND CONTENTS DESTROYED.

Loss on Machines Alone Estimated at From $700,000 to $900,000—Flying Gasolene Makes Fire Department Powerless—New Haven Shed Burned.

BOSTON, Jan. 17.—Four hundred automobiles were destroyed in a fire that swept through the old freight sheds of the Providence division of the New York, New Haven and Hartford Railroad in the rear of the Park Square station about 6 o'clock this morning.

The value of the machines is estimated at from $700,000 to $900,000 and very few of them were insured because of the high premiums demanded on acount of the character of the building in which they were stored.

In addition the train shed at the end of the station was practically destroyed with its contents, which consisted of a board bicycle track and a pavilion known as the Winter Garden, in which were merry-go-rounds and various devices for entertainment.

The blaze was spectacular, illuminating the sky over a great area, the burning gasolene and lubricants in the several garages and repair shops sending forth columns of flames that rose high and attracted a large crowd, although a heavy northeast snowstorm was raging.

The building devoted to automobiles was a brick structure about 600 feet long, 70 feet wide and one story high with a slanting roof. There was an entrance to it from Colmubus avenue near the station, and it ran parallel with the trainshed to Berkeley street.

There were a dozen men at work in the several garages when fire was suddenly discovered near a gasolene tank in one of them. The workmen fled from the building and an alarm was rung in, but by the time the apparatus, impeded by the snow, reached the hydrants the flames had broken through the roof and spread through the building.

Additional alarms were sounded one after another until a large part of the city department was assembled around the triangular yard, but the many streams had little effect on the huge mass of flames which were feeding on wooden floors soaked with oil and upon gasoline, which flew in every direction when the heat burst the tanks. Finding that on account of the inflammable nature of the building there was no possibility of saving any part of it, Chief Mullen ordered his men to protect all the surrounding property, but before they could be assembled the flames had swept across an open space fifty feet wide and set fire to the roof of the train shed. Burning timbers fell inside, and soon the bicycle track and other fixtures were ablaze, driving the firemen back slowly toward the part of the station containing the offices. Here a brick wall cut off the shed and the men were able to do some effective work, finally stopping the progress of the flames at this point.

About a dozen firms occupied the garage building. At the northern end was the Park Square auto station, which used a quarter of the building. In this section were stored a great number of gasolene, electric and steam vehicles, but so quickly did the flames travel that only two were saved by the employees. Further along was the garage and repair shop of the Rambler Motor Company, the Boston Motor Company, the repair shop of the Marmon company, the repair shop and garage of the Concord Motor Company, the Boston Auto Express Company, and a number of other concerns all of which lost everything they had in the building. Among the cars burned were forty of the limousine type worth from $5,000 to $8,000 each ten large electric trucks, known as sightseeing autos, two electric vehicles owned by the National Shawmut Bank, two owned by Bigelow & Kennard, and a number of heavy trucks owned by the United Shoe Machinery Company and other business concerns. Other automobiles of the runabout and touring car types numbering more than 250, of which several were owned by actors and actresses now appearing in the city, were left a tangle of scrap steel in the ruins of the old freight shed.

Two other automobile concerns, the Berkeley Auto Exchange and the Eastern Auto Exchange, each occupying separate buildings in the old railroad yard, were not damaged.

The destruction of the freight and train sheds, both of which were owned by the New Haven road, will reopen the talk of improving that part of the city.

With the completion of the South Terminal the Providence division depot was abandoned and there has been talk of building a new city hall on the site of the Park Square station. At one time there was a plan on foot to turn the building over to the Boston and Albany road on account of congestion at the South Terminal, but this project was abandoned.

HAINS JURY NOT DISTURBED.

Foreman Declares They Did Their Duty and Don't Mind Criticisms.

The twelve men who returned the verdict of not guilty in Thornton Hains's case are not disturbed over the adverse critiolsm that has been made concerning their actions. This information was given out yesterday through William Hill, the foreman of the jury. Mr. Hill said that the jurors believed they had done their full duty. He said that immediately upon beginning their deliberations the jurymen had decided to eliminate the consideration of any degree of guilt other than murder in the first degree. It was to be either that or an acquittal. Mr. Hill declared that there were no weaklings on the jury, but that every man had taken part in the strenuous side of life. There were men who had been in peril and who had known what it was to come face to face with death.

The one thing that controlled the jury, Mr. Hill said, was that each had a reasonable doubt as to the guilt of Thornton Hains. The prosecution had not been able to remove this doubt. The jury refused to be influenced in any way by the previous acquittal of Thornton Hains. It made no difference to them how many times he had been accused of wrong or of what he had been accused.

One point that Mr. Hill insisted on was that there was no contradiction of the testimony that Capt. Hains had fired the first shot before Thornton Hains reached the float. No evidence was brought out by the prosecution to show whether or not this first wound was fatal.

The one juror who stood out to the end contended that Thornton Hains ought to have been punished, because when he learned that Jesperson was not at the clubhouse he ought to have insisted in dragging the Captain away from the club dook when the Captain refused to go. He said that he believed the Captain was insane and did not know what he was doing and hence Thornton Hains was guilty for not compelling him to leave the spot.

Mr. Hill in conclusion said that the jury was satisfied that Mr. Darrin made the best case he could, but that there was not sufficient evidence to convict and that was the reason the case failed.

Thornton Hains left his apartment at the Hotel Astor yesterday. His brother Major Hains, who is still staying at the hotel, said last night that Thornton had returned to his home, 148 Eighty-sixth street, Bay Ridge. Major Hains said that his parents also had left the hotel for Washington, where Thornton Hains's daughter, Mollie, is now living. It was possible, said the Major, that Thornton would soon leave for Washington himself, or if not that his daughter would rejoin him in his home at Bay Ridge.

The lawyers who defended Thornton Hains will be retained for the defence of Capt. Peter C. Hains, Jr.

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DR. DORMAN'S HOUSE ON FIRE.

Family and Servants Forced to Flee in Their Night Clothes.

Dr. Franklin A. Dorman, who with his wife and three children and four servants occupied the four story brownstone house at 133 East Fifty-seventh street, awoke shortly before 4 o'clock yesterday morning and smelled smoke. He went into the hallway and called for his butler, Eugene McDonald, who with the other servants slept on the top floor, and asked if anything was on fire upstairs. McDonald answered that everything was all right above, but that he too smelled smoke and would go downstairs to investigate.

McDonald found a fire burning briskly in a room in the rear of Dr. Dorman's office on the ground floor. He shouted upstairs to Dr. Dorman, and then, clad only in his pajamas, ran to Park avenue and Fifty-eighth street and turned in an alarm. Dr. Dorman, with his assistant, Dr. William H. Gilmour, who had a room on the top floor front, got the women and children together and started downstairs. Smoke gushed up from the basement in dense volume and from the second floor landing they could see the fire that had eaten its way up to the parlor floor and burst out into the hallway in the rear.

Two maids and the cook and the two older children were badly scared, and the physicians had a hard time getting them to the street. There was no time to return to the rooms and get any apparel, and the women and children were led into the street clad only in their night clothes. It was bitter cold outside, sleet was falling and the sidewalks were covered with slush. The physicians carried the children in their arms to an apartment house at the corner of Fifty-seventh street and Lexington avenue, with Mrs. Dorman and the servants following.

By the time the firemen arrived the flames had spread to the third floor. James De Wolf Cutting, who lives next door, at 135, threw open his house, and the firemen stretched in lines of hose and got to the roof. They crossed over to the roof of Dr. Dorman's house and then worked down and met the flames at the fourth floor. After a fight lasting nearly an hour and a half they got the fire under control. The loss was put at $10,000.

A high wind that prevailed sent the flames shooting east, and the west end of the Cutting house was scorched. Mr. Cutting put his loss at about $500. The firemen in going through his house with the lines of hose ruined valuable rugs in the halls.

COLUMBIA'S CHAPEL SERVICE.

Students Suggest Changes in the Ill Attended Meetings.

For the last week Columbia University has been roused to a high state of excitement through a discussion as to the value of the chapel as a religious institution at the university. Although not yet entered into by the authorities excepting the chaplain, the Rev. Raymond C. Knox, there seems reason to believe that it will lead to a change in the conduct of the chapel as a place of public worship. The question was first started by an editorial in the *Spectator*, the college daily, which urged the students to attend the chapel exercises, which are held at noon every day, and ended by asking "What is the matter?"

The editorial was called forth by the fact that only on special occasions do more than ten or fifteen students, out of a total enrolment of more than 3,000 attend the chapel. When the present chapel building was erected accommodations were provided for more than a thousand students, but the attendance has remained much about the same as when the services were held in one of the lecture rooms. Attendance at chapel has not been compulsory at Columbia in many years and there is no way of making the students attend.

An answer was made to the editorial by a man who signed himself "A Student" and said that if the chapel provided for some want in the life of the students, as it does not at present, it would be attended. He explained this by saying that college men were free minded and thst therefore they could not take the services seriously, that something practical should be offered by the chapel.

There have since appeared a number of letters, some condemning the chapel and others defending it. Most of them are written by students. The consensus of opinion seems to be in favor of a change in the mode of conducting the services, which by a clause in the charter of the university have been Episcopalian in form. In addition to this it is said that a regulation may be made by the university requiring all students in the first and second year classes to attend chapel daily. The discussion at present is increasing in vigor.

CHINESE LAUNDRY BLOWUP.

Explosion Starts Tenement Fire—Powder Marks to Be Looked Into.

An explosion in Gaily Lee's Chinese laundry on the street floor of the five story brick tenement at 53 West Eighth street last night blew out the front window of the shop and caused a small fire which was put out with $250 damage.

Nobody knows what caused the explosion. Patrolman Tubride of the Mercer street station had tried Lee's door a few minutes before and found everything all tight and the place darkened. He had walked hardly a block, however, before the explosion occurred. About 100 persons were in the tenement at the time but all got out without any confusion.

After it was all over the firemen reported to the police that they had noticed white powder marks on Lee's doorsill as well as about his window. The fire marshal will investigate.

NEW YORKER INJURED.

Passenger Train Hits Engine on Siding—Fireman Killed.

LITTLE ROCK, Ark., Jan. 17.—The Rock Island passenger train that left Memphis for the West at 11:40 o'clock last night ran into an open switch and collided with a freight engine in Argenta early this morning. Both engines and several passenger cars were demolished. F. W. Woods, fireman on the passenger train, was instantly killed and twenty-nine others injured, many seriously. Four of the injured persons may die. Among those injured is Isaac Selz, 71 East Eighty-seventh street, New York. The extent of his injuries is unknown. He is a traveling salesman for Henry Glass & Co.

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A series of First-Class Personally Escorted All-Expense Tours from twenty-one to fifty-three days' duration, have been arranged by the Tourist Department of the Chicago Union Pacific & North-Western Line to include Old Mexico, California and Colorado via a choice of the most desirable routes, leaving Chicago and other points during the months of January and February, 1909. Direct Southern Routes are used to California and Old Mexico, returning through California, Utah and Colorado. Correspondence solicited. Address or call on S. A. HUTCHINSON, Manager, Tourist Department, Chicago Union Pacific & North-Western Line, 461 Broadway, New York. Adv.

HATTERS BROKE AGREEMENT

SO THE EMPLOYERS SAY, AND SUBMIT PROOF.

Union Had Signed a Promise to Arbitrate Before Calling a Strike—No Steps Taken to Man the Factories That Are Shut—Strikers Remain Orderly.

The board of directors of the National Hat Manufacturers Association had a long session yesterday at the Hotel Knickerbocker, beginning early in the afternoon and lasting until the evening, in reference to the strike of the United Hatters of America against the withdrawal of the union label. President Mundheim of the association was chairman of the meeting and after it was over the following statement was issued by the unanimous vote of those present:

"In order to set at rest any misunderstanding regarding the attitude of the manufacturers association we submit the two paragraphs of the working agreements entered into July 31, 1907, between the United Hatters of North America and the Manufacturers Association, signed by John A. Moffitt, president; Frank F. Shalboy, vice-president; Martin Lawler, secretary, and James P. Maher, treasurer, the officers of the United Hatters of North America.

Article V.—In case of any disagreement between an employer and his employees which they cannot settle it shall be submitted to arbitrators, consisting of an equal number of manufacturers and journeymen, to be elected in such manner as each association shall direct. In case such arbitrators cannot agree those appointed by each party shall severally choose an outside party, and the two so chosen shall select a third, and the decision of those shall be final and binding, but there shall be no stoppage of work in any department under any circumstances until a final decision of the board of arbitrators has been rendered.

Article VII.—That we, the general executive board of the United Hatters of North America, do hereby agree that in the future when trouble exists between the manufacturers who are members of the National Fur Felt Hat Manufacturers Association and their employees who are members of the United Hatters of North America that the label will not be removed until due notice is given the national officers of the Fur Felt Hat Manufacturers Association, ten days to be considered due notice.

"The United Hatters of North America flagrantly violated both of the foregoing articles by withdrawing the men and refusing the use of the union label to the Guyer Hat Company, one of our members, without notice. Upon their refusal to restore the label and the men to the Guyer Hat Company the Manufacturers Association by a unanimous vote directed all of their members to discontinue the use of the union label in all of their factories.

"The order was not intended to change any other existing conditions, agreement or scale of wages between the manufacturers and their employees."

The statement was signed by President Mundheim and the members of the board of directors.

If the board of directors made any arrangements for filling the places of the strikers they made no official statement on that point. It was learned unofficially, however, that no immediate steps will be taken to man the shops, as the unions which precipitated the action of the employers by withdrawing the label from the Guyer company and ordering the strike had acted in violation of the agreement, especially as no question of wages or conditions was involved.

It so happens at the present time, it is said, that the stocks of the manufacturers are low. There are a good many non-union hatters, but it is admitted that the union is a very strong one and that its members stand together, as was evidenced by the obeying of the strike order, which was issued not by a referendum vote but by the order of its executive committee.

The national officers of the union are expected to be in this city this forenoon and will probably give out a statement in reply to the employers.

Despatches from various cities where the hatters are on strike indicate that there was no sign of trouble yesterday.

POWDERLY EXPLAINS.

Tells C. F. U. That the Immigration Bureau Isn't Supplying Strike Breakers.

The special order of business at yesterday's meeting of the Central Federated Union was a sort of open conference with Terence V. Powderly, chief of the division of information of the Department of Immigration, as chief speaker.

Two points he tried to make plain to the audience. One was that he would not agree to have the division he represents made an agency for supplying strikebreakers. Another was that he sought the cooperation of the unions in finding out the exact status of affairs in places where employees were wanted. The unions, he said had, special opportunities for getting this information.

Mr. Powderly explained the duties of his division at length. He said that he had sought for information from all available sources as to the best places in which aliens could be sent. On July 31 the division began to gather information by letters sent to every Governor in every State and Territory, to various manufacturers associations and to the heads of national and international trade unions.

The division, he said, had been working on the subject for a year and a half, and its work was not yet completed. It wanted to empty the cities and congested industrial centres of the idle people who are willing to work and could not get work, and to put itself in communication with agencies which kept the division posted as to the state of the crops in agricultural districts, and other matters.

Mr. Powderly was asked many questions after his speech, but the delegates were not aggressive in their tone.

"We have been told," said Secretary Coakley of the standing committee on immigration of the C. F. U., "that a manufacturers central council has been appointed to act with you. Is that so?"

The answer was that it was not true. Then Coakley asked if it would help the division if the unions drew up the schedules of wages in the different trades.

Mr. Powderly said that it would.

Mr. Powderly added that the idle men were a menace to the men who were not idle, as much of a menace as the employers who wanted cheap labor.

It was decided to instruct the affiliated unions to give all information possible to Mr. Powderly as to the conditions of trade and the conditions of employment.

PASTOR DOESN'T WANT PENNIES.

Tells His Flock It's Too Much Trouble to Count and Bank Them.

At the several services yesterday at St. Henry's Roman Catholic Church, Bayonne, the pastor, the Rev. Peter E. Reilly, notified his congregation that he does not want any more donations of pennies on Sundays. He said that every Sunday there are between 900 and 1,000 pennies placed in the plate and that much of his time is taken and a lot of trouble caused by his having to count the pennies and roll them in paper for the bank.

He suggested that those in the congregation who feel they can afford to give only one cent on Sunday refrain from giving anything for five Sundays and then donate a nickel.

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NORTHWEST BURIED IN SNOW.

Trains Stalled in Saskatchewan and Alberta—Homesteads Hidden.

WINNIPEG, Jan. 17.—A blinding snow, driven across the prairies and through the woods by a raging wind of forty-one miles an hour, enveloped western Canada to-day. It was the wildest blizzard the country has experienced in recent years. Train service is practically at a standstill.

Passengers and freight trains are tunnelling their way out through dense snowdrifts in Saskatchewan and Alberta, while in Manitoba all the short lines are tied up and snow ploughs are being driven with double power.

Coast express trains have been buried for almost eighteen hours in snowdrifts near Swift Current, Saskatchewan, and the snow was blown back on the right of way faster than the auxiliary crews could cart it off, choking progress entirely.

Hundreds of homesteaders were buried in their huts and were forced to tunnel their way to the stock sheds.

HUDSON-FULTON MEDALS.

Celebration Commission Decides on an Official Design.

The Hudson-Fulton Celebration Commission has adopted an official medal to commemorate the celebration of the 300th anniversary of the discovery of the Hudson River by Henry Hudson and the 100th anniversary of the first steam navigation of the river by Robert Fulton.

Medals of various metals will be struck, large ones for presentation to royal guests at the celebration and others in graduated sizes for various purposes down to one of pocket size for general distribution.

The obverse of the medal, designed by Emil Fuchs, is devoted to the Hudson commemoration. The central and main design represents inboard of the Half Moon, Henry Hudson and a group of six sailors watching the heaving of the lead. In the background is a suggestion of the scenery of the Hudson River. In the margin are the legends: "Discovery of the Hudson River by Henry Hudson, A. D. MDCIX.," "The American Numismatic Society" and "Hudson-Fulton Celebration Commission," divided by small representatives of the Half Moon, the seal of the American Numismatic Society, the seal of the Hudson-Fulton Celebration Commission, an astrolabe, a jackstaff and a quadrant.

Upon the reverse the Fulton idea is treated with a classical design consisting first of three seated, draped female figures. The central figure holds in her lap a model of the Clermont, and represents the genius of steam navigation. The figure at her right rests one hand on an anchor and represents commerce, while the figure at her left holds a pen and scroll, representing history. Upon a tablet in the central background between two columns is a portrait of Fulton, made after West's painting, surrounded by a wreath. Under the portrait are the name and dates "Robert Fulton, 1765-1815." In the dexter background is a view of New York from the Hudson River in 1807, and in the sinister background is the legend "First Use of Steam in Navigation on the Hudson River, 1807."

POSTUM.
HER MOTHER-IN-LAW
Proved a Wise, Good Friend.
A young woman out in Ia. found a wise, good friend in her mother-in-law, jokes notwithstanding. She writes:
"It is two years since we began using Postum in our house. I was greatly troubled with my stomach, complexion was blotchy and yellow. After meals I often suffered sharp pains and would have to lie down. My mother often told me it was the coffee I drank at meals. But when I'd quit coffee I'd have a severe headache.
"While visiting my mother-in-law I remarked that she always made such good coffee, and asked her to tell me how. She laughed and told me it was easy to make good 'coffee' when you use Postum.
"I began to use Postum as soon as I got home, and now we have the same good 'coffee' (Postum) every day, and I have no more trouble. Indigestion is a thing of the past, and my complexion has cleared up beautifully.
"My grandmother suffered a great deal with her stomach. Her doctor told her to leave off coffee. She then took tea but that was just as bad.
"She finally was induced to try Postum which she has used for over a year. She travelled during the winter over the greater part of Iowa, visiting, something she had not been able to do for years. She says she owes her present good health to Postum."
Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."
Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

BROKAW BROTHERS
ASTOR PLACE AND FOURTH AVENUE
Sounds rather previous to talk light-weight clothes in January. But the man who's going south will find the hint a valuable one. New styles and patterns which will be worn next Spring—that's what we'll provide if you come to us.

ESTABLISHED OVER HALF-A-CENTURY
HOSKINS
"Everything For Your Office"
354 BROADWAY
NEAR LEONARD.
2 Blocks from Worth St. Sub.

TAINTED BREATH. If you won't care for your stomach your stomach won't care for you. Drink a half wine glass of
FRANZ JOSEF Natural Aperient Water
on arising, and tone the whole system. The only palatable Aperient Water of real medicinal value. Prompt relief for constipation, indigestion, biliousness, sick headache and kindred diseases.

MARRIED.

FINCKE—CLARK.—On January 16, at 1027 6th av., by the Right Rev. William Croswell Doane, Bishop of Albany, assisted by the Rev. William R. Huntington of Grace Church Miss Edith Gilbert Clark, daughter of Mr. and Mrs. George Crawford Clark, to Reginald Fincke.

DIED.

BOOCOCK.—On Sunday, January 17, 1909, Dillas Schoeneck, beloved wife of Frederick R. Boocock.
Funeral from her late residence, 191 Palisade av., Yonkers, Wednesday, at 3 P. M. Interment at convenience of family.

DAY.—On Saturday, January 16, of Bright's disease, Henry Mason Day, in the 58th year of his age.
Funeral services St. Thomas's Church, 53d st. and 5th av., Tuesday, January 19, at 12 o'clock. Friends will kindly omit flowers. Virginia papers please copy.

GROSVENOR.—On Sunday, January 17, 1909, at the residence of his parents, 469 State st., Murry Hill, Flushing, N. Y., Jonathan H., beloved son of Asa W. and Gertrude H. Grosvenor, age 1 year 11 months 14 days.

HILLIARD.—On Sunday morning, at his residence, 151 Central Park West, Charles Henry Hilliard, husband of Carrolin Greenfield Hilliard.
Funeral Tuesday, private.

HONE.—On January 17, 1909, at Rochester, N. Y., Alexander B. Hone, aged 77 years.

JENKINS.—On January 15, Robert Oliver Jenkins, son of the late T. Robert Jenkins, in the 49th year of his age.
Funeral at the Church of St. Vincent Ferrer, Lexington av. and 66th st., 9 A. M. January 18. Baltimore papers please copy.

LEAVITT.—On January 17, 1909, Clarissa, infant daughter of Charles Wesleford Leavitt, Jr., and Clara White Leavitt, aged 4 weeks.
Funeral private.

PARMLY.—Suddenly, of heart failure, on January 16, at her residence, 303 West 81st st., Mary S., wife of Randolph Parmly.
Funeral private.

PATEY.—On January 16, Rev. John Thomas Patey, Ph. D., rector of St. Luke's Protestant Episcopal Church, in his 64th year.
Holy eucharist will be celebrated Wednesday at 8 A. M., followed by the funeral services at 10 A. M., in St. Luke's Church, 141st st. and Convent av. The clergy of the diocese of New York, members of the parish, members of Bethel Lodge, No. 733, F. and A. M., Sons of St. George and other friends are respectfully invited to attend. Clergy will please bring vestments.

TOWNSEND.—Suddenly, on January 16, 1909, at Oyster Bay, L. I., Beekman H. Townsend.
Funeral service on Tuesday, January 19, at 10:30 A. M., at his late residence. Carriages will meet train leaving Long Island City 9:02 A. M.

WILSON.—At St. Francis Hospital, Jersey City, N. J., George Baird Wilson, in his 64th year.
Notice of funeral hereafter. Pittsburg and Wheeling papers please copy.

WOODRUFF.—On Friday, January 15, 1909, at the residence of his parents, 14 East 68th st., Edward Seymour, youngest son of Charles H. and Catherine Sanford Woodruff, in the 33d year of his age.
Funeral services at Litchfield, Conn., Monday, January 18, on the arrival of the 8:50 A. M. train from New York.