LET'S SETTLE SUBWAY FIRST

PROF. BEMIS SAYS BRONX ELEVATED LINES CAN WAIT.

Figures That They Would Enrich the Interborough $1,500,000 a Year at the Expense of the City—Queens Also Speaks Up at Commission Hearing.

The Public Service Commission held a hearing yesterday on the proposal to extend the elevated lines in The Bronx and to permit a third track to be added on the Second, Third and Ninth avenue elevated roads. A big delegation from The Bronx contended that the traffic needs demanded the new lines, but there were speakers who insisted that the franchises asked for would enrich the Interborough without returning anything to the city.

Prof. Edward W. Bemis, former Deputy Commissioner in the Water Department, was the principal speaker for the opponents of the additional track scheme. He said that the figures given out by the company itself indicated that the franchises would greatly increase traffic. He presented figures of his own in an attempt to prove that the company would benefit by at least $1,500,000 a year. Prof. Bemis added:

The proposed franchise, by giving a monopoly profit of $1,500,000 to $2,500,000 a year, is virtually making a present to the company of the capitalized value of this income, of from $25,000,000 to $50,000,000. The Interborough, evidently realizing the great profit in these elevated grants, has made its subway proposition contingent upon their being given. This makes it impossible to compare on the same basis the Interborough proposition as it stands with either the triborough or the McAdoo propositions. Would it not be well, therefore, in view of the various points here raised, to settle the subway matter first and make any elevated settlement wait until it is seen what is to be done on the subway? Certainly the city should not give away its possibly most valuable gift—the elevated franchise—while the subway matter is still unsettled.

Former Lieut.-Gov. Woodruff spoke as chairman of the Long Island Real Estate Exchange and the Queens Borough Real Estate Exchange. He said that the persons whom he represented were anxious to have the Steinway tunnel opened and the Second avenue elevated carried over the Queensboro Bridge. "I don't believe," he said, "any borough in the city will gain any advantage if they try to thwart the aims of the people of any of the boroughs."

William J. Scheffelin, chairman of the Citizens' Union, spoke of having the extension subject to being taken over by the city in ten years. George E. Mott of 32 Nassau street, who said he represented banks on the Bowery, opposed the increase of tracks, saying that if the structure were removed the Bowery would be lined with large buildings. He said that if four tracks were necessary they might be placed in the centre of the street and not over the sidewalk.

James L. Wells also spoke for The Bronx and John Adikes for Queens. The latter declared that if the city is to spend more than $50,000,000 for subway extensions Queens ought to have a slice of it. He said: "All we ask in Queens is four miles in Jamaica avenue and perhaps seven miles on the North Shore, making eleven miles in all. Why not give the wage earner of little means a chance to buy farm land in Queens? But you charge him 10 cents to get to Queens."

Park Commissioner T. J. Higgins of The Bronx said: "Your chairman has been a Park Commissioner and president of the board. Commissioner Eustis was the best Park Commissioner The Bronx ever had. I am trying to follow in his footsteps so as to get what he got." [Laughter.] Mr. Higgins wanted all the extensions in The Bronx right away.

Mr. Cowles, secretary of the Postal Progress League, said that the city should build all its own rapid transit lines. The hearing was then closed.

Borough President McAneny, commenting yesterday on the action of the Board of Estimate in referring to its transit committee the recommendation of the Public Service Commission that the offer of the Interborough for the building and operation of the new subways be accepted, said:

It is a mistake to attach any significance to the action taken by the Board of Estimate in the subway matter at yesterday's session—certainly not the significance apparently given it. I had made no prearrangement with the Mayor as to the course to be taken, nor with the Comptroller, nor anybody else. The Comptroller, who was in my office immediately before the meeting, suggested that the Interborough proposition as submitted by the Public Service Commission should be returned to the commission for a more definite statement as to what modifications they hold in reserve. I agreed that this course should be taken, but I emphatically did not agree that this should be done before the proposition itself had had a day's consideration by the Board of Estimate. Later on I suggested to each of the members of the board that the matter be referred to the board as a committee of the whole, so as to permit of its immediate consideration, if necessary at special sessions. Excepting the Comptroller and President Mitchel all were for this course, and in moving the reference that I did I spoke for them.

I did not believe that the matter should go to the transit committee[] for the reason that the transit committee was not appointed to consider it[] but for a very different purpose. I could see nothing but further delay in deferring action by the board itself until January 5 or later. But I withdrew my motion for the reason that the Comptroller seemed to take it to heart, and I have a very tender regard for the Comptroller. Nobody won any "victory" over anybody else.

It seems hardly necessary to add that my course in this instance has nothing whatever to do with my attitude on either of the propositions before the city. The point I tried to make was simply that it is high time that the board itself got down to business. I see little to be gained by continued postponement of individual views. The question before the city is becoming fairly crystallized, and if the Board of Estimate should reserve its position as a deliberative body it will begin pretty soon to tackle that job.

THOMAS B. DUNN'S GIFTS.

Retiring State Treasurer Gives Over $500 in Gold to Attaches of His Office.

ALBANY, Dec. 23.—State Treasurer Thomas B. Dunn of Rochester will leave with many grateful friends behind him to-day made many Christmas calls about the Capitol. He first gave his attaches of the State Treasury $20 in gold and then gave each of a dozen or more elevator men in the building a $5 gold piece. The scrubwomen and a few other worthy employees of the capitol were similarly remembered, the gifts giving away over $500. This is the time in many years that a State Treasurer has dispensed so much real joy at the holidays, and the retiring State Treasurer will go back home quietly to avoid the thanks of those remembered.

Sheriff Who Shot a Striker Is Acquitted.

DUNKIRK, Dec. 23.—Special Deputy Sheriff Frank R. Sheldon, who shot and killed Mayo, a striker, at Gowanda last October 15, was acquitted by a jury in the Supreme Court to-day. Sheldon fainted when the jury returned a verdict of not guilty and it took fifteen minutes' time to revive him.

COTTON EXCHANGE INQUIRY.

Edward Moyse & Co. Ask for Injunction Against Cotton Pool Investigation.

Henry W. Taft, counsel for the New York Cotton Exchange, argued before Supreme Court Justice Page yesterday that the cotton firm of Edward Moyse & Co. is not entitled to an injunction restraining the supervisory committee of the exchange from hearing a complaint against the firm made by Morris Rothschild, who is under indictment for alleged complicity in the recent cotton pool. Mr. Taft said that the committee has no power to expel the firm and that its only province is to hear testimony for and against the firm and report it to the board of governors possibly with a recommendation. He said that the firm had no occasion to ask for an injunction until the exchange had taken final action to expel the firm.

"The Cotton Exchange doesn't want to be harassed in this manner," said Mr. Taft. "It wants to get at this case and try it fairly. The only question at issue is whether the firm has been guilty of such conduct as warrants the firm's dismissal. The cotton pool is in no way involved, and I want to deny in behalf of the exchange that it had any knowledge of the pool."

Brainbridge Colby, attorney for the Moyse firm, said that the plaintiffs will not get a square deal from the supervisory committee because Reinhard Siedenburg, chairman of the committee, is Rothschild's "banker and broker." He said that the firm would resist as long as possible any effort to force it into a tribunal presided over by Siedenburg. He insisted that the cotton pool case is one for the criminal courts and that the exchange has no power to interfere.

The argument was adjourned to Tuesday afternoon.

SEAT EVERY PASSENGER.

Public Service Board Orders Subway to Run Maximum Number of Trains.

The Public Service Commission directed the Interborough Company yesterday to make changes in its schedule which the board hopes will improve the subway train service. The resolutions passed by the commission are:

That on and after December 28, 1910, the Interborough Rapid Transit Company shall operate daily, including Sundays and holidays, on all subway express and local tracks in each direction past every station during all hours of the day and night in each fifteen minute period, beginning on the even hour, quarter past the hour, half past the hour and quarter of the hour, a sufficient number of trains and cars to provide a number of seats at least equal to the number of passengers on the maximum number of trains and cars that can be operated.

That on and after January 2, 1911, the company shall operate all trains upon the Broadway division of its subway lines as local trains north of the Ninety-sixth street station.

That on and after January 2, 1911, the company shall on every day except Sundays and holidays operate through to the Dyckman street station every alternate northbound local train upon the Broadway division leaving the Brooklyn Bridge station between the hours of 5 P. M. and 6:30 P. M.

That on and after January 2, 1911, the company shall, between the hours of 7:30 A. M. and 9 A. M., on every day except Sundays and holidays, start from the Dyckman street station every alternate southbound local train on the Broadway division.

CHANGE OF GRADE CROSSINGS.

The City May Have to Pay $1,000,000 Interest if State Law Applies.

The city of New York will be out over $1,000,000 if a motion heard before Supreme Court Justice Page yesterday is sustained by the courts. The Central Trust Company, as trustee for Jason Rogers, asked that the city be compelled to pay interest on an award for damages for change of grade made in 1903, which award has just been affirmed by the courts. The trust company moved under a section of the State highway law passed by the last Legislature providing that interest must be paid in such cases from the time the physical change of grade was made.

Charles J. Nehrbas, for the city, said that the petitioners in this case had the law passed themselves, but that they had their trouble for nothing because the State highway laws do not apply to the streets and avenues of New York, which are subject to special statutes. The interest in the present case amounts to only $15,000, but on other awards it would amount to more than $1,000,000, Mr. Nehrbas said. The Court reserved decision.

BARGE CANAL CONTRACTS.

Four Awarded, Each at Less Than the Engineer's Estimates.

ALBANY, Dec. 23.—State Superintendent of Public Works F. C. Stevens to-day awarded additional barge canal contracts as follows:

Contract No. 91, for the construction of hydro-electric plant at the Crescent dam, to the Wells-Boughton Company of Troy, for $42,940, as against the engineer's estimate of $44,600.

Contract A, Cayuga and Seneca Canal, for the construction of lock, controlling works, &c., in the Seneca River, to Scott Brothers of Rome, N. Y., for $357,627, as against the engineer's estimate of $393,135.

Contract B, Cayuga and Seneca Canal, to the Crowell-Sherman-Stalter Company of Cleveland, Ohio, for $1,448,550, the engineer's estimate being $1,832,550.

Supt. Stevens also awarded the contract for the construction of a highway bridge over the Erie canal at South Washington street, Rome, to Henry Tosh & Son of Port Byron, for $15,777, the engineer's estimate on this congract being $15,486.

UNION FIGHTING UNION.

Three Strikes in Lynn Growing Out of Labor Organization Rivalry.

BOSTON, Dec. 23.—The shoe manufacturing city of Lynn has strikes on in three factories and about 2,000 workers out.

The strikes are due directly to internal strife among the unions, one trying to get ahead of another. The Boot and Shoe Workers Union, which was strong in Lynn at the point of open war with the Knights of Labor almost constantly, has been forced out of the city except in two shops, which it still controls. A new organization has come in now, the United Shoe Workers of America, with which the Knights work together in the same shop, but there are a number of independent unions which steer clear of national affiliations. All are trying to build themselves up at the expense of each other. Many manufacturers threaten to move their shops to other cities.

Coat Pressers Say They're Overworked.

The coat pressers' branch of the Brotherhood of Tailors reported yesterday that it is preparing for a general strike. A mass meeting will be held at the end of this month to vote on the question of a general strike. The pressers, who say that they work from twelve to fifteen hours a day, will demand a fifty hour week. There are about 10,000 pressers in the branch.

Waist Manufacturers Must Reply by Jan. 6.

The waist makers have given the manufacturers until January 6 to reply to the demands for a renewal of last year's agreement, with additional conditions. If they fail to make terms a general strike is to be declared. Out of about 550 shops seventy have signed the new agreement. The rest have not been heard from.

ASKS FOR FIRE PREVENTION

CHIEF CROKER ATTACKED AND DEFENDED AT INQUIRY.

Legislative Committee Told by F. R. Chambers That Croker Is Twenty Years Behind the Times—Simon Brentano Says It Isn't True—Fire Waste.

Chief Croker of the Fire Department was attacked professionally and defended by witnesses before the legislative investigating committee yesterday. Frank R. Chambers, chairman of the insurance committee of the Merchants Association, had been testifying about New York city fire waste, which he estimated, adding premiums to loss by fire, at $24,000,000 annually, and he suggested that some of this waste could be prevented if the city's new Charter would "establish a dual department in our fire organization; give the prominence to the department of fire prevention rather than to the department of fire extinction. Then he added:

As it is, our Fire Department is interested in putting out fires. Chief Croker, who is a good fireman, but twenty years behind the times, he says, "Let me get at it and I will put it out." He does not enjoy having his men sent out and answereing an alarm and finding the fire put out by an automatic sprinkler. There is not any glory in that for the Fire Department, and only within the last year or two would the Fire Department attach their steamers to the sprinkler outside connection to pump water into a building; still they would drag a hose up through the building and wet down the building, maybe, instead of pumping it into the sprinkler and let it do the work. What we want is a general recognition of the fact that fires can be prevented.

The next witness, Simon Brentano, the publisher, prefaced his expert testimony by saying:

If I may, I would like with diffidence and with a little hesitance to exclaim against a statement made here by Mr. Chambers. I am not called upon and not authorized to speak either for the Fire Department or for Chief Croker, but I think if Mr. Chambers had given a little more thought he would not have ventured to assert that Chief Croker is twenty years behind the times. That is more of a personal criticism, and I resent that less than the statement that Chief Croker or any of the men in this department would be displeased to go to a fire and find it extinguished because of any appliance brought into use before they reached the ground. That is substantially the statement made. I claim, sir, in view of what we have seen in Chicago only yesterday, the loss of lives in Philadelphia and in Cincinnati, and with a knowledge for thirty years past of the practical working of fire extinguishment, and also an intimate acquaintance with the fire chiefs and other officials of this city and of almost every city of this country, that all the men underestimate the actual practical work that these men confront.

The day's first witness was Franklin H. Wentworth of Boston, secretary and treasurer of the National Fire Protective Association, whose activities are directed toward reducing the fire waste in this country. He gave the committee some comparative statistics which appeared to surprise th members. Some were contained in his statement that "the average annual per capita loss in six European countries is thirty-three cents, and that the average annual number of fires in European cities is eight for each 10,000 of population, while in this country the average annual per capita loss is over $3 and the annual number of fires for each 10,000 of population in American cities averages over forty.

"Glasgow had a fire loss in 1908 of $325,000, and seldom does its loss reach $500,000. Boston, with a less population, has a fire loss of over $2,000,000. Berlin, with a population of 3,000,000, has an annual fire loss of less than $175,000. Its fire department costs a little over $300,000. Chicago's fire loss is $5,000,000 and its fire department costs over $3,000,000, although its population is about two-thirds that of Berlin."

One of the reasons for the heavy American fire waste was "psychological," he said. "It has seemed easier to build and burn and build again than to attempt any kind of reasonable building construction and to attempt to conserve those buildings from fire waste."

Associations like that represented by the witness and others working along similar lines hoped to see the American fire waste lessen, but with recent fires in Chicago, Philadelphia and Cincinnati in mind "we will begin getting up to the average of $250,000,000 a year," he said.

$300,000 ALIENATION SUIT.

Washington Physician and a Government Employee Sued for $150,000 Each.

WASHINGTON, Dec. 23.—William F. Matteson, a real estate operator of this city, to-day filed suit against Dr. John A. Stutz, a praticing physician, and Louis F. Holden, an employee of the Bureau of Engraving and Printing, to recover $150,000 from each for alleged alienation of the affections of his wife, Lulu A. Matteson. The declarations in the suits were filed immediately after Justice Gould of the District Supreme Court had signed a decree granting Mr. Matteson an absolute divorce from his wife. Mr. Matteson was also granted the custody of his five children.

In the suits it is alleged that at different times in 1908 and 1909 Mrs. Matteson committed acts of infidelity with Dr. Stutz, and that within the last year she committed improper acts with Holden. In the divorce proceedings Dr. Stutz offered no evidence contradictory of the plaintiff's allegation, while Holden contested. Mrs. Matteson at present is supposed to be in New York.

Court Orders Bankrupt Railroad Sold.

SCRANTON, Pa., Dec. 23.—In the United States court here to-day Judge R. W. Archbald directed the sale of the Pittsburg, Binghamton and Eastern Railroad, a corporation which was declared bankrupt some months ago. The order follows the petition of E. H. Gay & Co. and the Knickerbocker Trust Company, trustee. The company owes $3,017,625.90 on mortgages and interest.

Down Town Association Mortgage.

The Down Town Association got permission yesterday to mortgage its property at 60 Pine and 24 Cedar street for $85,000 so that the association may take up a mortgage for $150,000 that is now due and execute a new first mortgage of $235,000. The association owes $90,000 on notes and $17,000 for labor and monthly supplies, the petition stated.

Merger of Fire Insurance Companies.

ALBANY, Dec. 23.—State Superintendent of Insurance Hotchkiss to-day issued a corporation certificate to the Empire City Fire Insurance Company of New York. This company is a merger of the Empire City Fire Insurance Company and the New Amsterdam Fire Insurance Company, both heretofore operating as joint stock fire insurance companies. The new company has a capital of $400,000.

Clergyman Commissioned as Second Lieutenant in N. Y. N. G.

ALBANY, Dec. 23.—Among a batch of commissions issued from the office of the Adjutant-General to-day and signed by Gov. White was a commission to Herbert E. Martin, a clergyman, as Second Lieutenant of Company I, Second Infantry, stationed at Whitehall. This is the only clergyman holding a commission as a line officer in the National Guard.

OPPOSE LORIMER REPORT.

Determined Fight to Be Waged in the Senate Against Its Adoption.

WASHINGTON, Dec. 23.—As the report of the Committee on Privileges and Elections on the Lorimer case is gradually unfolded before the gaze of Senators, the more unpopular its conclusions become. The opposition to the adoption of the report, which seemed inconsiderable at the outset, is now assuming formidable proportions. It is now certain that a determined fight is to be waged in the Senate against the adoption of the report as it came from a majority of the committee.

Senators Beveridge, Borah, Cummins, La Follette, Culberson, Rayner and possibly others may be heard in opposition to the conclusions in the report. The controversy turns on the issue raised by Senator Frazier in his minority statement, in which he declares that instead of four votes only being in question, the number is really seven, which includes not only the votes of legislators who admitted they were bribed, but of three who, according to the testimony, were charged with having offered bribes for votes. The seven votes, if thrown out as tainted, would give Senator Lorimer fewer than a majority of the Legislature, and in the opinion of some of the Senate leaders would invalidate his title to his seat.

There is no doubt that Senator Lorimer will have his right to his seat validated by the action of the Senate, for it is certain that he has a majority of the Senate on his side of the controversy, but it is now almost certain that the debate on the adoption of the report will be prolonged and acrimonious. The Senate leaders had hoped to have the incident closed by the prompt adoption of the report of the committee. To this end strong pressure was brought to bear on Democrats and Republicans in the Committee on Privileges and Elections to bring about a unanimous report.

Senator Frazier is said to have complained that his position in the committee was becoming irksome on account of the importunities aimed at him to induce him to subscribe without question to the findings of the majority.

TO RAISE THE PURITAN.

Navy Department Gives the Contract to Merritt-Chapman Wrecking Company.

WASHINGTON, Dec. 23.—A contract was awarded by the Navy Department to-day to the Merritt-Chapman Wrecking Company for raising the monitor Puritan, which sank in the Newport News Middle Grounds after an ordnance test several weeks ago. The wrecking company agreed to raise the Puritan and deliver her to the Norfolk Navy Yard for the sum of $23,000. Work will begin immediately.

The Navy Department was unable to raise the Puritan because it did not have adequate wrecking apparatus, and to undertake the work a considerable outlay in purchasing additional pumps and other wrecking apparatus would have to be made. A bid of $33,500 for raising the monitor was received from the Hudson Transportation Company of Norfolk.

TO SPEND THE HOLIDAYS.

All But Two of the Cabinet Officers Will Remain in Washington.

WASHINGTON, Dec. 23.—Practically all the members of President Taft's Cabinet will remain at their residences in this city during the holidays. Secretaries Knox and Meyer will be the only absentees. Mr. Knox left Washington to-day for his home at Valley Forge, Pa. Secretary Meyer is on a hunting trip in North Carolina.

President Taft will spend the holidays quietly at the White House. He will do as little work as possible and will not receive many official visitors.

Lieut. Ellison of the Navy to Be Instructed in Aviation.

WASHINGTON, Dec. 23.—Lieut. Theodore G. Ellison of the navy, now at Newport News as inspector of construction work on the submarine Seal, has been designated by the Navy Department to receive instruction as a practical aviator. He has been directed to report to Glenn H. Curtiss on the Pacific coast early in January. Lieut. Ellison is experienced in submarine work.

Movements of Naval Vessels.

WASHINGTON, Dec. 23.—The collier Ajax has arrived at Norfolk, the supply ship Culgoa at Gravesend, the tug Potomac at Santiago de Cuba and the collier Cæsar at Portsmouth, N. H.

The hospital ship Solace has sailed from San Juan for Pointe a Pitre, Guadaloupe, and the gunboat Marietta from Guantanamo for Kingston, Jamaica.

Coast Guard Vessels for Cuba.

WASHINGTON, Dec. 23.—The State Department has been informed that the Cuban Government has invited proposals for the construction of six vessels for the coast guard service.

They will be of six feet draught and capable of 10 knots speed and must be constructed of Cuban woods. Bids will close January 8.

Post Office Inspector for Western States.

WASHINGTON, Dec. 23.—Postmaster-General Hitchcock announced to-day the appointment of James O'Connell of California as inspector in charge of the post office inspection division, with headquarters at Spokane, Wash., comprising the States of Washington, Oregon, Idaho and Montana, and also Alaska.

$5,000 for Chinese Famine Sufferers.

WASHINGTON, Dec. 23.—The American Red Cross to-day cabled the sum of $5,000 to William J. Calhoun, American Minister at Pekin, for the relief of the sufferers of the famine in the province in the Huai River Valley. Two or three million people are affected.

Capt. Wilner Examined for Retirement.

WASHINGTON, Dec. 23.—Capt. Frank A. Wilner, commandant of the Portsmouth, N. H., Navy Yard, to-day appeared before a board here for examination for retirement for physical disability.

New Navy Chaplain.

WASHINGTON, Dec. 23.—The Rev. Le Roy Nelson Taylor, of Schenectady, N. Y., a Methodist, has been appointed a chaplain in the navy.

Army and Navy Orders.

WASHINGTON, Dec. 23.—These army orders were issued to-day:

Capt. Manus McCloskey, Fourth Field Artillery, to West Point, N. Y.

Capt. Charles P. Summerall, Second Field Artillery, from Military Academy to the Philippine Islands.

Capt. Marlan S. Battle, Coast Artillery, detailed for general recruiting service at Roanoke, Va., relieving First Lieut. Nathaniel P. Rogers, Jr., Coast Artillery, who will proceed to Salt Lake City.

Major William M. Wright, Eighth Infantry, to fill vacancy in Adjutant General's department March 12, vice Major Charles M. Truitt, who is assigned to Eighth Infantry. Major Wright will proceed to the Philippines Division about May 5.

Major Archibald Campbell, Coast Artillery, to fill vacancy in Adjutant General's department April 12, vice Major Sidney S. Jordan, Adjutant General. Major Campbell will proceed to Honolulu about May 5.

Major David J. Baker, Jr., Eleventh Infantry, to fill vacancy in Adjutant General's department May 31, vice Major William H. Sage, Adjutant General, who is assigned to Eleventh Infantry May 31. Major Baker will proceed to the Philippines Division about May 5.

These navy orders were issued:

Midshipman R. M. Jaeger, to the Panther.

Commander W. A. Edgar, from the Monterey to the Wilmington.

20 Out of 37 Caught in Raids Are Held.

Twenty of the thirty-two men taken by the police in raids on gambling houses on Monday and Tuesday were held for trial by Magistrate Appleton yesterday.

SIBLEY TO QUIT WEST POINT.

He Will Be Succeeded by Capt. Fred W. Sladen as Commandant of Cadets.

WASHINGTON, Dec. 23.—Announcement was made at the War Department to-day that Lieut.-Col. Frederick W. Sibley, Fourth Cavalry, had been relieved at his own request of his present duty as commandant of cadets at the Military Academy at West Point. He will be succeeded by Capt. Fred W. Sladen, Fourteenth Infantry, now on duty as secretary to the General Staff of the Army. Capt. Sladen's tour of duty on the General Staff will expire shortly.

Lieut.-Col. Sibley will be detailed for duty in the Inspector-General's department about Jan. 17, vice Lieut.-Col. Wilber F. Wilder, who will be promoted. A successor to Capt. Sladen as secretary to the General Staff has not yet been selected.

Capt. Sladen will assume his new duties as commandant of cadets about [illegible]. He is a native of Massachusetts and was appointed to the army from Nebraska. He was appointed to the Military Academy on June 14, 1885. Upon his graduation in 1890 he was assigned to the Fourteenth Infantry. He is 43 years old. He was associated with Major-Gen. Thomas H. Barry, superintendent of the academy, when the latter was on the staff of Gen. Otis in the Philippines several years ago.

SALE AT DEAD LETTER OFFICE.

7,391 Parcels Disposed of for $9,846.80—The Money Deposited in the Treasury.

WASHINGTON, Dec. 23.—Postmaster-General Hitchcock reports that the sale of articles accumulated in the dead letter office the last few days embraced 7,391 items, aggregating $9,846.80, or an average of $1.55 for each parcel sold. Deducting incidental expenses for printing and auctioneer's commission, $8,739.75 was netted, which will be deposited in the Treasury.

The merchandise sold embraced matter of salable value for which owners could not be found, received during the fiscal year ended June 30, 1909, and represented articles found in 130,465 parcels and letters.

The failure to restore this matter to the owners in nearly all instances was due to the neglect of the sender to place his address on the wrapper or to securely enclose articles so that they could not become separated from wrappers or envelopes in handling by the postal service.

CHRISTMAS MAILS.

No Unusual Congestion Says Postmaster-General Hitchcock.

WASHINGTON, Dec. 23.—At the Post Office Department it is stated that there is no unusual congestion of mail at the present time and that the congestion of mail that exists is but a repetition of that of previous holiday seasons when a large percentage of the population dumps into the post office packages of all sizes and descriptions. Denial is also made of the report that Postmaster-General Hitchcock has issued an order against additional help, but on the contrary during the last year 1,800 additional clerks have been appointed to enlarge the working forces of city post offices and 1,000 additional city letter carriers have also been appointed. In some instances, says the Postmaster-General, the Department has declined to authorize additional help where he believed the normal conditions did not warrant it.

NEW TRIAL FOR J. N. HUSTON.

Former United States Treasurer Convicted of Conspiring to Defraud.

WASHINGTON, Dec. 23.—A new trial was to-day granted James N. Huston, former Treasurer of the United States, who was recently convicted of conspiracy to defraud. Harvey M. Lewis of Buffalo and Everett Dufour of this city, who were convicted with Mr. Huston, were sentenced to serve two years in the penitentiary.

The three named were connected with a concern the alleged object of which was to guarantee the stock and bond issues of companies on the payment of certain premiums.

Justice Wright in granting Huston a new trial said he was not satisfied that the evidence established that Huston knew of the false representations alleged to have been made to the persons with whom the guaranteeing company dealt.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY

Sun rises 7:18 Sun sets 4:32 Moon rises 12:39

HIGH WATER THIS DAY

Sandy Hook 2:14 Gov Island 2:45 Hell Gate 4:39

Arrived FRIDAY, December 23.

Ss St. Louis, Southampton, Dec 11.
Ss Lusitania, Liverpool, Dec 17.
Ss Exeter City, Swansea, Dec 3.
Ss Oregonian, Puerto Mexico, Dec 15.
Ss Muncaster Castle, Algiers, Nov 26.
Ss Corfu, Ba, Kingston, Dec 14.
Ss Mendoza, Naples, Dec 8.
Ss Clement, Para, Dec 11.
Ss Merida, Havana, Dec 20.
Ss Cristobal, Cristobal, Dec 14.
Ss Metapan, Kingston, Dec 18.
Ss Hoadley, Cardiff, Nov 29.
Ss El Occidente, Galveston, Dec 17.
Ss Abarenda, U. S. Collier.
Ss Skala, Montevideo, Nov 27.
Ss Comanche, Jacksonville, Dec 19.
Ss Hamilton, Norfolk, Dec 22.
Ss Rotterdam (Dank), Amsterdam, Dec 6.
Ss City of S. Louis, Savannah, Dec 21.
Ss Advance, Colon, Dec 16.

ARRIVED OUT

Ss Mauretania, at Liverpool from New York.
Ss Philadelphia, at Plymouth from New York.
Ss Cearense, at Para from New York.

OUTGOING STEAMSHIPS

Sail To-day.

	Mails Close	Vessels Sail
Bantu, St. Lucia	4:00 A M	7:00 A M
Baltic, Liverpool	8:30 A M	12:00 M
Bermudian, Bermuda	8:00 A M	10:00 A M
Zulia, La Guayra	8:30 A M	12:00 M
Coamo, Porto Rico	9:00 A M	12:00 M
Tagus, Jamaica	10:30 A M	1:00 P M
Havana, Havana	10:00 A M	1:00 P M
Grenada, Grenada	10:00 A M	12:00 M
Sarnia, Jamaica	11:00 A M	1:00 P M
Egbert, Montevideo	12:00 M	3:00 P M
Scottish Prince, Pernambuco	12:00 M	3:00 P M
Basil, Para	7:30 A M	3:00 P M
Chicago, Havre	..	3:00 P M
California, Glasgow	..	3:00 P M
Minnetonka, London	..	12:00 M
Columbia, Trieste	..	..
Rossia, Rotterdam	..	..
City of Savannah, Savannah	..	3:00 P M
Brazos, Galveston	..	1:00 P M
Alamo, Tampa	..	1:00 P M
Comanche, Jacksonville	..	1:00 P M
Hamilton, Norfolk	..	3:00 P M

Sail Monday, December 26.

Saramacca, Paramaribo	11:00 A M	1:00 P M
Sabine, Brunswick	..	3:00 P M

Sail Tuesday, December 27.

Parima, Grenada	11:30 A M	3:00 P M
Aranahoe, Jacksonville	..	1:00 P M
City of St. Louis, Savannah	..	3:00 P M

INCOMING STEAMSHIPS

Due To-day.

Gaisa	Huelva	Dec 1
Guyane	Fayal	Dec 13
Cunasa	St. Lucia	Dec 12
Cittoria	Gibraltar	Dec 11
St. Andrew	Antwerp	Dec 5
Paul Palx	Shields	Dec 6
El Siglo	New Orleans	Dec 17
El Cid	New Orleans	Dec 17
Principe di Piemonte	Palermo	Dec 10
Lyra	St. Lucia	Dec 15
Nueces	Galveston	Dec 17
Neckar	Bremen	Dec 10
Arcadia	Hamburg	Dec 9
Brandenburg	Hamburg	Dec 11
Andes	Rotterdam	Dec 12
Seminole	Turks Island	Dec 19
Santurce	Porto Rico	Dec 19

Due To-morrow.

Celtic	Liverpool	Dec 17
Maracas	Trinidad	Dec 17
Mesaba	London	Dec 15
Niglaneia	Tampico	Dec 17
El Sud	New Orleans	Dec 20

Due Monday, December 26.

Wells City	Swansea	Dec 12
La Bretagne	Havre	Dec 17
Kroonland	Antwerp	Dec 17
Rhydam	Rotterdam	Dec 17
Cymric	Liverpool	Dec 17
Tonawanda	Liverpool	Dec 10
Marengo	Hull	Dec 11
Allemania	Cartagena	Dec 17
Harry Luckenbach	Porto Rico	Dec 21
Comus	New Orleans	Dec 21

By Marconi Wireless.

Ss La Bretagne, from Havre for New York, was 1,000 miles east of Sandy Hook at 6:20 A. M. yesterday.

Ss Ultonia, from Gibraltar for New York, was 169 miles east of Sandy Hook at 4:40 P. M.

Executor Trustee

Chartered 1822

The Farmers' Loan and Trust Company,

Nos. 16, 18, 20 & 22 William Street.
Branch Office, 475 Fifth Avenue,
New York.

LONDON 15 Cockspur St. 16 Bishopsgate St. Within. PARIS, 41 Boulevard Haussmann

Travelers' Letters of Credit. Foreign Exchange.

Administrator Guardian

Established in 1784 by Alexander Hamilton.

The Bank of New York National Banking Association.

Capital and Surplus, $5,500,000.

Individuals, firms and Corporations considering a change in their banking connections are invited to open accounts with us.

We are prepared to loan deposits to the full extent warranted by their responsibility, standing, and balances.

We have special facilities for financing Import and Export business.

The officers will be glad to confer with possible clients.

HERBERT L. GRIGGS, President.

Burlington & Missouri River Railroad Company in Nebraska Consolidated Mortgage Six Per Cent. Bonds DUE JULY 1, 1918

NOTICE IS HEREBY GIVEN THAT in pursuance of a Trust Mortgage Deed executed to The New England Trust Company, Trustee, by the Burlington & Missouri River Railroad Company in Nebraska, dated July 1, 1878, **the following 6% Consolidated Mortgage Bonds due July 1, 1918**, of said Railroad Company, secured by said Deed of Trust, **have been drawn for payment**, viz.:

Two Hundred and Thirty-nine (239) Bonds $1,000 Each, Numbers:

3	630	1268	1802	2842	3491	3941	7604
8	654	1280	1808	2857	3497	3943	7633
63	656	1289	1855	2861	3525	3947	8064
65	672	1321	1865	2863	3573	3953	8276
70	699	1365	1880	2937	3590	4031	8383
83	754	1372	1901	2985	3615	4056	8425
108	793	1382	1919	2993	3616	4065	8503
130	803	1403	1974	3001	3623	4101	8692
151	871	1431	1975	3022	3658	4111	8795
152	877	1446	1995	3033	3649	4115	8873
162	902	1481	2021	3051	3661	4134	8895
165	941	1492	2024	3080	3666	4150	9051
195	949	1543	2027	3098	3691	4201	9059
204	987	1545	2057	3109	3708	4244	9133
211	970	1558	2131	3107	3729	4286	9346
223	992	1561	2239	3119	3741	4292	9561
226	1002	1565	2241	3155	3772	4296	9594
245	1010	1569	2260	3232	3776	3001	9845
249	1047	1595	2279	3252	3790	4377	9907
290	1060	1671	2326	3254	3815	4425	10011
313	1088	1611	2337	3261	3816	2983	10219
325	1107	1674	2369	3270	3851	6016	10391
378	1112	1685	2457	3310	3880	6128	10402
385	1159	1701	2508	3316	3889	6407	10441
418	1181	1737	2569	3331	3891	6795	11424
428	1198	1745	2631	3374	3900	6978	11511
490	1218	1762	2671	3387	3929	7082	11579
506	1222	1781	2685	3390	3922	7139	11589
598	1255	1788	2708	3482	3981	7268	11691
607	1259	1797	2807	3487	3984	7276	

And Forty-eight (48) Bonds, $600 Each, Numbers:

65	126	289	379	434	525	660	911
140	257	298	382	435	530	674	929
143	241	298	385	447	561	691	935
173	242	300	395	477	581	730	951
196	244	340	406	479	595	745	969
221	277	369	412	501	631	767	997

The bonds bearing the above numbers will be paid at the office of the undersigned, 135 Devonshire Street, Boston, Mass., after **the First Day of January, 1911**, with accrued interest to that date, **after which date interest on said bonds will cease** in conformity with the terms of the Trust Deed.

The New England Trust Company, TRUSTEE.

By O. R. WHITNEY, President.

Boston, Mass., December 14, 1910.

NOTICE IS HEREBY GIVEN TO THE HOLDERS OF THE OUTSTANDING

First Mortgage Six Per Cent Gold Bonds OF THE

Metropolitan Railway Company (Denver, Colorado)

dated July 30th, 1890, maturing January 1st, 1911