

NEW YORK HOSPITAL TO MOVE

BY 1915 IT WILL BE AT 54TH ST. AND THE NORTH RIVER.

New Site and Buildings to Cost About \$2,500,000. Better Air Heavily for the Change. The Hospital the Oldest in New York. Begun in 1773.

The New York Hospital will be re-established by 1915 in the block along the Hudson River from Fifty-fourth street to Fifty-fifth street. It will move from its present quarters between Fifth and Sixth avenues and Fifteenth and sixteenth streets to get fresh air and sunlight.

"The total cost of the new establishment will be in the neighborhood of \$2,500,000," said President George L. Ross of the board of governors last night. "The plans have not been worked out sufficiently in detail to give an idea of just what the cost will be, but the new site will cost about \$1,000,000, and on the basis of \$500 for every bed the new buildings and equipment will cost about \$1,500,000."

"For several years," said Mr. Rives, "nurses have been growing up around us downtown. We have no further opportunity to expand, and we don't get the fresh air and sunlight that would be ideal. The new location I consider ideal. There will be two Hudson River to the west of us. The De Witt Clinton Park will be immediately to the south. On the landward side at the present time are the railroad tracks of the New York Central, but we anticipate that they will be gone by the time our new buildings are ready for use."

Mr. Rives said that the board of governors intends to make the new hospital the equal at least of any such institution in the world. "We will be able to do that," he said, "because we have lived up to our income. Our resources have been derived from investments, real estate and the money that has come from patients. By the time we are reestablished we shall have need of municipal or private help. The New York Hospital, although it responds to 9,000 ambulance calls a year, does not get any help from the city and we have not asked for private subscriptions. Our removal from the congested district to the river front will mean, of course, that we shall have to have a goodly amount of new buildings to be built near 2001 feet on Eleventh and Twelfth avenues and 800 feet on Fifty-fourth and Fifty-fifth streets. It was acquired from numerous owners, who asked, in some instances, much less money for their holdings than they would have demanded had the property been designed for other uses. The new buildings in this block were John Adam Schurer, Ruth Ann Wallace, the Sicilian Asphalt Company, of which General Howard Carroll is president; Robert Thorne, Charles Embury, Richard H. Handley, Samuel Greenberg, and Moses Mich, an executor. It is not expected that ground will be broken for the new buildings until next year. Mr. Rives said last night that there was no likelihood of the buildings being ready for occupancy before January 1, 1915. The owners who sold the hospital have been told that they will not be disturbed until May, 1912. It is not likely, as President Rives of the governors said yesterday, that the plans for the new establishment will have been worked out until that time.

Mr. Rives was not able, he said, to give any information as to what disposal would be made of the ground upon which the New York Hospital now stands. It was probable, he thought, that the site would be taken up for business purposes. Nothing will be done on the present site until the new buildings are under way. The ground is part of the old Van Buren and Sprinckle families' estate. Recently there have been a number of business buildings erected in the neighborhood of the hospital.

The architects of the group of buildings to be built on the new site, Mr. Rives said last night, that they had been selected to submit designs, as he had then a number of designs. The New York Hospital is the oldest hospital in the United States and dates back to the time of George III. The first of the present buildings was laid on five acres of ground at Broadway, Church, Worth and Duane streets in 1773. A fire destroyed the structure in 1812 and the present site was given to the hospital by a public grant of \$5,000 to enable it to continue its existence. Then the war of independence intervened and it was not until January, 1791, that the hospital was finally able to open its doors for the reception of patients. The present buildings in West Fifth-street were completed in 1877.

The House of Relief in Hudson street, the Bloomingdale Insane Asylum and the convalescent cottages at White Plains are maintained on the New York Hospital grounds. The House of Relief had its origin in 1875, when the governors of the New York Hospital obtained consent from the trustees of Columbia University and the city to use the premises for the treatment of accident cases in the lower part of the city. The Bloomingdale asylum was established in 1810 on ground now occupied by Columbia University and the city. The asylum was moved to White Plains in 1875. Between 60,000 and 70,000 patients are treated in the New York Hospital annually.

STRIKE PREVENTION.

Suggestions Made at the Church Labor Association Convention.

The chief subject of discussion at the annual convention of the Church Association for the Advancement of the Interests of Labor, which was held last evening in the Parish house of the Church of the Holy Communion, Twentieth street and Sixth avenue, was "Prevention of Strikes Through Effective Arbitration." The Rev. George Nelson, Archdeacon of New York, presided, and the principal speakers were William C. Rogers, chief mediator of the State Board of Mediation and Arbitration, and Edwin Gould of the New York District Council of the International Brotherhood of Teachers.

Mr. Rogers said that while compulsory arbitration appeared to have met with a measure of success in some countries, it did not appear to be acceptable to either employers or workers in this country. He thought this country was a long way from a time when an employer arbitration board would be acceptable. He believed that the present law as to arbitration in the case of disputes between public service corporations and their employees might be amended without making compulsory arbitration more than a suggestion he would like to make.

One who said that the State law be so amended that in case of disputes between public service corporations and their employees a neutral of the grievances on either side must be filed with the Labor Department a certain time before a strike would be allowed to take place. The suggestion would be like to make would be that the Federal act for arbitration of labor disputes on railroads be so amended as to allow State boards of arbitration to take advantage of its provisions.

Mr. Gould said that in case of labor disputes which affected the public there was a sure to be a strike if the general sentiment of the public was in favor of arbitration. Arbitration, he believed, had been tried many strikes for finding the cause of the strike for the coming year, as he followed. President, the Rev. Bishop David H. Groer; Vice-presidents, Messrs. Herbert A. Keyserling and George W. Matzart; Secretary, Miss DeWitt; Treasurer, H. B. DeWitt.

INVERSION

If a man figures 10% income on a \$240,000 building, and the building costs \$300,000, his income will be reduced to 8%.

In other words, he pays \$60,000 extra for the privilege of forfeiting 2% of his income! And when it is considered how easy it is for a building to run ahead of the original estimate, what wonder that we continually urge Owners to insist upon guarantees of Economy, Quality and Speed? Such guarantees are in every contract we undertake.

THOMPSON STARETT COMPANY

Building Construction Fifty-One Wall Street

WHITMAN NOT A POLICEMAN.

The District Attorney Says That He'll Stick to His Own Job.

At the fourth annual meeting of the Washington Square Association, held in the assembly room of the United States Aeronautical Reserve, 53 Fifth avenue, District Attorney Charles S. Whitman and Robert W. de Forest, president of the Municipal Art Commission, spoke. Eugene Delano, president of the association, presided, and among other officers present were Dr. John W. Brannan, Albert R. Shattuck, George F. Crane and Joseph L. DeLanfield. The association numbers about 20 members, all of whom live in Washington Square, or in the region about it. Its object is to maintain the desirable character of Washington Square as a residential neighborhood.

Judge Whitman said: "I believe that the public official to-day confers upon the city the greatest good in seeing that his office does not do the work that the law does not require him to do. A man who does something that the law does not require him to do, and which his successor will probably not do, has weakened his department."

B. R. T.'S SUBWAY PROPOSALS

PUBLIC SERVICE BOARD NOT LIKELY TO ACCEPT THEM.

The Company Would Like to Operate the Fourth Avenue Route and Connect It With Coney Island, but Wants to Charge 10 Cents or Be Reimbursed.

The Brooklyn Rapid Transit Company yesterday submitted two propositions to the Public Service Commission. The first was an offer to operate the Fourth Avenue subway, which is now being built in Brooklyn, and the second was a proposition to four track the Brighton Beach line from Church avenue to Prospect Park, there to connect with a subway to be built by the city through Flatbush avenue, to continue over Manhattan Bridge and thence through a subway to the North River.

The Public Service Commission decided yesterday to refer the proposals to a committee of the whole of the board, but there does not seem much likelihood that either will be accepted. The acceptance of the offer would prevent making the Fourth Avenue line part of the triborough route.

The company agrees to connect the Fourth Avenue subway with its Coney Island route, but insists that the fare to Coney Island shall be ten cents. It is stipulated that while the city shall have the power to reduce the fare to five cents any deficit which might follow such an order must be borne by the city.

It is also provided by the company that after all deductions are made for maintenance, operating expenses, administration expenses, taxes, damages for accidents and annual charges for carrying on the cost of equipment and providing a partial sinking fund for depreciation, together with several other charges, the company shall divide the remaining net profits between itself and the city.

In justifying these demands President Winter in his letter to the commission says that it seems to be generally conceded that the Fourth Avenue subway will not for a long time be self-supporting. Mr. Winter explains further that his plan will furnish through routes which will be obtained in any other way. Mr. Winter adds:

"The acceptance of the above proposal would at comparatively small expense to the city furnish a two-mile rapid transit route from the North River to the Atlantic Ocean of which approximately ten miles would be of four track construction, extending through the outlying and congested sections of Brooklyn into the business territory of Manhattan and connecting with the principal vertical routes of travel on Manhattan Island and with the steamship lines and the railroad ferries on the North River."

"The suggestion of a subway across Manhattan as part of this route is made partly because of the great advantages of such a terminus to the public and partly because a continuation of the route from the Manhattan terminus of the bridge through the present subway to Chatter to the Atlantic would produce undesirable congestion of traffic on those tracks if the first proposal hereinabove outlined as to the operation of the Fourth Avenue subway should be approved."

The acceptance of this proposal would also greatly relieve traffic on the Fulton street elevated railroad west of Franklin avenue and over the Brooklyn Bridge.

The Brighton Beach line, having recently been reconstructed so as to remove all grade crossings, is ideally adapted for express and local service in connection with the rapid transit subway route through the congested portions of Brooklyn and Manhattan.

The estimated expenditure to which the company would be subjected in carrying out the foregoing proposals is approximately \$100,000,000.

A GAYNOR SUBWAY REPORT

May Be Laid Before the Board of Estimate at Its Meeting Today.

It had been expected that a meeting of the Board of Estimate as a committee of the whole would be held yesterday to talk over the subway problem, but after Mayor Gaynor had had private talks with Comptroller Prendergast and Borough President McAneny of Manhattan the idea of a secret session was abandoned. It is understood that the whole matter is to be thrashed out in the open meetings of the Board of Estimate. When Mr. Prendergast and President Mitchell of the Board of Aldermen, who form a majority of the transit committee of the board, the Mayor being the third member, presented their report last Thursday the Mayor said that he was not prepared to submit a minority report.

The understanding now is that at the meeting of the board to-morrow the Mayor will present a report of his own, which will advocate the Interborough extensions.

Borough President McAneny said yesterday that should he have a meeting he will be accompanied by a resolution binding the Board of Estimate to the Interborough proposals as they are now framed. He would not vote a report of his own, but that he will align himself with Mr. Prendergast and Mr. Mitchell, and as those three members of the Board of Estimate have eight out of the sixteen votes in the board the result would be a deadlock.

TWO CLUB DINNERS BURN.

One for 300, the Other for 50 Guests Who Were at Table When Alarm Sounded.

CINCINNATI, Jan. 10. The Cincinnati Chamber of Commerce building was destroyed to-night by a fire which started at 8 o'clock in the kitchen of the Business Men's Club on the eighth floor. The loss will reach \$500,000.

So far as known only six persons were severely injured, although about eight hundred were in the building.

The Business Men's Club was giving a dinner with 300 members present when the fire started.

A dinner of fifty insurance men was also in progress in another part of the building.

Six firemen were injured by falling walls and of these Capt. O'Neal of Company 10 and Pipeman Finerman are seriously if not fatally hurt.

The Mitchell building, adjoining, and the Burner House, across an alley, were damaged to the extent of about \$5,000 each.

DROWNED IN GRIMALVA RIVER.

Sixteen Lives Lost by Sinking of a Steamer in Mexico.

VERA CRUZ, Mex., Jan. 10.—Nine passengers and seven members of the crew of the river steamer Usmaquia were lost by the sinking of the vessel in the Grimalva River near Arroyo Polo.

Some of the passengers who lost their lives were prominent planters of that region.

Onehorns Disagree at Home.

Mrs. Anna H. Buntius, private secretary to the Commissioner of Water Supply in The Bronx, who gets a salary of \$1,900 a year, failed yesterday on her motion before Supreme Court Justice Goff for alimony pending her suit for a separation from Charles H. Buntius, who draws \$1,500 a month as chief clerk in the Bureau of Highways of the Bronx.

Mrs. Buntius said that she had to leave her husband because all the members of his family came to her house and talked French.

Fortune Teller Sent to Workhouse.

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Isabelle Cordier, testified that Arthan told her she had the finest hands he ever saw and would meet her affinity when dressed in blue, and advised her to sell her real estate and invest the proceeds under his advice.

IV. SAMOA.

German Preparing for the Solar Eclipse.—The Rhinoceros Beetle.

TUTUILA, Samoa, Dec. 8, via San Francisco, Jan. 10.—A party of German scientists headed by Dr. Wegener arrived here from German Samoa yesterday to establish a station for observing a night of the total eclipse of the sun on April 23. This eclipse will be visible here only from the island of Tui in American Samoa.

German Samoa is much worried over the discovery that the rhinoceros beetle, which preys on the cocoon of silkworms, has been brought in from Ceylon in shipments of rubber plants.

The beetle kills the tree.

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