

DIX ON HIGHWAY COMMISSION

GOVERNOR TELLS WHY HE WANTS TO ABOLISH IT.

He says the Present Commission is a Well-abled Political Machine and Not Responsible to the People. He Proposes a Change in Personnel and Method.

ALBANY, Feb. 2.—Gov. Dix to-night struck out straight from the shoulder at the State Highway Commission, which has been long the object of the Republican State machine and made it plain why he proposes to abolish it.

"I want to speak to you Albanians, and through you to the people of the State," said the Governor "on an important matter. My attention has been called to a number of letters sent out by so-called advocates of the road, in which in reality are briefs for the retention of the present Highway Commissioners.

"There is bound to be much difference of opinion as regards the details of road construction. There is a wide variance in the methods and practices of this State and adjoining States. But when I find more than three-quarters of a million dollars of the people's money expended in the payment to the railroads for transportation of material, stone hauled from New Jersey for use in the centre of the State, roads advertised for construction contrary to law where the State has not secured the necessary title to the property, 20 per cent. of the amount paid the contractors paid out under the head of engineering and extension, and finally, a specification is used which is inferior in character and does not admit of the making of a definite bid by the contractor—when I find these conditions it seems to me that a change of the nature of the commission is desirable and that the best form of a commission to change to is to a commission responsible to the people.

"I am against government by commission. Such a government does not conform to the will of the people as expressed in their elections. It seems to me a ridiculous proposition that work should be prosecuted in this State by irresponsible commissions that owe no allegiance to any authority outside of themselves and that are endowed with powers which render them impossible of control by the officers of the State who are elected by the people and who are held responsible for the work which is done.

"My desire for the change in the method of the construction of State highways may therefore be put simply as follows: That the building of the roads should be in charge of a commission responsible to the people. I desire to appoint, subject to removal for cause, ten persons to have the active operation and control of the construction. I desire by use of a rational specification to construct the roads in the different parts of the State under the supervision of the people who will be put and to secure by the use of local material a construction which I believe will allow for the doubling in a year of the amount of road which has been the practice of the present Highway Commission to build.

"Further I am of the opinion that it is absolutely essential that the State should be free from the control of commissions, created in many instances for partisan purposes and which do not have the assistance simply desired to hold office.

"I have lost in my criticism of the work of the Highway Commission no adequate answer to the criticism which I have made, but I am to-day flooded with programs and circulars showing the extent of the machinery, political and personal, which seems to be in operation for the retention in office of the present Highway Commission.

"Finally and in conclusion, I would call your attention to a report made by the Supervisor of the Ulster county of recent date, which says: 'The country people have demanded and have been promised good roads, but they have been told that the highways must first be constructed, and the results have been very few and far between, and of a great cost. If the same money already expended for fancy roads could have been expended in the construction of good roads the result would have been twice the present number of roads of the kind which would be enjoying the advantage of improved highways.'

Gov. Dix urged the scientific regulation of not only the Hudson River but of every other important water course in the State.

"The great rivers within our boundaries are to-day running wild," said the Governor, "causing havoc in flood times and famine in drought days. And yet within these rivers there is an untold energy which, properly and intelligently harnessed, means health, wealth and happiness to the whole State."

"Do you realize that out of the profits of our industries in the State of New York we are paying a stupendous bonus to other States by furnishing us with fuel to generate power, while at the same time we allow our rivers to go unchained to the sea? With a proper scientific regulation of the streams enormous hydraulic energy or horse-power can be made available, resulting in an annual saving of not less than \$5,000,000 to the industries of the State. The harnessing of our vast natural resources that are now extravagantly wasted is one of the most important problems confronting the present generation.

Expert Shaving Requires Stropping

STROPPING an all-fashioned razor requires practice and experience. But stropping the AutoStrop Razor requires no practice, no skill. It strops itself expertly. Strops, shaves, cleans without taking apart. Get one on trial. If it doesn't give you a better shave, dealer will refund. Has our contract protecting him. Don't wait. Prove to yourself that expert stropping makes expert shaving. Get an AutoStrop Razor today.



Go to our demonstrating shop, 32 Fifth Avenue, near 3rd Street and try the razor. No charge. Private shaving booth.

EVANGELISM IN BROOKLYN

Cooperative Church Campaign Opened at Clermont Avenue Link. The long and carefully planned evangelistic campaign in Brooklyn, in which over 200 churches are cooperating and which is to extend over the month, was opened last night with a big central meeting at the Clermont Avenue Link and simultaneous meetings in each of the twenty-four groups into which the borough has been divided. The campaign is under the direction of the Rev. Dr. J. Willbur Chapman and Charles M. Alexander, chorist and singer, who have been engaged in this work in this country and abroad for several years and who are generally regarded as the successors of Moody and Sankey in the evangelistic field.

BILL TO LEGALIZE RACING

Measure Introduced in Both Houses of Missouri Legislature. JEFFERSON CITY, Mo., Feb. 2.—A bill to revive horse racing in Missouri was introduced in both houses of the Legislature to-day. Michael E. Casey of Kansas City, father of the measure, presented it to the Senate and Grant Gillespie introduced it in the House by request of Senator Casey.

The proposed law provides for the creation of a State racing regulation commission to supervise the corporation conducting the sport, regulate betting at the tracks and fix penalties for violations of the law.

A corporation is authorized to hold two racing meetings annually of not more than twenty days. Any city of 50,000 population is eligible to hold two meetings a year. Betting at racetracks will be conducted under the pari-mutuel system. Ten per cent of the gate receipts are to be used for the benefit of the State.

Survivor of Newark Catssan Accident Under Arrest in Hospital. Richard Corbett, one of the survivors of the catssan accident in the Passaic River at Newark on Tuesday night in which eleven negro workmen lost their lives, was put under arrest yesterday afternoon in the City Hospital, where he is a patient.

NEW ORLEANS MARDI GRAS

Personally-Conducted Tour to witness the Greatest American Carnival in the Quaintest American City! February 24, 1911 Round \$70 Trip FROM NEW YORK

NO CHANGE IN THE DEADLOCK

SHEEHAN STILL LACKS 13 AND SHEPARD 22 VOTES

The Situation Rapidly Getting Up to Date. Dix, Who May Be a Mediator if Both Sides Request It, W. J. Bryan Gives His Views to a Buffalo Newspaper.

ALBANY, Feb. 2.—There was no change in the deadlock in the Senate on the fourteenth joint ballot of the Legislature, taken to-day. There were many absentees and pairs. William F. Sheehan will 13 votes short of election, and Edward M. Shepard was 22 votes short. There was no break in the Sheehan or the anti-Sheehan forces. The deadlock remains unbroken. There is no indication to-night when it is to break, and yet there are some who believe that a change may come when least expected. However, there can be no change now of any description until Monday.

Meantime the Democratic friends of Senator Roosevelt and the insurgents who have come from their own district are going away in their efforts to convince the insurgents that there is no logic, law or reason in their attitude of opposition to William F. Sheehan, the unanimous choice of the joint caucus of the Legislature. It is known that a number of the insurgents feel that they have made a mistake, but a majority of them are still obstinate and not inclined to heed suggestions that they return to the fold of the Democratic party.

Gov. Dix had long talks to-day with Charles F. Murphy, John H. McCooey, Chairman of the State Committee, and many others. Efforts have been made to induce Edward M. Sheehan to withdraw, and while Mr. Shepard has admitted to his personal friends that he has not the remotest chance of election he will not withdraw.

Paul Fuller, the old friend and law partner of the late Frederic R. Conner, who with William C. Whitman, D. Cary Herrick, William R. Grace and other notable Democrats of 1887 brought about the re-election of Governor Cleveland for the Presidency, had a long talk with Gov. Dix to-day and it was Mr. Fuller's impression that the Governor would act as a mediator if both sides requested him to do so. It is very apparent to all Democrats here that the situation is rapidly getting up to Gov. Dix. Mr. Fuller then had a long cordial talk with Mr. Sheehan. Mr. Fuller had also had a visit with Mr. Shepard in Brooklyn.

Copies of a telegram which William J. Bryan sent to the Buffalo Express were circulated here to-day. The telegram was as follows: 'Do not care to discuss any person's position. Am a believer in the election of Senators by direct vote of the people. I regard the system of Governor Cleveland. In its absence I trust that the Democrats will as nearly as possible reflect the wishes of the voters. Each State has a right to such representatives as it desires, but in this case I believe that the people would not be satisfied with the present system and not the sentiments of the special interests, which have too often succeeded in forcing their special agents upon the public through their ability to control legislators.'

Mr. Sheehan in 1896 was Democratic national committeeman for New York. He was succeeded by the late Elliot F. Dana. In 1908 Mr. Sheehan supported Mr. Bryan and to the Democratic national committee's campaign fund of \$70,000 he contributed \$2,000.

The vote to-day in detail was as follows: William F. Sheehan, 69; Edward M. Shepard, 22; John H. McCooey, 13; W. J. Bryan, 13; Martin H. Glynn, 3; Morgan J. O'Brien, 2; Alton B. Parker, 1; William Sulzer, 1; John C. R. Taylor, 1; Charles F. Murphy, 1. Total vote 107, necessary to elect 52.

When Gov. Dix heard that the date for the hearing on the highway bill was earlier than he had expected, he at once called on the Governor and wanted the Majority Leader Wagner of the Senate and Majority Leader Smith of the Assembly to be consulted, and with Senator Charles F. Murphy, chairman of the Senate Committee on Internal Affairs, agreeing it was decided to have the highway bill discussed at the hearing on Monday, Feb. 6, at 10 o'clock to the effect that the joint hearing would be held on February 10 instead of March 7, as was formerly reported.

Majority Leader Morrill protested against the change of dates, insisting that it had been done with the consent of the minority members of the committee. Majority Leader Smith said that everybody would have a chance to discuss the bill. Chairman Evans discussed the situation with the committee at a meeting to-day and insisted that the committee's original position of the hearing on Monday should stand. The matter will come up again before the committee next week. It was reported that Assemblyman Evans had urged to change the date for the hearing. When Gov. Dix was asked about the matter to-night he denied that he had any consultation with Chairman Evans regarding the fixing of the date. The Governor also said that there was no truth in a rumor that Senator Wagner and Assemblyman Smith had called at the Executive Chamber to agree to a change in the date. "The idea was," said the Governor, "to have the bill discussed at a meeting to-day and give everybody a fair chance to be heard. This would also avoid any delay in securing bids on proposed contracts for the highway bill, which is postponed. Senator Wagner was present at our cabinet meeting."

CARNEGIE TRUST INQUIRY.

District Attorney's Aid Giving His Whole Time to It Just Now.

The affairs of the defunct Carnegie Trust Company are being gone into by the District Attorney's office as well as by the State Banking Department, and it is said that most closely with the promotions in which William J. Cummins, a Carnegie director who comes from Nashville, is interested will be asked to explain certain transactions leading up to large loans made by the trust company. Among the things under investigation are loans in which the stock of the independent fertilizer company figures.

Assistant District Attorney Clark has been engaged for some time in the investigation of the trust company's affairs. The hunt has occupied so much of his time that he has been sharing desks in the trust company's office with Bank Inspector Broderick, who is in charge for the Banking Department. District Attorney Whitman refused yesterday to discuss the investigation further than to say that there appear to be many things that need explaining. He said that the matter had not yet taken such shape as to call for a Grand Jury investigation. The Banking Department also refused to tell what its examiners had unearthed. Mr. Cummins was closeted yesterday with Louis S. Levy of the law firm of Stanfield & Levy. Joseph B. Rosenthal, a former president of the trust company, also was present. John B. Stanfield is also a director in the trust company.

LABORATORIES FOR HARVARD.

Great Group of Buildings Planned and One Soon to Be Begun.

BOSTON, Feb. 2.—A great group of laboratories for the study of chemistry at Harvard College is planned and the first building will be erected this spring. Of \$1,200,000 will be needed to pay for the erection of the system. Harvard already raised will be spent on the first building.

The group will occupy a site on the west side of Divinity Avenue, Cambridge. The first building to be constructed is the Wolcott Gibbs memorial laboratory for research in physical and in organic chemistry. It will be devoted to the research work in physico-chemistry, by which Prof. Theodore W. Richards has already given to the crowded burrows of Boylston Hall an international reputation in the science of pure chemistry.

SPURS THAT CENTRAL WANTS.

Board of Estimate to Give a Public Hearing Next Week.

The application of the New York Central Railroad Company for permission to lay down three additional spur tracks at Eleventh Avenue and Thirty-third Street was put over for a week by the Board of Estimate yesterday. The company is planning to transfer the express department to a new building to be erected between Tenth and Eleventh Avenues and Thirty-second and Thirty-third Streets, and wants the spurs to connect the new building with the Eleventh Avenue tracks.

The right of the company to the continued use of the Eleventh Avenue tracks is now being contested in the courts, and the chief engineer of the Board of Estimate advised that great care should be exercised in granting any additional facilities pending the settlement.

FAT JOB GIVEN OUT.

Adviser of Patrick McCabe Named as State Superintendent of Public Buildings.

ALBANY, Feb. 2.—John Bowe of Albany, an adviser of State Commissioner Patrick E. McCabe, the present clerk of the State Senate, to-night was named as State Superintendent of Public Buildings by the Assembly. Gov. Conway and Speaker Erskine of the Assembly, acting as trustees of State buildings. The term of the State Superintendent is for two years and the annual salary is \$5,000. The Superintendent, with the approval of the trustees, appoints a deputy and a large force of clerical, construction men, cleaners and laborers in the Capitol and other State buildings at Albany. It was said to-night that Mr. Bowe had appointed as his deputy David H. Walsh, a prominent Albany Democratic worker.

NO PROTEST AGAINST HUPPICH.

Gov. Dix Hopes He Will Accept the P. S. Commissionership.

ALBANY, Feb. 2.—Gov. Dix to-night denied that he had received any protest against the selection of Chairman Winfield A. Huppich as up-State Public Service Commissioner because of his position as chairman of the Democratic State committee or as an intimate friend and business associate of the Governor. Chairman Huppich has not yet notified Gov. Dix of his acceptance of the offer of the Commissionership, although it is generally understood that he stands ready to take the office. Gov. Dix said to-night that he certainly hoped that Chairman Huppich would accept, as he considered him exactly the right type of business man for the place. Public Service Commissioner John N. Carlin of Watertown, who is to give way in favor of Mr. Huppich, is likely to be appointed by Gov. Dix for appointment as Supreme Court Justice in place of the late Watson M. Rogers of Watertown. Mr. Carlin is a Democrat and has been prominent in the Democratic caucus of the State. He was among the Governor's callers to-day.

NEW YORK TO MONTREAL ROAD

PROPOSED HIGHWAY CONNECTING THE TWO CITIES.

The Senate Passes a Bill Appropriating \$1,200,000 to Construct Part of It. This State to Construct Part of Road From Birmingham to Geneva.

ALBANY, Feb. 2.—Automobilists are much interested in the proposed New York-Montreal road and next Thursday a meeting is to be held at the Hotel Ten Eyck in this city with a view of helping along the project. The proposed road will leave New York City on the east bank of the Hudson, going to Albany and Saratoga, and will reach Plattsburgh by way of Schroon Lake, Elizabethtown and Ausable Chasm and then on to Rouse's Point, where it will connect with the Canadian route for a distance of fifty miles into Montreal. The Canadian link will be built by the Canadian Government and will lead into Montreal over the Victoria Park bridge.

The Senate to-day also passed Senator Emerson's bill appropriating \$1,200,000 for constructing that section of the proposed through road between Schroon Lake and Rouse's Point and to complete the unfinished links along other sections of the road further down the State. The Senate to-day also passed Senator Murtagh's bill appropriating \$1,000,000 for a good road or State highway across the southern central section of the State, extending from near Birmingham to Geneva, passing through Elmira, Horseheads and the State reservation at Watkins Glen.

Gov. Dix to-night, in answer to an inquiry, said that the suggested change in the composition of the State Highway Commission would not affect in any way the construction of the proposed Montreal-New York through highway to be built by the State or the trunk line good road to be built by the central section of the State proposed by Senator Murtagh's bill. The Governor said that while he was not familiar with Senator Emerson's bill, such corporations other than financial and public service corporations when issuing new stock and bonds hereafter for other than cash would be subject to the same rules and directors file with the Secretary of State a certificate showing that the properties for which such stocks or bonds were issued are not undervalued and making the directors personally responsible for any undervaluation.

Assemblyman Oliver objected to the bill providing that stock corporations of the majority of voters in a village or Sullivan county the right to incorporate if they saw fit. Mr. Oliver said that Mr. Evans, who is one of the insurgents, ought to first secure the consent of the majority of the majority of his party in the Legislature before pointing out what a majority of his constituents ought to do. The bill passed over until Wednesday next.

Assemblyman John A. Goodwin (Rep., Westchester) to-day introduced a resolution calling for the appointment of a commission to investigate the conditions in the State and to devise remedial legislation. An appropriation of \$10,000 is proposed for the commission, which is to be composed of three Assemblymen, two Senators, the State Commissioner of Health and a physician to be appointed by the Governor. Mr. Goodwin proposes to introduce a resolution amending the Constitution to empower the State to set aside an area of 1,000 acres in the Adirondacks for a State hospital for the treatment of tuberculosis.

Assemblyman Schielberg had another white rats bill introduced to-day. It compels every licensed employment agency in the State to require applicants to learn the financial responsibility of the person to whom applicants for positions are sent and must not procure employees for a fee unless the agency has reasonable cause to believe is financially irresponsible.

Mr. Walker also proposes to make it a misdemeanor for a chauffeur to accept a bribe from a garage owner for securing his employee to start in a bill introduced to-day.

In order that factory employees may not be taken from their homes and families with the means of escape, Assemblyman Brooks of New York introduced a bill providing for the alarm systems and weak fire drills in factories.

N. Y. C. EXPLOSION TO JURY.

No Verdict From Jury at Midnight. Gas and Air Shown to Be Explosive.

The inquest into the causes of the explosion at the Grand Central Station on December 19 last, in which thirteen people were killed and many injured, was completed yesterday except for the verdict. The coroner's jury went out at 9:50 o'clock last night and had not reported up to midnight. Prof. Charles Luoke of the department of mechanical engineering at Columbia and Prof. Henry Munroe of the mining engineering department there conducted an experiment in the presence of the jurors showing that a compound of air and Pintsch gas explodes. They demonstrated that a mixture of air and gas composed of from five to thirteen parts of gas was highly explosive and that the explosion was due to the gas escaping from the gas pipes and storage tanks in the terminal, said that on the morning of the explosion a gas pipe in the pressurized room showed that gas was escaping swiftly, that men had been sent out to look for the point of escape, but that there was nothing about the apparatus of the gas department which would show where a break was. He said that the total amount of gas which had escaped was about 13,500 cubic feet.

"The losses in stock values from Dec. 31, 1909, to Dec. 31st, 1910, reached the enormous total on the New York Stock Exchange, of over \$950,000,000."—Moody's Magazine.

WHY NOT GUARANTEE OUR MORTGAGES THAT DON'T "GO DOWN"? LAWYERS MORTGAGE COMPANY RICHARD M. HURD, President CAPITAL AND SURPLUS, \$6,000,000 59 Liberty St., Manhattan 184 Montague St., Brooklyn

MRS. ONGLEY INCOMPETENT.

Committee Will Be Appointed to Care for Her \$250,000 Estate.

A jury in the Supreme Court in Brooklyn yesterday found Mrs. Henry Ongley incompetent to manage her estate of \$250,000 and a committee will be appointed to take charge of it. Justice Blackmar denied a motion to set aside the verdict, saying that handling the big estate was thought it her duty to remain single in order to care for her mother. When Ongley proposed the second time Miss Scott was visiting him at his home in Brighton, England, thirty years before, when Mrs. Ongley was Eleanor Scott. Ongley proposed marriage then, he says, but Miss Scott refused him because she was a widow then with two young daughters, having married soon after he followed the Scotts to this country in 1887.

GOES TO DIX ABOUT BARLOW.

Committee Will Be Appointed to Care for Her \$250,000 Estate.

BOSTON, Feb. 2.—Armed with a letter of introduction, Freeman O. Emerson and Mark S. Reinstein, counsel for Samuel E. Ullian, a local jeweller, left here at midnight for Albany, where they have an appointment at 11 o'clock tomorrow forenoon with Gov. Dix. Emerson and Reinstein conducted the case and charges with Gov. Dix against Magistrate Peter T. Barlow of New York and others on behalf of Ullian because of the release on very low bail of three burglars who robbed Ullian's store here of \$150,000 worth of diamonds and jewelry about a year ago. The burglars were never recaptured and the bail proved worthless.

Missing From Atlantic City Hotel.

ATLANTIC CITY, N. J., Feb. 2.—The police have been asked to search for an aged Philadelphia who has been missing since Thursday. Both the police and the managers of the Marlborough-Blenheim, where the missing man has been staying for two weeks, refuse to give his name. Chief Wondorff said to-night that he would give out the name if his missing man does not appear to-morrow. The visitor is reported to have been suffering from a nervous affection, and relatives fear that he has committed suicide by jumping from one of the piers.

New Old Dominion Boat.

The steamship Madison, biggest and newest of the Old Dominion Line fleet, arrived yesterday from the yards of her builders, the Newport News Shipbuilding Company. She will be the flagship of the line and will be commanded by the veteran skipper, Capt. J. G. Hulphers. J. A. Fleming will be the chief engineer and E. J. Woods the steward. The Madison is 365 feet long, 30 feet beam and will average seventeen knots going at full tilt. She can carry 185 first class, 100 second class and 150 steerage passengers.

STOMACH TROUBLE

Mrs. E. W. Foster found great relief by taking Duffy's Pure Malt Whiskey for an aggravating stomach trouble. Now she recommends it to her neighbors, and is making many new friends for this wonderful tonic-stimulant.

"I started using Duffy's Pure Malt Whiskey four years ago for stomach trouble (the gastric nerve of the stomach), and I have been very much benefited by its use. Ever since I have taken it as a general tonic, although my stomach is very, very much better, thanks to Duffy's Pure Malt Whiskey. I have recommended it to a great many of my friends. One of them, Mrs. Stillmand Lincoln, of Easton, an elderly lady, found great help by its use."

DUFFY'S PURE MALT WHISKEY

When taken at mealtime it stimulates the mucous surfaces and little glands of the stomach to a healthy action, thereby improving the digestion and assimilation of the food and giving to the system its full proportion of nourishment. This action upon the digestive process is of great importance, as it brings to all the tissues and organs of the body the nutriment necessary to their sustenance and indirectly to the whole system, strength and vigor. It makes the old feel young and keeps the young strong and vigorous.

CAUTION: When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It is absolutely pure medicinal malt whiskey and is sold in SEALED BOTTLES ONLY, never in bulk. Look for the name of the manufacturer on the label and make sure the seal over the cork is unbroken. Price 50c a large bottle. The Duffy Malt Whiskey Co., Rochester, N. Y., for doctor's advice and an illustrated medical booklet, containing testimonials and rules for health, both sent free.

The Liverpool and London and Globe Insurance Company, Ltd. A STOCK COMPANY 63rd Annual Statement United States Branch Statement 31st December, 1910

Table with financial data: REAL ESTATE 81,516,406.12; U. S. GOVERNMENT 4 PER CENT. BONDS 235,480.00; STATE & CITY BONDS & R. R. STOCKS & BONDS 3,510,120.00; BOND & MORTGAGE MEDICAL DEPARTMENT 3,575,392.19; BANK BALANCES AND ALL OTHER ASSETS 3,208,010.27; Total Assets (Value as at 31 December, 1910) 813,745,408.53; UNEARNED PREMIUMS AND ALL OTHER LIABILITIES 8,890,433.00; Surplus 85,155,974.57