

PROF. MACCRACKEN ON YALE MEN'S ENGLISH

He Gives Some Awful Examples of Definition Found in Students' Answers.

WHAT IS AN "ABNOSTIC"?

Study of the Dictionary Is Essential, Says the Professor.

New Haven, Conn., Nov. 1.—Prof. Henry N. MacCracken of the English department of Yale has set the university...

Some Fantastic Definitions.

"This week I offered some simple tests in definitions to college Juniors and freshmen. I received answers like the following: 'An abnostic is one who believes just what he thinks.'"

Methods of Teaching Definition.

"One word on the practical effects of all this, how shall we teach definition? Let me suggest some ways which I have found useful in my own teaching."

WANTS BRIDGE OUT OF PARK.

Extension of Brooklyn Structure In Unwisely, Says Society. The extension of the Brooklyn Bridge into City Hall Park has been made the subject of a protest by the American Scenic and Historic Preservation Society...

Sees William J. Burns for \$10,000.

William J. Burns was sued in the Supreme Court yesterday for \$10,000 damages for personal injuries by Samuel...

"I'VE NO BOSS," SAYS GLYNN

Continued from First Page. Insurance, linked with the soothing effect of time, are quite certain to bring about an agreement on the remaining four...

GOVERNOR MARTIN H. GLYNN



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ments part of the State government and under me the head of every department will be expected to render loyal and efficient service to the public...

They Will Know State's Condition.

"Anyway, we will know at any time the exact financial condition of the State. Departments will not be allowed to run amuck in the expending of their appropriations...

Favors Brake on Contractors.

"I am not certain that my suggestion is practical, but I give it for what it is worth. I have a notion that if the State roads were built on specifications which compelled the contractor who built the road to maintain it in a decent condition...

Time to Take Up Water Power.

"I would not presume to say how it should be used. That is a problem for engineers, but I do presume to say that we ought to commence to discuss, and plan, and to put into operation methods whereby it can be used."

Fitness of Men for Positions.

"This observation of course applies to the more important positions. To the minor positions, the duties of which are merely of a clerical or mechanical nature, a written examination is undoubtedly...

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importance, and promote the material welfare of the men, women and children within our borders. 'Just for a moment I want to assume the role of a prophet to say that some day some man with a brain cunning enough to start a good business Government, a Republican Governor, and from my experience with him, when we were working hand in hand together for the general welfare of the State, I am convinced that the difference in political opinion cuts out little feuds between men who have the real welfare of the State at heart.'"

"I have no pet project in this matter, and I would not know where to begin if the opportunity were offered to me. But it is a big question, one of the biggest of the day, and I would like to help start it on its way."

"I have no desire to try to rewrite the Ten Commandments into political profit for myself. We have had so much for the public life in recent years without getting any further than we were half a century ago that I want to leave that kind of agitation to other people."

Wants to Be Business Governor.

"I don't want to be, and I will not be, a mere political Governor. I would like to be a good business Government. 'That was my motto while I was Comptroller, and I believe that is the record I left as Comptroller. During those two years I served under Charles E. Hughes, a Republican Governor, and from my experience with him, when we were working hand in hand together for the general welfare of the State, I am convinced that the difference in political opinion cuts out little feuds between men who have the real welfare of the State at heart.'"

"One thing that I would like done is to have the United States Government do what it ought to do in relation to the Hudson River. This State has spent \$150,000,000 to build the Erie canal."

"While New York State has profited by the expenditure, so have the States around us. The territory to our west has profited largely, and in my opinion the Erie canal has been a source of profit and benefit to a region of the United States populated by over twelve millions of people."

"In return for this great expenditure of large value to a section of the United States, the Federal Government has done little or nothing in the way of reciprocity. Outside of the present pending appropriation, the United States Government has spent only \$5,000,000 in deepening the Hudson River."

"Within the last one hundred years the Federal Government has spent over \$500,000,000 on its rivers and harbors, so you see that this State has spent more than one-quarter as much money to make an outlet from the Great Lakes to the sea as the United States Government has spent upon all its rivers and its harbors, and of that \$500,000,000 only \$5,000,000 has come to New York State."

Unfairness at Washington.

"This, I think, is unfair. Of the \$500,000,000 only \$5,000,000 has come to New York, despite the fact that New York, with its immense harbor, has since the foundation of the Federal Government borne the brunt of the system of indirect national taxation, and with the advent of the income tax will bear a far greater brunt of our national expense through our new system of national direct taxation."

"This has come about through the combination of Western and Southern Senators and Congressmen to benefit their own districts, and the Senators and Congressmen from this part of the country have been either impotent or not awake to the possibilities of the situation."

"The opening of the Panama canal emphasizes the need of the United States Government doing more for the Hudson River. The Erie canal ends at Albany. The Hudson River is nature's continuation of the Erie canal."

"It is not fair for any New York city which is unable to take care of the docking facilities which the increase of commerce will demand. It is natural therefore that the Hudson River should be deepened so that it will be able to take care of the eastern terminal of the Erie canal up to the point where it meets the Hudson River from there bear to the east, or to the west, through the Panama canal, the golden artery of freight which is found at Albany."

To Appeal to Administration.

"As the Democratic Governor of New York I intend to call, with all the force within my power, the attention of the Federal administration at Washington to this fact, and to the unfair treatment that New York has received in the past on the question of river improvements."

"I say unfair for this reason: only \$5,000,000 has been spent by the Federal Government upon the Hudson River in opposition to our \$150,000,000 upon the Erie canal. Whereas upon the Hennepin canal, which connects Lake Michigan with the Mississippi River, the United States Government has spent over \$7,000,000."

"The Hennepin canal may be a great engineering project, but it is of very small commercial importance. If the Federal Government would deepen the Hudson River New York would get the full benefit of what we have spent upon the Erie canal."

"In the last few years the average yearly tonnage of freight on the Hudson River has been 3,868,795 tons, and the average yearly value of that tonnage has been \$35,924,444, and yet outside of the pending appropriation the United States Government has spent only a little over \$5,000,000 on improving the Hudson River. Five millions of dollars expended upon the Hudson River, compared with \$7,000,000 expended upon the Hennepin...

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canal with little tonnage of small value, shows the unjust policy that Washington has been pursuing toward the waterways of New York State.

Money Given to the Kanawha.

"Down in West Virginia they have a river known as the Kanawha. In 1911 its tonnage was about 1,400,000 tons, and the value of that tonnage was less than \$5,000,000. Yet for the improvement of this river the United States Government has spent almost as much money as it has spent upon the Hudson."

"In the shoal canals of the Tennessee River near Chattanooga the United States Government spent so much money that the total expenditure for improvements represented a cost of \$11.91 for every ton of freight carried through the canal. If this same proportion had been observed in the treatment of the Hudson River, the United States Government would have spent upon it in the past something like \$5,000,000 instead of \$5,000,000."

"For every ton of freight carried through the lock of the Wabash River at Grand Rapids, Ill., the Federal Government has laid out an expenditure of \$56. If this ratio had been observed in the treatment of the Hudson River the United States Government in the years gone by would have spent upon the Hudson River \$24,000,000 instead of \$5,000,000."

"The Federal Government has spent \$20 a ton for every ton of freight carried on the Big Sandy River and its forks. That same proportion of expenditure would have meant an expenditure of \$700 million instead of \$20 million in the last one hundred years."

"I mention these facts to show the business interests of New York State that they have not received fair treatment from the Democratic administration at Washington a more decent treatment of New York's waterways."

STATE HIGHWAY REFORM TO SAVE \$500,000 A YEAR

Consulting Engineers Outline Reorganization Under a Chief Engineer.

ALBANY, Nov. 1.—John N. Carlisle, Commissioner of Highways, has a report from the board of consulting engineers, composed of Harold Parker, George C. Duell and William de Henery, Washington, which deals largely with a scheme for the reorganization of the Department."

"It is estimated that this reorganization will effect a saving of from \$300,000 to \$500,000 a year and increase the efficiency of the Department. To carry it into effect an amendment to the highway law must be made, although many important changes can be adopted now."

"In outlining its plan the consulting engineers say: 'Responsibility must be so placed that it can not be shifted or avoided without detection, and that if any unit fails to respect its responsibilities it will be taken up automatically and discharged under emergency conditions until routine can be reestablished.'"

"The suggested reorganization puts highway construction, maintenance and the supervision of town highways under the direction of a chief engineer. The State is divided into nine divisions, each in charge of a division engineer. In the field work each division is divided into seven sections, with an assistant engineer in charge of each."

"The plan of reorganization cuts down the number of patrolmen, and substitutes the system of maintaining highways by the section gang system, as followed on the railroads."

"The board points out that there are at present about 4,000 miles of State highways and 8,000 miles of county highways, a total of 12,000 miles. It is especially urged that a careful and impartial study shall be made to determine a proper State and county highway system, the approximate cost and a sound financial policy, as an examination of the road map indicates that many roads are unwisely included in the present system."

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where it was identified by John Whalen of 423 East Eighty-second street. Mr. Whalen said he did not know where Mr. Batin lived.