

STREET HEADS OF "L" RAILS.

Health Board President Declares He Will Thus Enforce Reforms.

GOULD TO HIT AT CROKER.

Full Details of the Manhattan Auto-Truck Dicker to Be Made Public To-day.

EXPERTS ON THE "L" STRUCTURE

Belief That They Will Report That It Is Unsafe and That Trans Should Not Be Run Over It.

MURPHY DETERMINED TO ENFORCE REFORMS.

Since the report of Expert Gardner was filed with this department, six weeks ago, in reference to the weakness of the Manhattan "L" structure, the railroad company has had 1,000 men at work overhauling the structure and making repairs. These men have worked day and night and Sundays, especially on the Ninth avenue road, which is the oldest of all the structures. I know these to be facts, because I have had men watching the structure. This is itself evidence that the Manhattan Company knows that their structure is unsafe at points. I do not care to make such a general public. Such a course might be the means of frightening timid people. But as soon as I am assured that the structure is unsafe, either as a whole or in any of its parts, I shall ask the Mayor to stop the running of trains at once.—STATEMENT BY COLONEL MICHAEL C. MURPHY, PRESIDENT OF THE HEALTH BOARD.

The Mayor took no action yesterday on the Municipal Assembly ordinance requiring the Manhattan Elevated Railway Company to run trains on all its tracks at five-minute intervals at all hours of the day and night.

It is believed the Mayor may sign the ordinance today. It is believed the Manhattan company is about to ask for an injunction restraining the Mayor from taking any action. Mr. Gould is said to have taken the question of the ground on which action would be based on his powers. This theory of the case is based on the assumption that the right under which the elevated roads are run was conferred by the Legislature.

It was further said yesterday that Mr. Gould was making a statement of the negotiations between his company and the Auto-Truck Company, which would be made public. Mr. Gould is said to have said that he will put an entirely new aspect on the case. No information on this subject could be obtained. Mr. Gould, however, said the report that the Manhattan company was negotiating with the Westinghouse Electric Company was untrue.

The "L" Road's Contention. The Manhattan company will take the position in this fight that the Health Board has no jurisdiction over it whatever, and if that Board presses this point, the courts will be resorted to. The Manhattan company will also maintain that only experts can determine the question of the safety of its structure. As to the change of motive power, the Manhattan company will contend that it is not in its power to make such a change. It will be exercised without regard either to the Municipal Assembly or the Railroad Commissioners. It contends that it is necessary now to complete the plans and make the contracts.

Charles H. Gardner, attorney for the Manhattan company, yesterday filed with the County Clerk a duplicate original certificate of the increase of the capital stock to \$48,000,000.

President Murphy, of the Health Board, is busy getting ready to spring the greatest surprise that has yet been offered in the present fight. His experts, who have been investigating the safety of the structure, will, it is believed, report that it is unsafe. The running of trains will then be stopped. President Murphy said yesterday.

It is absurd for the Manhattan Company to say that the action of this Board was inspired by Mr. Croker. I never spoke to Mr. Croker about this matter. He had been investigating the safety of the structure, and that was at the Democratic Club, long before the breaking off of negotiations between the Auto-Truck Company and the Manhattan Company. We had been at the elevated roads to make their stations sanitary since June 1, and the matter had been made public through the newspapers. Mr. Croker said to me: "Well, I see you've got a fight on your hands," and that was all that was said on the subject.

Says Gould Isn't Sincere. "The Manhattan officials have been insincere in this matter from the beginning. A week before the report of Expert Gardner was made public I myself handed it to Charles A. Gardner, the attorney for the company, saying that it related to a matter which might interest him. He read it and handed it back to me without a word. "When we demanded that the car must be run at the close of the day's business the company promised to do so. They fulfilled the rug on one night and that was the end of it. My inspectors have been watching them ever since, and on no occasion have they fulfilled their promise. They doubtless thought that we would relax our vigilance and so fell back into their old habit of indifference.

Now as to this drip pan matter, we shall force the 850 orders regarding drip pans issued by this department. No matter what comes of the ordinance in the Municipal Assembly.

As soon as the reports of the experts who have been investigating the safety of the structure are all in I shall make them public. If these reports support the results obtained by those experts who have already reported I shall stop the running of trains.

Mr. Croker refused to talk further yesterday in reference to the Manhattan Elevated Railway complications.

CLARENCE W. HALL, TENOR, IS MISSING.

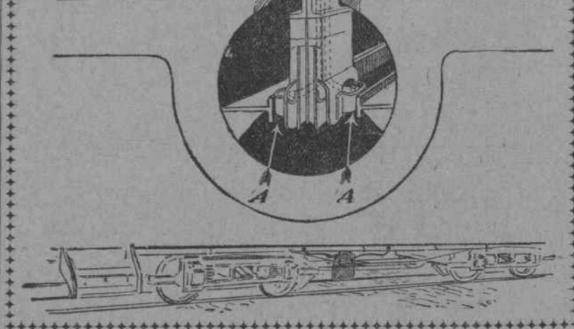
His Mother and Brother Have Been in Poor Circumstances for Some Time.

DIRT IN THE SLOT SETS OFF TROLLEY CARS ABLAZE.

Flaming Chariots on Sixth Avenue Due to the Blizzard.

CONDUITS CATCH REFUSE.

This Destroys Insulation and Allows the Electric Current to Escape to the Car.



How the Underground Trolley Sets Fire to the Car.

Dirt entering the conduit through the trolley slot (C C) gathers along the underground rails by which the current is transmitted to the motors through the "wipers" (A A) and the wires (F F). Friction caused by the dirt destroys the insulating material, which allows the current to escape and ignite the woodwork of the car.

At Twenty-third street and was run the way to Thirty-fourth street before the passengers were allowed to get off. A woman passenger made a flying leap from the front platform and escaped injury by what seemed to be a miracle. She asserted that her dress had caught fire from the burning foot.

The instances quoted are only a few of those that have been observed by travelers. At first it was believed that the fires were caused by defective machinery, due to the haste with which the equipment was put in, but as there has been no relief in the past month when the line was brand new it became necessary to hunt for another reason. And so it comes that all the trouble is laid to dirt.

Depending from the bottom of every underground trolley car is an arrangement called a "plow." It is a heavy slab of steel projecting from it at the bottom on each side is a copper shoe, called a "wiper." These "wipers" are pushed outward by springs, which hold them against the rails under the tracks that furnish the electric current.

Running up through the "plow" are the wires that connect with the motors, which are geared to the wheels. As long as no foreign surface is encountered either in the slot on the street level or in the conduit, there is no trouble, but dirt causes friction that rubs off the insulation of the wires and wipers and results in sheets of fire that shoot up out of the conduit and into the woodwork of the cars.

The blizzard is said to be responsible for much of the difficulty with which the line is laboring. In some sections of the work it was necessary to do it so hurriedly that the drainage arrangements were faulty. The conduits, carrying mud and all sorts of refuse, water stands in the conduits in many places, offering a good conductor for the "vagrant" currents that are liable to "plow." It is not uncommon for a blaze of fire to shoot from the slot for a block each way from a car in distress.

On February 21 car No. 271, crowded with passengers, caught fire between Forty-first and Forty-second streets. A panic resulted in spite of the efforts of the motor-man and conductor to allay the fears of the passengers.

On February 24 a crowded car caught fire at the corner of Sixth avenue and Thirty-ninth street, causing another panic. The employees of the system were compelled to get water in buckets to quench the flames. Wednesday evening car No. 1,619 caught

CUNARD COMES DEADLOCK ON THE CANAL AMENDMENT.

Cuts Its Rates to Europe to Meet the White Star and American Lines.

House Conferees Oppose Provisions Requiring Work to Begin at Once.

Washington, March 2.—The House and Senate conferees are in a deadlock on the Nicaragua Canal amendment to the River and Harbor Bill. Senator Frye, Ekins and White, on the part of the Senate, have agreed to a report on the bill with the canal rider eliminated.

Representatives Burton, Reeves and Catchings, on the part of the House, decline to agree to a report which contains the Senate provision for the canal, or any other provision which would mean the immediate inauguration of the work of construction. If both sides remain firm the River and Harbor bill will fall to become a law.

With it will perish the Nicaragua Canal bill. But in this event there will very likely be an extraordinary session of Congress.

Senator John T. Morgan, of Alabama, foremost advocate of the immediate construction of the canal, is ready to talk for any length of time between now and Saturday noon to prevent the passage of appropriation bills unless Speaker Reed permits the House conferees to accept the canal amendment to the River and Harbor bill.

There are other conferees who doubtless will aid Senator Morgan in compelling Speaker Reed to allow the Canal bill to pass or to accept the responsibility of forcing an extra session of Congress.

In the present condition of Senate business, four Senators, or, for that matter, five or three, would have a comparatively easy task in forcing an extra session.

Four great appropriation measures—the army, navy, sundry civil and deficiency—have not yet become laws. The failure of any one of the four would compel an extra session, because they are supply bills, and without their passage the national machinery would stop July 1, the close of the fiscal year.

After the conferees on the River and Harbor bill adjourned late to-night, still not being able to agree an extra session seemed assured because of the expressed determination of Senator Morgan to accept the issue made by the Speaker.

HUGGER LANDS IN JAIL.

Corgendi is Arrested on Complaint of Many Victims in Paterson.

Tony Corgendi, twenty-nine years old, was sent to jail in Paterson, yesterday, on a "Jack the Ripper" charge. He had been arrested by Patrolman O'Brien on a description given by a number of women who had been made his victims, and who will appear against him.

Corgendi has for three weeks lurked behind trees, particularly on Cross and Elm streets, and jumping out at women passing, lunging them, despite their protests, and taking to his heels.

Advertisement: "Wants" in Sunday's Journal. There was a man whose fortune was— Well, really, quite a fortune. Till he took a friend's advice and put an "Ad" in the SUNDAY JOURNAL. Best Results! Quickest Results!

GAINT JEFFERSONS AT BANQUET.

Dinner to Be Made an Affair of National Significance.

OPERA HOUSE ENGAGED.

Democrats from All Over the Country Will Be Invited to Come and Speak.

The Thomas Jefferson banquet, to be given by the Democratic Club, at the Metropolitan Opera House on April 13, as already announced in the Journal, is intended to eclipse in magnitude and splendor any social-political function yet given in this city. It is the purpose of the leaders to sound at it the battle-cries with which the Democracy of New York will enter upon the Presidential canvass of 1900. Fourteen or fifteen hundred more in the boxes, will listen to Demosthenic orations as expounded by the orators, while the feast itself is to be as elaborate as the most expert chefs can make it.

The Board of Governors of the Democratic Club meets again to-night to talk over the general plans for the banquet. The committees named on Tuesday to devise ways and means for insuring its success are to make preliminary reports to-morrow night.

Richard Croker has thrown himself heart and soul into the plan and is seeking to make it one of tremendous national significance. He has secured the services of the Committee on Invitations and Speakers. His associates are President Ferry, Governor Roosevelt, Senator Morgan, E. Carroll, Corporation Counsel John Walter, District Attorney Asa Bird Gardner, C. E. Johnson, Senator Thomas, and Grant. James Shepley, the right bower of Hugh McLaughlin in Kings County; Thomas F. Smith, and Adrian Klerman.

Richards' chief aim is to secure a long list of Democratic statesmen and orators, from which will be selected a list of speakers. The number of distinguished guests, Chairman Croker said yesterday, that not a single invitation had yet been sent out. Perhaps some would be decided upon to-night's meeting.

Senator Gorman Expected.

Members of the Democratic Club expect to see among the first on the list the name of Senator Arthur P. Gorman, the Democratic leader of the upper house at Washington. It is not known whether the van of the fight against McKinley and Algerism. Some Tammany Hall leaders are projecting from it at the bottom on each side is a copper shoe, called a "wiper." These "wipers" are pushed outward by springs, which hold them against the rails under the tracks that furnish the electric current.

New Tammany Clubhouse Opened.

The Tammany organization of the Seventh Assembly District opened its new clubhouse at No. 240 West Fourteenth street, last night. There was music and a speechmaking, and Leader Boyle was given a huge floral design. Assistant District Attorney McCalland, Gen. Donovan and J. E. Donovan made short addresses.

STRIKERS USE THE OFFICIAL BOARD.

Victorious Bridgemen Post a Bulletin Announcing Their Victory and Tere Down the Old Notice.

Not content with winning a signal victory over the Brooklyn Elevated Railroad, the motormen and conductors of the Bridge trains are triumphing in a bold manner.

In a strike of twenty minutes, the men who operate the Bridge trains won the promise not to discharge fifteen men, who were to have been laid off, and not to put into effect a fantastically obnoxious time schedule, which was far more the cause of the strike than was the threatened reduction in wages.

In a consultation between a committee of the Bridge men and Receiver Uhlmann and General Manager Cornell these terms were agreed to.

On the official bulletin board, in the conductors' room, at the Brooklyn end of the Bridge, the obnoxious schedule had been placed prominently, in the very center.

In its place yesterday, in the same position on the official board of the railroad company, the following was put up, and every conductor and motorman smiled with great triumph as he saw it.

"Report of committee of the motormen and conductors: "Gentlemen:—The old schedule is to remain as it is until a new one, which is to be an improvement over the present one, is posted, and approved by the men."

Thos. E. Hacker, Thos. Kelly, Jas. Robertson, Jos. Bahr, Committee."

"That's the place to put it up—just where the company put the one we wouldn't have," said the men.

FOR SOLDIERS' FAMILIES.

Concert to Be Given March 11 in the Ballroom of the Waldorf-Astoria.

Arrangements are almost complete for the concert to be given on the evening of March 11 in the ballroom of the Waldorf-Astoria for the benefit of families of soldiers and sailors. Miss Helen Gould, Mrs. Russell Sage and the host of other leaders in society are exerting themselves to the utmost to make the affair a great success.

Mrs. Henry Clarke Coe, chairman of the Committee on Music, is preparing a rare treat for her friends.

General Merritt and staff and Commandant Phillip and the officers of the Navy Yard have promised to be present.

New Ferryboat Cost \$200,000.

The double-deck ferryboat Philadelphia was launched at Backs shipyard in Chester, Pa., yesterday. The official name of the Pennsylvania Railroad, the Philadelphia is said to be the largest ferryboat ever built in this country and the Twenty-third street station. Length is 208 feet, and her estimated cost

STANDARD OIL HOUNDED HIM.

Former Employee Pursued by Agents to Force Him Into a Contract.

QUARTET OIL IN A TANK.

Four Grades All Drawn from the Same Barrel and Competitors Driven Away.

Newark, N. J., March 2.—Attorney General Mottet struck oil in rich quantities while drilling into the methods employed by the Standard Oil Trust to-day. To-morrow is the last day to take testimony, as under a ruling of the Supreme Court all deposits and testimony in the case must be in the hands of the Master Commissioner before March 4.

Newark was the field of operations to-day, and Attorney-General Mottet says this is the richest strike yet made. To-morrow the last testimony will be taken in this city.

W. A. Clark, a former employee of the company, who declared yesterday that the agents were instructed to sell any kind of oil handled by competitors, and that in order to do so, they were frequently compelled to draw from one faucet as many as four brands of oil, was put on the stand this afternoon before Special Commissioner Brinsmade.

Clark testified to the manner in which the Standard stifled competition by a system of rebate to favored dealers. Where competition oil is purchased, he was instructed to stamp the barrels as containing from one to two gallons more than they actually hold. "To guard the company against shrinkage," he explained how they sold any brand of oil that a competitor would put on the market, and got as high as four different brands from the same tank.

He testified that when he quit the company's employ here, they caused his arrest on three different criminal charges and then offered to abandon the prosecution if he would sign a certain contract.

He testified that the company handles "prime boiled linseed oil," which is made by warming—not boiling—the oil, and then mixing it down with it. The dryer is cheap, and by not boiling there is no shrinkage. The company, he said, sells miners' oil, which is made of two parts of cottonseed oil and three parts of refuse of the still.

The witness testified that the company mixes gasoline with turpentine, three to four gallons to the barrel, selling the whole as turpentine. He said that the company sells oil at retail to reduce the price of cents to 10 cents, thus forcing other dealers down and increasing the demand for and consumption of oil. The company maintains the wholesale price of 7 or 8 cents and thus profits by the rate cutting.

Clark offered with his testimony a number of letters and documents from various Standard Oil officers to corroborate his statements.

NEVER SAY DIE, THERE'S NOW A COFFIN TRUST.

Manufacturers Claim That Cut Rates in Caskets Have Made It Hard for Them to Live.

Cleveland, Ohio, March 2.—A special to the Plain Dealer from Upper Sandusky, Ohio, says: "A gigantic casket trust is forming. It has leaked out here that several agents of the trust now in process of formation, with headquarters in New York, were here during the past week taking an inventory of the big Stoll Casket Works with a view of including it in the combine. Many of the factories have been running with little or no profit because of cut rates. It is said, and prices will be raised immediately after the organization of the trust."

INSPECTOR KEOGH REMOVED.

Albany, N. Y., March 2.—Colonel Patrick, Superintendent of Public Works, to-day announced the removal from office of William Keogh, New York inspector of steam boilers, of the Inland Water Navigation line. The \$5,000 per year.

SENATOR GRAY WILL BE A JUDGE.

Brave Rebecca Jacobs' Long Struggle to Have Him Released Is Near an End.

HE SUFFERED FOR OTHERS

Real Criminal at Last Brought to Justice Through Her Unremitting Efforts.



Senator Gray, of Delaware.

McKinley Will Name Him for the Third Judicial Circuit.

Washington, March 2.—Senator George Gray, of Delaware, whose term expires March 4, has signified to the President that he would accept a tender of appointment as United States Circuit Judge for the Third Judicial Circuit, comprising the States of New Jersey, Pennsylvania and Delaware, and his appointment has been definitely decided upon. The nomination will not be made until after the adjournment of Congress.

A recent act gave an additional judge to this circuit because of the large amount of litigation therein. Senator Gray is a Gold Democrat and was one of the American Commissioners in the recent peace treaty negotiations.

There was no necessity for requisition papers, as Lahtman expressed his willingness to come to New York without trou. He arrived here Wednesday night in the custody of Detective Sergeant McKeag of the District Attorney's office.

Rebecca Jacobs remained in Chicago, rather up evidence which she intends to present to Governor Roosevelt, with the object of having her father pardoned. She was to have left Chicago Wednesday night and she anticipates no further trouble in securing freedom for her parent.

The Chicago detectives say that she is young woman of rare detective instinct. She has letters from Captain Kinley and other Chicagoans relating her part in bringing Lahtman to justice and addressed to Governor Roosevelt.

Bernstein, the man who was robbed, has promised to aid her.

"Love and a Cough Cannot Be Hid."

This old proverb is emphasized by "Janet Callender," the Scotch character in Hall Caine's play "The Christian."

It is this fact of inability to hide that makes the lovers happy, and sends the sufferer from a cough to his doctor.

But there are serious ills lurking in impure blood. "The liver is wrong," it is thought, "or the kidneys." Did it ever occur to you that the trouble is in your blood?

Purify this river of life with Hood's Sarsaparilla. Then illness will be banished, and vigorous health will result. Hood's Sarsaparilla is the best known and best endorsed of all blood purifiers.

Hood's Sarsaparilla Never Disappoints

It acts promptly for both sexes and all ages.

HOOD'S PILLS CURE LIVER PILLS, THE NON-IRRITATING AND ONLY CATHARTIC TO TAKE WITH HOOD'S SARSAPARILLA

Advertisement: "Wants" in Sunday's Journal. There was a man whose fortune was— Well, really, quite a fortune. Till he took a friend's advice and put an "Ad" in the SUNDAY JOURNAL. Best Results! Quickest Results!