

VOICES BLOOM GIVEN TO THE FORBID.

In Spite of the Presence of a Thousand Protesting Citizens Thirty-three Senators Decide That Amsterdam Avenue Shall Have No Relief.

Two Views of the Effect of the Assembly Bill.

To the Editor of the Journal:
The action of the Assembly this afternoon in passing the Amsterdam avenue bill by unanimous vote clinches the argument in favor of the measure without amendment. It is my opinion that the Senate in the shape that the people want it, and not in the shape that the railroad corporations want it.
EDWARD H. FALLOWS,
Member of Assembly from the Twenty-first New York District.

To the Editor of the Journal:
The bill as it passed the Assembly is not worth ten cents. It simply provides that the rails on Amsterdam avenue shall be a certain distance from the nearest curb, but it does not provide for the operation of the road. I drew the amendment to the bill presented at yesterday's meeting of the Railroad Committee. I shall insist upon the adoption of the amendment.
THOMAS F. GRADY,
Senator from the Fourteenth District.

The Amsterdam Avenue thousand yesterday started out in two trains to give the weight of their presence and the comfort of their sympathy to their champion in the Senate in Albany in his fight to preserve the avenue from the four-track infliction with which it is threatened.
The Amsterdam Avenue thousand returned at night, straggling back at whatever hour the New York Central Railroad was pleased to let the special train through and a very angry thousand it was.
The members of the legion had seen their champion beaten in the fight, heard his motives questioned and his methods impugned, and witnessed a defeat of the principles they came to endorse.
By a vote of nearly two to one the Senate buried Senator Ford's motion to consider his bill without the Grady amendment, which he declared emasculated the Amsterdam avenue bill and made it a measure for the street railroads' benefit instead of a weapon by which they could be controlled.

The thousand were received at the Capitol outwardly with respect, but in the debate they were flippantly referred to as "eleven carloads of constituents," and the hostile Senators made use of their presence to jeer at Ford.
Chief among the destroyers of the bill is Senator Grady. The full weight of his prestige and his sarcasm was brought to bear to down Ford. With him, of course, was Senator Raines, Senator Featherston, who offered the Grady amendment in the first instance, was not heard from. Occasionally during the fight he straggled over and whispered to Grady and then faded back into the murk of the mass, but that was his only appearance. Ford fought as valiantly as in a gladiatorial, but really made his fight alone.
The Bill a Live Corpse.
The Amsterdam avenue bill is by no means dead yet. Many of the Senators in explaining their votes made it clear that they were voting less against the bill than against Ford. The bill will now come before the committee of the whole and will probably go through finally, plus the objectionable amendment.

The citizens' movement was fine and inspiring in its earlier stages. A full thousand were on hand, and as they boarded the trains they received their best wishes in the ribbon, on which was printed this legend:
LIFE AND LIMB
VERSUS
RAILROADS.
AMSTERDAM
AVENUE.
ANTI-GRAB.
In the baggage car were transparencies with bold denunciatory sentences, such as: "The People's Voted Rights in the Streets versus the Corporation's Greed," "No Slaughter House in Amsterdam Avenue," etc.
The train got off in two sections on time, and every man aboard felt he was going forth to victory. It was the exaltation of every cause, but the work we go to do is to be done at that hour we will stay there until it is done, and the train will wait until we are ready.
"Hurrah!" came the response from the crowded coaches. "We'll stay all night if we are needed! We'll stay a week if it is necessary!"
On disembarking at Albany the crowd formed rapidly into a long procession and, two by two, marched the Capitol. The Albany folks were out in numbers to watch the peaceful invasion. Up the hill marched the long line, the two clergymen in the lead, and a number of the transparencies telling the purpose of the crusade.
An Imposing Parade.
Among the organizations represented in the delegation were the West End Association, the Real Estate Board of Brokers, the Board of Trade and Transportation, the Hotel Grocers' Association, the West End Medical Association, the Social Reform Club, the Colonial Club, the West Side Club, the Riverside Republican Club, the League of American Wheelmen, St. Michael's Episcopal Church, Scotch, West End, Rutgers and Park Presbyterian Churches, Grace Methodist Episcopal Church, the Roman Catholic Church of the Holy Name, First and Riverside Baptist churches, the parishes of the Cathedral of St. John the Divine, St. Luke's Hospital, the Home for the Blind, the Methodist Home for the Aged, Bloomingdale Nursery, Columbia University, and a number of the public and private schools in the neighborhood. There were also recognized labor and other reform organizations.
The view of the great serpent of men as it invested the Capitol Park and trailed up the steps of the Capitol building was extremely impressive.
At the door they were met by the Governor's secretary, Young, who led them to the executive chamber, and directed them to the Senate. The procession did not break ranks, but slowly wound up the grand staircases and through the corridors until it passed at the portal of the Senate. There Senator Ford met his constituents. He had explained their coming, and the usual courtesy of the privilege of the floor being obviously impossible the Senate had taken a brief recess to receive them. This recess was employed in finding space for the visitors. Some were smuggled onto the floor and the rest were tucked away in the galleries, where they could see and hear every move in the battle wherein they had so much at stake.
Senator Ford started the talking. He said he had studied over the amendment for two days, and had come to the conclusion that it was offered not to help in

the objects for which the bill was introduced, but to delay and hinder it.
"Its effect," he said, "is to emasculate the bill and impose on the city of New York burdens for the wrongdoing of railroad companies which the city ought not to bear."
Grady stopped him with a point of order. There was no motion before the House.
So Ford made his motion and spoke to it, while the Amsterdam avenue people listened with rapt attention in the galleries.
There was no amendment necessary, he declared, and the bill as it stood, and there was no necessity for special provision to compensate a railroad company for depreciating property and killing children.
"I would bet," cried Ford, "if I was a betting man, that there is nobody knows what that amendment means. I have studied it for two days and do not know the slightest thing about it."
"The railroads have no need of a special provision to compensate them for possible injury. They have the same remedy against damage as every other citizen under the law and under the terms of my bill."
Grady for Immediate Relief.
"Amsterdam avenue wants immediate relief. It does not want to wait during five years of litigation, as this amendment will compel. The open hostility of those who declare they want more time to consider the bill ought alone to arouse suspicion. I am convinced the purpose of the opposition and this verbose and complex amendment is to emasculate the bill and warrant the Mayor in vetoing it."
"They want to treat this bill to the same fate it suffered last year. But I will not permit this bill to die such a death."
Senator Ford warned to his subject and began to tell the Senate of the penalties for destroying the bill.
"Never," said he, "has there been an issue so clearly defined. Never were we face to face with such a situation. It is a straight stand-up fight between the corporations and their interests and the people and their rights. As you vote on this bill you must stand when the line is up against the corporations. I want these amendments stricken out!"
He continued: "I don't if the railroad has any right on the avenue at all. I do not want any amendment that will legalize its presence there!"
Then he rose Grady, and saying he regretted having to say so in the presence of eleven carloads of Ford's constituents, declared that the Senate's opposition was the most extraordinary and unusual he had encountered in the course of his twenty-two years of Legislative experience. Ford had said that after two days' study of Grady's amendment, he was unable to understand it. How, then, asked Grady, could he expect the Senators to understand it after a mere reading?
The fight was hot and fierce now. The Senate chamber, packed to the doors, was as silent as a tomb when Ford and Grady and their fellows made the issue.
"Did you not yourself offer an amendment?" shouted Grady, shaking his finger at Ford.
"I did two weeks ago, when delay would have killed the bill," was Ford's answer.
"The Senator gives the impression," said Grady, resuming his regular oratorical tone, "that this amendment is offered for the benefit of the people, whereas he himself offered an amendment before the committee of the whole which was going to be betrayed into a discussion on the merits of the bill. When it is of the class of the Senators who come before the committee of the whole I will be glad to show that it is not quite so much in favor of corporations as the present section of the bill, but there is more to the city of New York than these four tracks on Amsterdam avenue, and the presence of this large, intelligent and respectable audience among which I see some very good friends, does not justify the overturning of the usual observance of the rules of this Senate."
Mr. Grady denied that there was any trickery about his amendment. He had given copies to the people in the hands of Senator Ford, two days before, and had not understood how the press had misused it. As a matter of fact, he said, he was imprompted by a score of correspondents for news of his proposed action in regard to the Amsterdam avenue bill, but refused to say a word. This, however, is an extraneous truth, and has nothing to do with yesterday's proceedings in the Senate.
And Raines Takes a Hand.
Then it was Raines' turn to speak his piece. He spoke it very well.
"I should regret," he said, "with much courtesy, that the people of eleven carloads of the constituency of the Senator from the Nineteenth District to suggest that he has been in any way misled, the facts compel me to attribute to him a request for permission to amend his bill. This measure would have been reported earlier only for the tactics and insinuations of a member from the Nineteenth District to force a report hurt his cause. Now, I desire to say that all that is sought by this amendment is that a proper method should be provided for adjudicating the equities between railroad corporations and the people. The position of Senator Ford is a curious one. He does not want this amendment because it will delay the bill, as he alleges, but how about the amendment which he himself suggested to the committee?"
Raines seemed very angry. He shot out his words and at last subsided with a half-answered ejaculation, of which only the words "Clap-trap oratory" could be understood.
The white hedges in the galleries fluttered with instant indignation, but subsided as Ellsworth arose and, rather to the surprise of the friends of Amsterdam avenue, came to the support of Ford. Ellsworth attempted no oratory. He simply said the case was urgent and Ford's course was justified.
"Let us," said Ellsworth, "strike out the amendment. Then the bill will be sent to the committee of the whole, and at that point, any Senator may offer an amendment."
Senator Brackett smoothly asserted his surprise that Ford should hesitate about

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Hanna, Alger, McKinley—"Bravo! Encore!"

J. P. MORGAN NOW HAS THE LEHIGH.

To-day \$3,000,000 Will Be Paid by Drexel & Co., of Philadelphia, to the Packer Estate on an Option Secured in 1897—A Strong Hand Is on the "Coalers," and Production Will Lessen While Prices Go Up—The Independent Producers Will Be Bought Out or Frozen Out of Competition.

J. Pierpont Morgan has now absolute control of the Lehigh Valley Railroad Company. Since March, 1897, he has held an option on a block of 150,000 shares of Lehigh Valley stock belonging to the Packer estate. The right to purchase this stock was exercised yesterday, and \$3,000,000, the cash covering the entire transaction, will be paid to the trustees of the estate, in Philadelphia, by Drexel & Co.
This operation by Mr. Morgan tends to still further simplify the work of the various financial interests owning the coal production and carrying roads, in preventing competition and curtailing production. Mr. Morgan now has in his control the Lehigh Valley, the Reading Company and the Erie Railroad. The Vanderbilts control the Lackawanna and the Delaware & Hudson and have large holdings in the Ontario & Western. George F. Baker and President Maxwell, of the New Jersey Central, have a major interest in the Erie, and the new line could get no tonnage. This has been done.
The People Iron Company has just taken over the independent colliers, formerly operated by Simpson & Watkins, of Scranton. The Scranton Coal Company, which is owned by the Ontario & Western, has also acquired several independent mines.

Goal Roads Controlled by J. Pierpont Morgan.
Erie Railroad, Reading Company, Lehigh Valley, New York, Susquehanna & Western.
With the Vanderbilts and other magnates he controls:
New Jersey Central, Delaware & Hudson, Lackawanna, Ontario & Western.

The new deal between the roads is for the purpose of retreating the independents out of the way, now that disensions have ceased in their own lines by the change in the management of the Lackawanna. At the time the option on the Lehigh Valley stock was given to J. P. Morgan & Co., and Drexel & Co., the Packer estate was heavily in debt and the Lehigh Valley Railroad found it difficult to meet its fixed charges. Certain improvements were necessary which would increase the earnings of the road, and these banking firms undertook to float an issue of \$5,000,000 of collateral trust bonds out of an authorized issue of \$15,000,000.
The Packer estate gave an option on its holdings of 150,000 shares, and other large blocks of stocks were purchased by the banking firm. The option carried with it a voting power, and in April, 1897, there was a change in the management of the road, in which Edward T. Stotesbury, of Drexel & Co., and Charles H. Coster, of P. Morgan & Co., became members of the Board of Directors.
Lehigh Valley stock was selling at that time around \$24 a share on a par value of \$50. At the present time the price is about \$29 a share. Mr. Morgan, it is understood, obtained this big block of stock at about \$20 per share.

asked him if his company would not pay for the Third Avenue subway to remove the tracks from Amsterdam avenue. Mr. Fulton says Mr. Whitney after talking the matter over with consulting Mr. Stebbins, of the Metropolitan Company, said:
"Yes," and continued, "It cost the city about \$100,000 a mile to lay their tracks. How far along the avenue do they extend?" He was told about two and three-quarters miles, and replied, as Mr. Fulton says: "We'll give them \$200,000." The offer Mr. Fulton says, was laid before Mr. Lantierbach.
CROKER WILL TALK TO SENATOR GRADY.
He Declares That He Was and Still Is Heartily in Favor of the Ford Bill.
Richard Croker expressed great disappointment at the Democratic Club last night that the Ford bill had been amended. "I knew nothing about this amendment," said the Tammany Chief, "until I earned it in the afternoon newspapers after it had been adopted. I several days ago expressed myself in favor of the passage of the Ford bill in its original shape, and requested the Tammany representatives in the Legislature to vote for it. Why some of them voted for the amendment I do not know. I shall talk it over with Senator Grady when I see him."
"It is contended by lawyers for the people that the amendment is unconstitutional," Mr. Croker was told.
"I hope that is true," he replied. "You may say for me that still an hearty for the Ford bill in its original shape, and that I shall do all I can to secure its final passage."
Pennsylvania Railroad Company announces a new train to the South and Southwest, with through sleeping cars to New Orleans and Memphis via Washington, Southern Railway and Norfolk & Western Railway, and F. C. & P. R. R. leave New York at 2:40 p. m. daily, commencing March 15.

accepting the amendment, which in his opinion, was all right and quite in consonance with the rest of the bill.
A word from Senator Straahan in Ford's favor encouraged that Senator to make another effort against the idea of relief which he saw was threatening to overwhelm his measure. He told the Senate of the awful condition of the avenue at present, torn up for blocks and with no likelihood of relief unless the Legislature came to its rescue. Again he repeated that the amendment would enable the railroads to fight in the courts for five years, in the meantime doing as they pleased with the avenue.
At last the vote was called for. Before it had proceeded through half its length it was evident that the people were beaten and the railroads had won the first skirmish. Grady and Raines appeared to have foreknowledge of the result of the vote, as they showed not the least curiosity or interest in it, though the ordinary citizens who crowded into the Chamber were tense with anxiety as vote after vote was recorded.
While the vote, 33 to 17 against Ford, was strangely split up between the political faiths, it was a generally noted thing that only three Tammany men, Plunkett, Martin and Donnelly, supported Ford. This was particularly remarkable because in the Assembly the Tammany people were among the most unflinching proponents of the bill without amendment, and the Tammany leader of the House pushed it through.
Sadly the big Amsterdam avenue delegation drifted away from the Senate Chamber. When Ford was asked for his views on the happening he said:
"The threat that my mission would be defeated has been made good." That was all he would say.

3D AVE. ROAD CAN HAVE \$300,000 TO QUIT.
That Sum Offered to It by the Metropolitan Company if it Will Leave Amsterdam Avenue.
Albany, N. Y., March 9.—The Third Avenue Railroad Company has been offered \$300,000 if it will remove its tracks on Amsterdam avenue and depend upon its Boulevard route between Twenty-second and One Hundred and Twenty-fifth streets. The Boulevard tracks are only 300 feet away from the obnoxious and dangerous Amsterdam avenue tracks.
Edward Lantierbach, counsel for the Third Avenue Road, considered the offer, which was made for the Metropolitan Company, but did not accept it.
Thomas A. Fulton, secretary of the Amsterdam Avenue Citizens' Association, stated this to the Journal correspondent to-day, and added that the Third Avenue Company could settle the whole trouble without loss and have as good a route if the offer was accepted.
Mr. Fulton said he and others of the Citizens' Association saw William C. Whitney, of the Metropolitan Company, and

sympathy from Roosevelt.
The heads of the delegation with their disappointment heavy on them, sought Governor Roosevelt and received assurances of his sympathies, and then straggled out of the Capitol building and made their way to the depot.
The Railroad Company treated the delegation without any consideration. The train, which was promised to be ready at a o'clock, was not there, and half an hour

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BIGGER ARMY FOR POLITICAL PETS.

McKinley, Vigorously Prodded, Talks of Calling Out the Final 35,000.

ORDER SIGNED FOR 65,000.

It Provides for the Enlistment of These Regulars, and Will Be Promulgated Soon.

Washington, March 9.—Considerable pressure is being exerted upon the President to induce him to recall the army up to the full number authorized by the compromise Reorganization bill. This pressure comes principally from Senators and Representatives who have sons, nephews or friends for whom they desire commissions in the new army.
Every morning since the adjournment of Congress the White House has been thronged with persons bearing applications of this kind, and the result of continual solicitation is that the President has been induced to reconsider his former determination not to call the 35,000 additional troops authorized by the new bill.
To some of the callers to-day the President said it was possible he might call these new regiments into service, but that he would not reach a positive decision in the matter until after his return from his vacation in the South.
The President signed the formal order to-day for the enlistment of the provisional army of 65,000 regulars. It will be promulgated within a few days.
The organization is as follows: The necessary assignment to the various organizations to be made as rapidly as recruits become available for the purpose:
Cavalry—Twelve troops of 100 enlisted men each, 1200; regimental band, 28; total number of men in each of the ten regiments, 1228.
Each troop of cavalry will consist of one first sergeant, one quartermaster sergeant, six sergeants, eight corporals, two farriers and blacksmiths, one saddler, one wagoner, two trumpeters and seventy-five privates.
Artillery—Twelve batteries of heavy artillery, 120 men each, 1,440; two batteries of field artillery, 120 men each, 240; regimental band, 28; total number of men in each of seven regiments, 1718.
Each battery of heavy artillery will consist of one first sergeant, one quartermaster sergeant, eight sergeants, twelve corporals, two musicians, two mechanics, two cooks and ninety-two privates, a total of 120.
Each battery of field artillery will consist of one first sergeant, one stable sergeant, six sergeants, twelve corporals, two farriers, two musicians, two cooks and ninety-two privates, a total of 120.
Infantry—Twelve companies of 112 men each, 1,344; non-commissioned staff, 9; band, 28; total number of men in each of the regiments, 1,378.
Each company will consist of one quartermaster sergeant, four sergeants, twelve corporals, two cooks, two musicians, one artificer and eighty-five privates, a total of 132.
The battalion of engineers will include 752, making a total in the line of 65,612.
The staff departments embrace the force at the military academy, 250; signal corps, 720; hospital corps, 2,000; ordnance department, 600; commissary sergeants, 100; post quartermaster sergeants, the engineers' company, 75; Indian scouts, 75; recruiting parties, recruits, etc., 500.
The total of the staff is 5,030, which, added to the total of the line, makes an aggregate force of 64,542.

MARIE BURROUGHS, STAR.
Next Season Her Name Will Appear on the Bills in Big Letters.
Chicago, March 9.—Miss Marie Burroughs will star next season under the management of Daniel V. Arthur. Contracts were signed today. The play and her support are not yet decided upon.
Mr. Arthur has an unnamed comedy by W. A. Freeman, author of "Lost—Twenty-four Hours," which Robert B. Elford starred last season, and this may be chosen. At the same time Augustus Thomas is writing a comedy with a society setting, that promises to be just what she wants.
Charged with Neglect of Duty.
Albany, March 9.—Hamilton Busby, State Inspector of horse-traiting associations, is very noticeable. The strange structure is against whom charges of neglect of duty have been made to Governor Roosevelt, was before State Attorney-General Davies today, making answer to the same, the matter having been referred to that officer by the Governor.

At Lone Hill Life Saving Station, ten miles east of Fire Island, a new sea-rope, is very noticeable. The strange structure is the coal barge H. D. Algier, which broke away from the coal steamer Santini and went ashore during the gale on Tuesday. A big bank of sand has formed around her, which extends some distance toward the sea, making a wall and leaving the barge high and dry far in shore.

"Peace Hath Her Victories
No less renowned than war," said Milton, and now, in the Spring, is the time to get a peaceful victory over the impurities which have been accumulating in the blood during Winter's hearty eating. The banner of peace is borne aloft by Hood's Sarsaparilla.
It brings rest and comfort to the weary body racked by pains of all sorts and kinds. Its beneficial effects prove to be the great specific to be relied upon for safety. Hood's never disappoints.
Salt Rheum—"My mother was seriously afflicted with salt rheum and painful running sores. No medicine helped her until Hood's Sarsaparilla was used, which made her entirely well."—ESSIE E. MAPLESTONE, 358 Dearborn Street, Chicago, Ill.
Tired Feeling—"I had that tired, dull feeling, dyspepsia, headaches and sinking spells, but Hood's Sarsaparilla made me a new man. I never was better than now."—JOHN MACK, Oskaloosa, Iowa.

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Ladies' Tailor-made Suits
in Black and Blue Cheviot, also colored Venetian, Scotch, and light-fitting styles; coats tailored, lined, new style skirts, value \$25; value from \$18 to \$23. Special Price, 12.75
Ladies' Tailor-made Suits
in Black and Navy Blue Venetian, light-fitting styles; coats tailored, lined, new style skirts, value \$25; value from \$18 to \$23. Special Price, 15.00
Ladies' Tailor-made Skirts
in Black, Navy Blue, Gabel, Oxford, Venetian, Cloth, also Plain Cheviot, perca line blue, new styles; formerly \$11.50. Special Price, 7.00
Ladies' Bicycle Suits
in Cheviot and Checks, new style, worth \$16.00. Special Price, 11.00
Ladies' Silk Waists
in new styles, all colors, best Taffeta, Silk Waist of these styles, regular quality. Special Price, 5.00
Silk Petticoats
in good quality, Taffeta, Silk, worth \$7.50, six rows. Special Price, 4.00

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