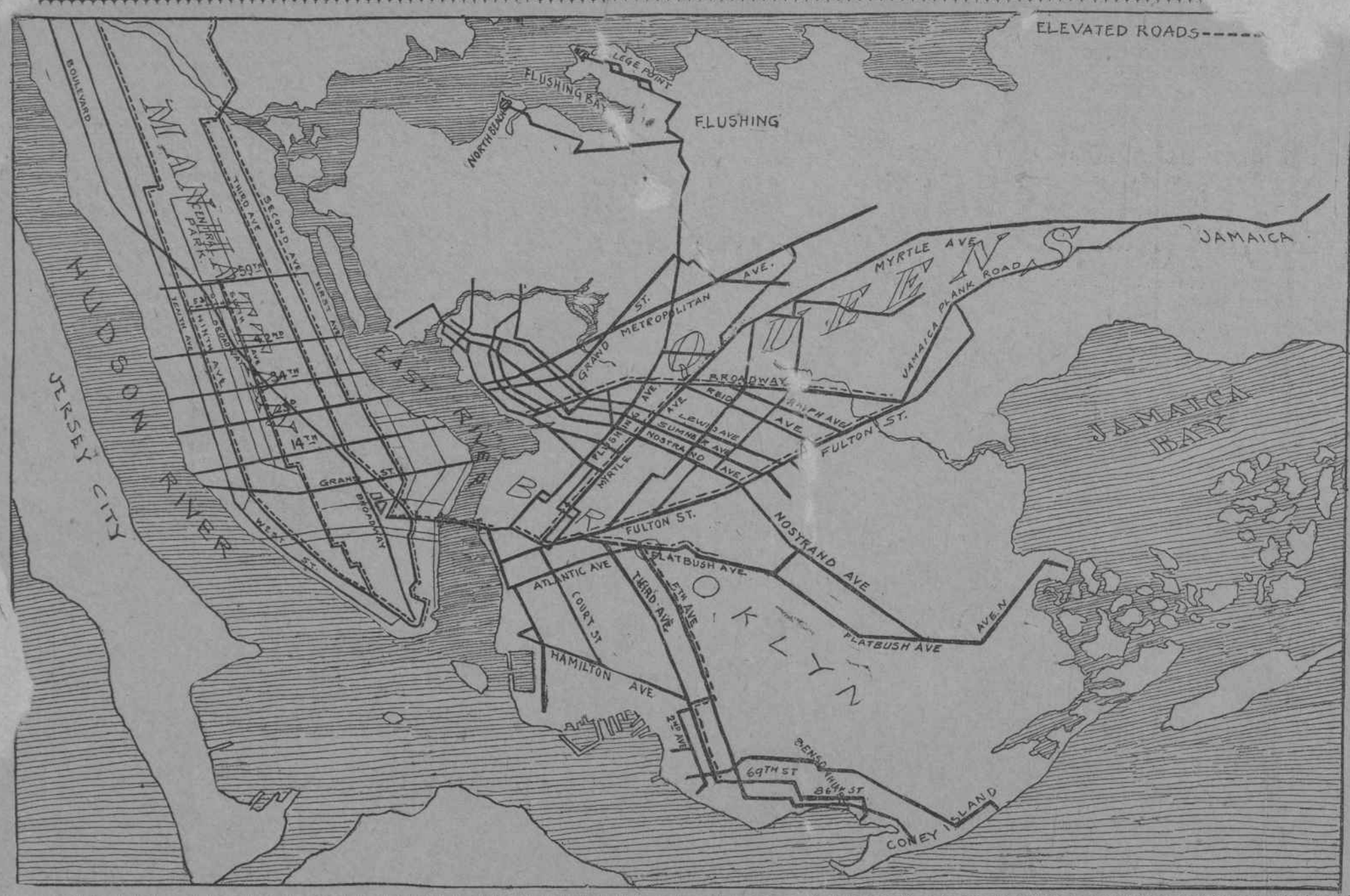
ADMITTED BY ALL BUT ROSS...



Map Showing the Various Lines in the Greater New York Traction Alliance.

VANDERBILTS GET BOSTON & ALBANY

They Secure Control by Lease of the Big New England System.

The New York Central Railroad yesterday obtained control and practical ownership of the Boston & Albany system, and the direction of its new possessions under the Central's management will begin at once.

The deal is entirely the work of William K. Vanderbilt, who, fe. months before the went to Europe, was quietly pushing the scheme, and even during his absence was kept informed of every move.

The terms were fully settled and all the necessary documents to transfer the enormous interests were signed at meetings of the directors of the Central and the Boston & Albany, which were held in this city and Boston yesterday afternoon at the same hour.

There were present at the meeting at the Grand Central Depot Samuel R. Callaway, president, and Directors William K. Vanderbilt, F. W. Vanderbilt, S. F. Barger, C. C. Clark, H. J. Hayden, Samuel D. Babcock, H. McKay Twombly, William Bliss and George S. Bowdoin.

Opposition from Stockholders.

The only opposition to the scheme came entirely from some of the 5,508 stockholders of the Boston & Albany road who believed that the earnings of the road for the last twenty-five years entitled them to be guaranteed, at least, a 10 per cent yearly dividend on the $25,000,000 capitalization in case the deal should go through.

The proposition of the Central's directors to guarantee the payment of an 8 per cent dividend for 999 years was finally accepted, and the lease was drawn and passed upon as correct by the lawyers representing the different interests before it was finally submitted to the directors of both roads yesterday. Reports were read at the meeting from a committee which had inspected the rolling stock and examined the financial condition of the Boston & Albany road, and they were highly satisfied.

The actual transfer by lease to the New York Central on the part of the Boston & Albany turns over the main line of the road from Boston to Albany and all branch lines, the whole comprising 388 miles of track.

The Vanderbilts have long been seeking an entrance into New England, and by this lease they not only get it, but a leverage which, it is said in railroad circles, will afford a wedge to open other interests and extend the eastern end of the Vanderbilt system. The stockholders of the Boston & Albany are given a limitless time guarantee and a market value and status to their stock such as could never be obtained under independent operation of the road.

Lively War Probable.

One direct effect, it is said, of the consolidation will be an open war between the Vanderbilts and the New York, New Haven & Hartford interests. It is predicted that the ultimate outcome of this will be the absorption of the New Haven system by the Vanderbilts. The Vanderbilt holdings in the New Haven stock are now comparatively small, but with the aid of J. Pierpont Morgan and the Rockefellers, who are in control in the New Haven directory, the consolidation between the systems could be easily arranged.

Other contemplated deals were spoken of yesterday in Wall Street in which the Vanderbilts intend to extend their grip on the railroad system of the country. The roads which, it is said, they are seeking to control are the Boston & Maine, Baltimore & Ohio, Fitchburg, Delaware & Hudson and Northwest-Union Pacific. It is expected that it will not be long before the announcement will be made that the Vanderbilt system extends from ocean to ocean.

Boy Train Wrecker Sentenced.

Pottsville, Pa., June 30.—Olive Ohl, the youth who caused a collision between a freight and passenger train on the Little Schuylkill Branch of the Reading Railway, which resulted in the loss of two lives, was to-day sentenced to three years and three months, and to pay a fine of $700. The engineer and fireman of the passenger train died as a result of their injuries.

Quick Results—Best Results.

Journal's unequalled growth in ... advertising—22,664 "Want" ads. ... in June ... last year.

General Manager Vreeland, of the Metropolitan, Says It Is Feasible, and Will Strengthen the Companies---Gould Returns to Philadelphia to Contiuue Negotiations with Widener---Signs in Wall Street.

GEORGE GOULD returned to New York yesterday morning from his conference with P. A. B. Widener in Philadelphia, spent a little while in the Western Union Building, and in the afternoon went back to Philadelphia to continue his talk with Mr. Widener.

Negotiations for control of the Manhattan Railway by the Widener-Elkins-Whitney syndicate, as positively announced in yesterday's Journal, is the reason for the Philadelphia conferences.

It is generally believed by well-informed men in Wall Street that the Traction syndicate now is in a position to dictate terms to Mr. Gould, through possession of a controlling interest in the Manhattan stock, and that this, the first step toward a consolidation of all the transportation lines in Manhattan, Bronx and Brooklyn, is close at hand.

Russell Sage furnished a kind of negative corroboration of the Journal's announcement of the gravity of the present negotiations. He made a great to-do over the report. On its face it is a denial, but reading between the lines it can be seen that nothing but the fact that he is no longer able to control the march of events affecting the Manhattan adds a note of fluster to the ancient magnate's speech.

Russell Sage Talks.

Mr. Sage said yesterday:

"This rumor is simply a rehash of an attempt made by the Metropolitan three years ago to obtain my stock and Mr. Gould's in the Manhattan Company for the Metropolitan. Mr. Gould and I had a verbal agreement that neither of us would dispose of his stock without consulting the other.

"When I was approached, Mr. Gould was in England on his yacht, so I refused the offer of $145 a share made by representatives of the Metropolitan Street Railway Company. I think that J. Pierpont Morgan was behind that offer. There have been no new negotiations since.

"I regard such a consolidation as absolutely impossible. There is too much capital and enterprise in this country to make such a scheme a success. It would not only be impossible from a business point of view, but it would be morally wrong.

"It is not right that one company should control all the street railway business. Give them all a chance. It is not safe to trust to the promises of such a company to reduce fares. The history of combinations shows that if prices do not rise under them accommodations for patrons become less.

"As long as there is competition each company will strive to give its patrons as many accommodations and privileges as it can for the money, even though no company might wish to split a nickel in fares.

"What, for instance, would prevent George Gould, after the formation of such a combination, from selling out his stock and starting a new road, which would do incalculable damage to the combination until it was bought in at an exorbitant price?

"I do not say that he or any other prominent capitalist now identified with street railway interests would do it, but if insiders didn't do it, outsiders would.

"I do not look forward to any such a combination. I would vote against it, and even if I were outvoted and I submitted to the will of the majority, I would predict that the combination would not last long."

Reason for Mr. Sage's Remarks.

A glance at the following facts will explain Mr. Sage's vehemence. As appears on an official list circulated in Wall street recently, the Gould estates holdings of Manhattan amount to 144,000 shares; Mr. Sage's, to 23,800. These 167,000 shares are 74,001 shares short of a majority of the capital stock of the company which was increased recently to [illegible],000 shares by the $18,000,000 of new capital stock authorized for equipping the lines with the electric third rail system.

Much of that new stock is in the hands of the people who want to bring about the combination of all the railroads in Greater New York.

In an afternoon paper Mr. Sage "laughed at the idea of a sale of the road without his agreeing to it."

But, as the Journal said yesterday, there is no need for any one to consult Mr. Sage about completing this deal.

Henry D. Macdona, whose legal connection with the Whitney interests bring him into confidential knowledge of everything that is being done or contemplated by that powerful group of capitalists, said yesterday:

"I can say nothing more than that matters have not yet reached the stage of drawing up the legal papers. For two years I have been having to reply 'No' to frequent inquiries by reporters on the subject of a Manhattan—Third Avenue—Brooklyn—Metropolitan—consolidation.

"But now—well, it looks, when George Gould goes over to Philadelphia to play polo with Widener, as if the 'anxious time' was near. Ask Mr. Ryan. If any one is entitled to do any talking, it is he."

Thomas F. Ryan, Mr. Whitney's close associate in business ventures, sent out word to the Journal reporter who called on him that he was "unable to say anything on the subject at present."

Vanderbilt Interests Affected.

Captain Harry Duval, who represents his own and a heavy Vanderbilt interest in the Brooklyn Rapid Transit Board of Directors, was questioned about that company's interest in the pending negotiations.

"We have just been putting through a big deal right here," replied Captain Duval, referring to the Boston and Albany lease. "In these days of great happenings, greater things may be expected to happen.

"But if they would give Brooklyn a little more time to grow, it would not be a question of the Metropolitan absorbing our company, but one of the Brooklyn system swallowing all the New York lines. See how the new houses are going up in Brooklyn. Over here in New York there isn't room to grow. No, I cannot say more than that greater things may be expected."

President H. H. Vreeland, of the Metropolitan Company, said: "The proposition is absolutely a novel one to me, but it is possible that a plan of consolidation is under way."

He said such a union would be feasible and would give added strength to the constituent companies.

Lauterbach Goes to See Gould.

Edward Lauterbach, who does the talking for the Third avenue system, refused to do any yesterday morning, and in the afternoon it was said at his office that he had gone out of town. It was considered likely that he had gone to Philadelphia to see Mr. Gould.

This was regarded as more than likely in view of the close relations of the Third avenue system with the Manhattan under the new transfer agreement. Moreover, it is generally believed that at last the control of the Third Avenue Company is in the hands of the Metropolitan interests and that the actual transfer of control can be made at any time when the Widener-Elkins-Whitney syndicate desires to expose its hand.

Beyond this the Vanderbilt investment in Manhattan and Third avenue and Brooklyn Rapid Transit is known to be considerable, and these holdings were bought undoubtedly because the consolidation now impending was foreseen.

Mr. Skitt's transfer from the New York Central to the Manhattan has always been credited to the increase of Vanderbilt investment in the elevated railway system, and now it has been announced that the New York Central is preparing to operate by electricity its Putnam division, formerly the New York & Northern road, which connects with the Sixth and Ninth avenue lines at One Hundred and Fifty-fifth street.

This will make a continuous electric railroad system from the Battery to Yonkers and Brewsters, Westchester County.

Signs in Wall Street.

Wall Street is full of signs of the nearness of the deal. One is the steadiness of all the street railway shares in the face of an enormous short interest, estimated to amount to 250,000 shares. When $25,000,000 is on the side of operations to "bear" a group of stock something generally happens to that group. But in this case every attack has been futile.

The fact is that the Street is looking for the Widener-Elkins-Whitney crowd to "put on the screws" at any minute and squeeze this bear clique in such a way as to recall other notable occasions when "shorts" have been compelled to "walk up to the captain's office and settle."

One of the strongest reasons for the consolidation of the street railway interests in old New York and Brooklyn is the close alliance of the men who are heavy investors in the four companies involved.

Anthony N. Brady, one of the projectors of the just-accomplished Brooklyn Rapid Transit consolidation and a large stockholder in the Union Railway Company (now part of the Third avenue system), has just taken his seat in the Board of Directors of the Metropolitan Street Railway Company. He is also heavily interested in the electric lighting monopoly in Brooklyn—the Kings County Electric Lighting Company. All the members of the Widener-Elkins-Whitney syndicate are interested, together with Mr. Brady and the "Flower crowd," in electric lighting in New York, Brooklyn and other cities. The Metropolitan Street Railway Company and the electric light consolidation in Manhattan and Bronx boroughs are practically one concern.

Economy of the Alliance.

The economic fact is becoming more apparent day by day to investors that electricity for railway traction and for lighting is produced most cheaply by large plants, which can supply their output to the motor cars and the light consumers jointly. The larger the plant the cheaper the unit of electric energy.

Moreover, the railway in the daytime furnishes a customer for the electric light plant, which cannot be run to its full capacity of work if lighting is its only business.

This will be applied to the whole electric street transportation in the Greater New York. A few large plants such as are built or building for the several companies will distribute power at the lowest cost to the consolidated roads and the lighting facilities of the territory which they reach.

Long Island Road's Interest.

The closer connection of the Brooklyn system with the three in the old City of New York will involve the Long Island Railroad in the deal. Mr. Whitney and his friends are interested in the tunnel to carry the Long Island road's suburban traffic to near Broadway and Cortlandt street, and the Long Island is already perfecting an arrangement for interchange of traffic with the Brooklyn roads.

Added to this link between Manhattan and Brooklyn boroughs is the tunnel project of the New York & Brooklyn Railroad Company, of which Frederic Esler has been chief spokesman. It is believed that this franchise is about to pass, if it is not already the property of the Whitney interests, into their control.

With the consolidation of New York's local traffic lines, it does not require a long look ahead to discern outlines of a transportation system connecting the whole metropolitan district, including near-by New Jersey, by electric lines and tunnels.

A UNION OF INTERESTS IS FEASIBLE; IT WOULD GIVE ADDED STRENGTH.

By H. H. VREELAND,
President of the Metropolitan Street Railway Co.

I HAVE no hesitation in saying that a union of the interests mentioned is in my opinion entirely feasible. The trend of all similar interests in other large cities is in the direction of consolidation.

With street railways, as with steam railroads, such combinations always give added strength to the interests involved.

There is no doubt that a union of all the railroads in the country would work to the advantage of the interests concerned. The only difficulty is in harmonizing such interests.

AGAINST MINERS' CONVENTION

Gompers Refuses to Take Part in a Protest Planned by Montana Men.

Washington June 30.—The American Federation of Labor in this city received a telegram from Edward Boyce, of the union miners in Montana, asking co-operation and support in a national labor convention, to be held in Chicago, to protest against the action of the military authorities in Idaho.

President Gompers, while expressing sympathy with the object of the convention, declined to have the American Federation drawn officially into action connected with this particular movement.

Quick luncheons make dyspeptics, and the trouble is promptly relieved by Johnson's Digestive Tablets.

MRS. SOUTHWORTH, NOVELIST, IS DEAD.

The Venerable Woman Succumbs After Half a Century of Toil.

Washington, June 30.—Mrs. Emma D. E. N. Southworth, the novelist, died at her home, in this city, at 8:30 o'clock to-night, after an illness of several weeks.

About a month ago Mrs. Southworth was prostrated by the heat, and the infirmity of advanced age—she being in her seventy-ninth year—rendering her unable to recuperate from the attack, she grew rapidly worse, until a few days ago it was seen death was inevitable. She was attended by her son, Dr. Richmond Southworth.

She had lived for many years a retired life in a picturesque mansion of the old-fashioned type located on a hill in West Washington, overlooking the Potomac and the hills of Virginia.

She was a native of Washington and she spent all of her life here except a few years in Yonkers, N. Y. She was the daughter of Captain Charles L. Nevitte, of Alexandria, Va., and was born in Washington, Dec. 26, 1819. She married Frederick H. Southworth in 1840. In 1843 Mrs. Southworth was thrown upon her own resources and soon afterward began the long series of stories that gave her a name in literature. She produced her work with marvelous rapidity, often publishing three novels a year.

BENDIX'S WIFE SUES AGAIN.

Court Asked to Compel the Violinist to Provide Separate Maintenance.

Chicago, June 30.—Max Bendix, well known as a violinist and orchestra leader, has been made defendant for a second time in a suit for separate maintenance brought by his wife, Mrs. Angelica Bendix. The first suit was dismissed before coming to trial.

"Circumstances Alter Cases."

In cases of scrofula, salt rheum, dyspepsia, nervousness, catarrh, rheumatism, eruptions, etc., the circumstances may be altered by purifying and enriching the blood with Hood's Sarsaparilla. It is the great remedy for all ages and both sexes.

Bladder Troubles—*"Hood's Sarsaparilla has done me so much good for my stomach and bladder troubles that I want to recommend it heartily to others. I am in better health than I have been for the past 20 years." Rev. E. I. Monroe, Dublin, Virginia.*

Hood's Sarsaparilla
Never Disappoints.

Ladies Can Wear Shoes

One size smaller after using Allen's Foot-Ease, a powder to be shaken into the shoes. It makes tight or new shoes feel easy; gives instant relief to corns and bunions. It's the greatest comfort discovery of the age. Cures swollen feet, blisters and callous spots. Allen's Foot-Ease is a certain cure for ingrowing nails, sweating, hot, aching feet. At all druggists and shoe stores, 25c. Trial package FREE by mail. Address, Allen S. Olmsted, Le Roy, N. Y.

...ell-Dressed W... quire for a Poor ... Infant.

THEY GIVE NO

Same Child in Police A... ment Case Now Missing.

A mystery in which several women and a baby are concerned has baffled all the Bellevue Hospital officials and policemen who have sought to solve it.

Two women, both well dressed and of evident refinement, visited the hospital yesterday, and one of them said to Register Gleason:

"We are looking for the child of ... Rosenbaum, of No. 210 Eldridge street. ... you know her?"

"What are your names?" asked the ... ter.

"Pardon me," said the elder, who spoke with a decided French accent. "That cannot be told. We can say nothing more than that we are looking for the woman's child."

A search of the records displayed the fact that Minnie Rosenbaum had been a patient from June 2 to June 12.

The officials, mystified by the woman's manner, called up the police. In answer to the request for information word came from the East Twenty-second street station that Minnie Rosenbaum was known there.

Three weeks ago Nettie Harris, a young girl, of No. 276 First avenue, walked into the police station with a child in her arms. She said that a woman had given it to her in Stuyvesant Park, promising to return. When the woman had been gone several hours, the girl said, she had become alarmed, and so had brought the baby to the police.

An hour later a policeman at Fourteenth street and First avenue saw two women running down the street. When the second came within earshot she screamed to the policeman to arrest the other. Accordingly he overhauled her, and at the Fifth street police station the woman in pursuit told her story.

"My name," said she, "is Mrs. Mary Joyce, of No. 276 First avenue. That woman's name is Minnie Rosenbaum. She lives at the same place. She is trying to abandon her baby. She was discharged from Bellevue a little while ago, and she came to the house with two ladies, both well dressed. I saw them give her some money; then they went away.

"Afterward I saw the woman, with baby and Nellie Harris, leave the ... She was living with Mrs. Harris, you ... After a while the woman came back ... out the child, and when I asked her ... she had done with it she said she had turned it to its mother. Then a policeman came from Bellevue and said that ... was at Bellevue with the baby. I ... Mrs. Harris tell Minnie Rosenbaum ... sneak away, so I followed her, knowing that she was going to abandon the baby.

"Cluett"
MORENCI 25¢ EACH
ARROW BRAND
BROCKLEY 2 FOR 25
Collar shape the same in either case but different grades linen different prices as you pay only for material and workmanship
At all Furnishers and Clothiers
Cluett, Peabody & Co.
Successors to Cluett, Coon & Co.
Makers
Also "Monarch" Shirts

CLOTHING AT HALF P...

SUITS AT A BARG...

Must Be Sold—You Get the Bo...

One of the largest clothing houses in th... failed, and its immense stock, appraised $100,000, is now at 638 Broadway, one ... the corner of 13th st., New York. It ... spring and summer suits and trousers fo... boys, and it will be sold at 50 per cent ... actual cost to the manufacturer. This ... order to effect an immediate settlement ... creditors. It will pay one to attend this ... opens this Saturday, and will continue ... days only. These are some of the bargai... It will pay all readers of the Morning Jou... their clothes here if they wish to save m...
Men's Stylish Sheepherd-Plaid and Wo... Spring Suits at $4.75; English Diag... Suits at $7.00; Men's Indigo-Dye Blue Serge Suits, silk lined, $4.95, worth $... Striped Trousers at $1.00; Men's F... Dress Trousers at $2.25; Men's Impo... Black English Serge Suits, silk lin... at $6.75, actually worth $22.50; M... English Clay Diagonal Dress Suits, $7.90, positively worth $24.00; and ... many bargains. Also a very large ... Gray and Brown Serge Suits and ... Suits at $3.40, honestly worth $18. ... open night next week until ... this (Saturday) night until 10 o'clo...

HE KEPT EMMA'S DRESS.

She Was Dead, and a Judge Made ...im Give It to Her Mother.

...ental youth named George Sinks ex... ...stice Schatz, of Mount Vernon, yes... ...it was not out of a broken-hearted ... memento that he kept his dead sweet... ...ean, but because he wished to "take ... back."

...Siebenmaler's bereaved mother prosecuted ...ny, and told the Court that her daugh... ...d of grief because Sinks had postponed ...g day time after time.

...orted that one of the articles he held ...k dress bought with $20 which he had ...mas at Christmas, that he had paid her ...ard, and that Mrs. Siebenmaler refused to re... ...to him the presents he had given to her ...ughter.

...Judge Schatz ordered him to return the dead ...'s clothing to her mother.

Lehigh Valley Summer Tours.

The Lehigh Valley Railroad has just issued its ... of "Summer Tours," which gives full details ... routes and rates to various places where a Sum... ...r vacation may be pleasantly and profitably spent. ...he attractions of the various points covered in the ...k are diversified, including mountain, lake and ...ide resorts, affording a choice of a summering ... of any character which may be desired. In ... of fares to points not on the line of the Le... the book calls attention to that line as a de... route to reach the places named. Mailed on ... of four cents in stamps. Address Chas. S. ... A. Lehigh Valley Railroad, 26 Cortl... New York.