AT LAST AN L ROAD.

Bill for Location and Construction Introduced.

Provides for Lease of the West End, Five Cent Fares, Tax to the State, New Subway, Lattice System, Routes to South Boston and Charlestown and New Subway Section.

The Boston elevated railway company yesterday submitted their bill, amending the old elevated bill, to the legislature. It is entitled, "An act to amend chapter 548 of the acts of 1894, entitled an act to incorporate the Boston elevated railway company and to promote rapid transit in the city of Boston and vicinity.

PROPOSED NEW ROUTES.

From Washington st over Castle st to Village st, from Village st over the tracks of the B. & A. R. R. to Corning st, over Corning st and across private property between Porter and Kirkland sts, over more private lands by an incline open cut and subway under Pleasant st to the southerly incline of the present subway.

By an open cut incline and elevated structure over the old Boston & Maine property acquired by the transit commission to Causeway st, over Causeway st to the new Charlestown bridge to City sq, Charlestown.

On Washington st, near Fay st, over private lands, crossing Dover st, Shawmut av, Hingham, Middlesex, Emerald, Compton, Lucas, Hall and Castle sts to land of Boston & Albany railroad, across the railroad tracks to Corning st, over Corning st to private lands between Porter and Kirkland sts into the incline, open cut and subway under Pleasant st.

To construct, maintain and operate an L road over that part of Dudley st between Washington and Warren sts, and upon and over that part of Zeigler st between Washington and Warren sts; also from Dudley st upon Guild row and Roxbury st to Washington st.

Over Orange lane, off Castle st, over private lands to Harrison av, up the avenue to Beach st, over Beach st to Cove st, over Cove st and Federal sts and upon the new street to be built by the city to Atlantic av, over the avenue to Commercial and Causeway st to the new Charlestown bridge.

Commencing at the corner of Harrison av and Beach st to pass upon and over Harrison av to Essex st and over Essex st to Cove st.

Commencing at a point on Cambridge st near North Russell st, to constitute an incline, open cut and subway or tunnel under Cambridge st to Bowdoin sq and Court st to Scollay sq. This is the Cambridge line.

From the corner of Motte st and Harrison av, over Way st to Broadway extension and over the existing bridge, or a new bridge to be built across the channel to West Broadway.

WHAT THE BILL PROPOSES.

Rapid Transit, Five Cent Fares, Tax to the State, Expense by the Corporation.

Some of the new and most interesting parts of the new L pad bill are as follows:

The first amendment asked for strikes out of the old charter the provision against the use of the Manhattan system, so that any system except steam may be used. Electricity will be the motive power.

It is proposed to use a two-rail system, built upon a double set of uprights of steel. The structure will be after the pattern of the one used on the Chicago L lines, known as the lattice system. This system, unlike the New York elevated, does not darken the street, and is a much lighter structure, but sufficient strength is obtained.

The company proposes to run three or four cars on a train. The motor car will also be used as a smoker, as is the custom in Chicago.

The third provision of the new bill prevents the corporation using the subway unless it leases the West End road, as the West End at present holds the lease of the subway, and the transit commission have already provided in their construction so that cars of the hight of the Manhattan system may be run through the subway. These cars, Mr. Gaston stated, would carry from 60 to 100 passengers, and he expects that the L road will carry 100,000 passengers a day.

In the subway which it is proposed to build from on Cambridge st, commencing at North Russell st, through Bowdoin sq to Court st, up Sudbury st to Scollay sq, connecting with the subway now under construction, is to be built under the supervision of the transit commission. It also provides that the land which shall be taken on Cambridge st for the incline of the L road subway and that Cambridge st shall be widened from this point to Bowdoin sq at the expense of the L road.

Another provision is that any crossing of a steam railroad track shall be made in accordance with the decision of the railroad commission. In case of failure to settle with the company as to damages by such crossing, the railroad commissioners shall determine the amount to be paid by the elevated.

Another quite important provision is that the L road be allowed to transport cars of other railroad companies between the north and south union stations. This would seem to mean that through trains could be run without change of cars across the city.

The fifth section provides that before the construction is undertaken the railroad commissioners shall determine whether it is a proper one from an engineering standpoint and for the safety of the public. They shall have the right to engage engineers to assist them in determining the safety of the structure.

Authority is also asked for in the amendments to remove obstructions, such as telegraph, telephone, electric light poles, gas pipes, electrical conduits, sewer, or water pipes, similar to what was granted the transit commission for the building of the subway.

The seventh section is the most important one, as it gives the corporation the right to mortgage or pledge its property or any lease of any railroad or railway as security for its bonds.

Five cent fares are determined for a continuous ride between any two points upon the system. This, however, is not to be reduced by any legislativs act for 30 years. During this period of 30 years no taxes or burdens are to be imposed upon the company or any of its leased lines, other than may be in existence at the time of the lease. This is to provide against any new form of taxation being inflicted upon the company.

The company shall be annually assessed and pay taxes as a street railway company. As compensation for the privileges granted in the act the company is obliged to pay the commonwealth during the 30 years a sum of money determined as follows:

One-half of 1 percent of the gross earnings of the elevated and leased lines, and if the company pays over four percent and less than six percent dividends on the stock it shall pay another half of one percent. If the dividends exceed six percent then a sum equal to the excess of the dividends over six percent in addition, one percent of the gross earnings shall be paid to the state treasurer and applied to the cities and towns in which the road is located in proportion to its mileage.

A free transfer system on all the lines of railroad owned, leased or operated by the L road is provided for.

Section 9 gives the corporation authority to lease any other line or lines upon the consent of the stockholders of such lines, but such lease or purchase shall not be valid until the compensation and the provisions for the due and safe transportation of the public has been approved by the railroad commissioners.

Section 10 provides that before constructing the road, and within one year from the passage of the act, the road shall deposit $300,000 with the treasurer of the commonwealth, which shall be forfeited if the corporation shall fail to construct five miles of double track within two years, excepting in case the board of aldermen of the city of Boston fail to approve the location at least 60 days before the expiration of said year. Then the time within which said payment is required to be made shall be extended 60 days.

The act takes effect upon its passage.

COL GASTON GOES INTO DETAILS.

Judging from what Col William A. Gaston, president of the company, said yesterday in explaining the amendments, it begins to look as if Boston is really to have an L road. Mr Gaston explained in great detail and with much cheerfulness to The Globe man the amendments the company seeks at the hands of the present legislature.

The map which The Globe prints today shows exactly what the elevated road intends to start building as soon as practicable after the necessary legislation is procured.

"If our prayer is granted," said Col Gaston, "we propose to commence building a trunk line beginning at Guild block, Dudley st, running over Washington st until Castle st is reached. Thence over Castle st to Village st, Village st over the Boston & Albany railroad tracks to Corning st, over private lands between Porter and Kirkland sts and under Pleasant st by means of a subway to the southerly incline of the subway now under construction at this point. We cross the city through the subway to a convenient point on Market st, emerging by open cut, incline and elevated structure over land acquired by the transit commission to Causeway st near the union station, crossing Causeway st to the new Charlestown bridge now under construction by the city and into City sq, Charlestown.

"We abandon none of the locations granted us in the original bill, but on the contrary seek new locations, which we deem necessary for the carrying out of our transit scheme.

"The building of the new southern union station closes Federal st and here we find it necessary to ask for a new location. This connection will be obtained at a point near the corner of Washington and Castle sts over private lands to Orange lane, over the lane and upon other private lands to Harrison av, up Harrison av to Beach st, Beach st to Cove st, Cove to Federal, or upon and over the new street to be constructed by the city of Boston to Atlantic av.

"The Cambridge line will start at Brattle sq, following the route of the old Meigs charter until near the intersection of North Russell st. Here an incline will have to be built and we will approach by a subway under Cambridge st Bowdoin sq and to Court st to Scollay sq, where we will connect with the subway now being built.

"The South Boston connection will be made commencing at or near the corner of Motte st and Harrison av over Way st to Broadway extension, and over the existing bridge or a new bridge to be built across Fort Point channel to West Broadway.

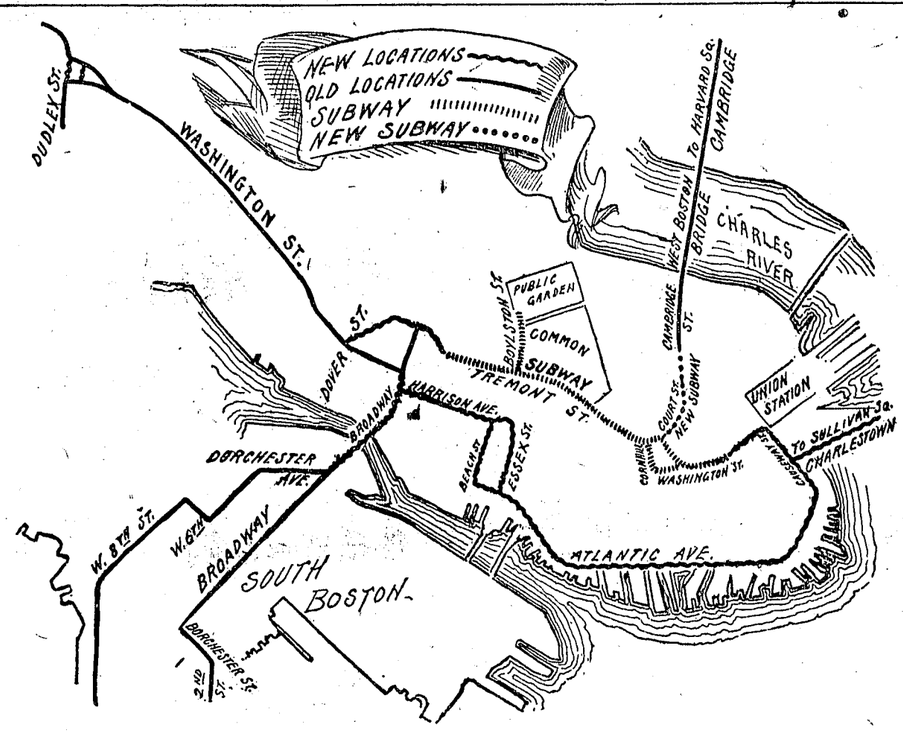
"We also propose to build a loop line connecting the new south union station with the northern union station. It will be seen that the elevated structure will not enter the congested district of the city at all. We do not think that an elevated system of itself would be a success, but run in connection with the surface lines there is no doubt in my mind of its ability to earn a fair remuneration for the money invested. In other words, the elevated lines are designed for the use of passengers desiring to travel long distances. We think that an L road would relieve the surface lines of thousands of passengers and having done this the transit problem is solved for some time to come."

Col Gaston said that his company propose to build the very best steel structure that modern engineering could devise.

The system, he said, agreed upon is the one now in use in Chicago, much lighter and handsomer than the cumbersome, old-fashioned Manhattan structure of New York. Speaking of distances and the time which would be required in covering well-known local points, Col Gaston said:

"The engineers have figured that it will take 12 minutes to come from Dudley st, Roxbury, to the Park st church in the heart of the city, including a number of stops, say seven or eight. It is estimated by the same engineers that 10 minutes is all that will be required to go from Sullivan sq, Charlestown, to Scollay sq, city, making four or five stops meanwhile. Cambridge people will be able to come from Brattle sq to Scollay sq, Boston, in 13 minutes, making perhaps a half-dozen stops. From one union station to another they estimate that 10 minutes at the utmost will be occupied. In a word, we expect to be able to save a man going from Sullivan sq, Charlestown, to Roxbury or Dorchester, or from Cambridge to South Boston, fully 25 or 30 minutes."

In further discussing the new L bill Col Gaston pointed out what he thinks may be termed the liberality which the corporation intends in dealing with the public, providing for free transfers, a franchise tax and a real rapid transit service.



MAP OF THE ELEVATED RAILWAY SYSTEM PROVIDED FOR IN THE PROPOSED BILL.

TEXT OF THE BILL.

Amendments, Repeals, Additions and Plans of Routes for Construction of Long-Desired Elevated.

The following is the full text of the bill:

Section 1. The first paragraph of section 6 of chapter 548 of the acts of the year 1894, hereby amended by striking out the words, "except the system now in use in New York, known as the Manhattan system," and by inserting after the words, "plans or systems," the words, "to be operated by electricity or other motive power except steam," so that said paragraph shall read as follows: "Section 6. Said corporation may construct lines of elevated railway, according to the plan or system shown in the patents granted to Joe V. Meigs, or according to such other plans, or systems to be operated by electricity or other motive power except steam, as the board of railroad commissioners may approve, upon the following locations, and may equip, maintain and operate engines and cars thereon, to wit:"

Section 2. In addition to the locations mentioned in said chapter 548, said corporation may construct, maintain and operate lines of elevated railroad upon the following routes, viz:

The Routes.

1. Commencing at a point at or near the corner of Washington and Castle sts; thence upon and over Castle st to a point at or near its intersection with Village st; thence upon and over lands occupied by the Boston & Albany railroad company, and across the locations and tracks of said railroad company, at a hight of not less than 20 feet above said tracks, to Corning st; thence across Corning st to private lands between Porter and Kirkland sts; and thence over, upon and under said private lands by an incline, open cut and subway under Pleasant st to the subway now in process of construction by the Boston transit commission thereon by and through said subway under and through Tremont st, Scollay sq, Court st, Cornhill and Hanover st, Adams sq, Washington st and Haymarket sq to a convenient point near Market st; thence to an open cut, incline and elevated structure upon and over land acquired by the Boston transit commission to Causeway st; thence upon and over Causeway st to a new bridge now being built by said transit commission, under the provisions of said chapter 548; thence upon and over said new bridge to City sq, in that part of Boston known as Charlestown.

Also commencing at a point on Washington st at or near Fay st; thence upon and over private lands, and crossing Dover st, Shawmut av, Hingham, Middlesex, Emerald, Compton, Lucas, Pamphlet and Castle sts, to lands occupied by the Boston & Albany railroad company; thence upon and over said lands occupied by said railroad company and across the location and tracks of said company, at a hight of not less than 20 feet above said tracks to Corning st; thence across Corning st to private lands between Porter and Kirkland sts; and thence over, upon and under said private lands, by an incline, open cut and subway under Pleasant st, to the subway now in process of construction by the Boston transit commission.

Such lines of elevated railroad may also be constructed, maintained and operated upon and over that part of Dudley st between Washington and Warren sts, and upon and over that part of Zeigler st between Washington and Warren sts; also from Dudley st upon Guild row and Roxbury st to Washington st.

(2) Commencing at a point at or near the corner of Washington and Castle sts; thence upon and over private lands to Orange lane; thence upon and over Orange lane, in part, and in part upon and over private lands, to Harrison av; thence upon and over Harrison av to Beach st; thence upon and over Beach st to Cove st, thence upon and over Cove st and Federal st, or upon and over the new street to be constructed by the city of Boston to Atlantic av; thence upon and over Atlantic av, Commercial st and Causeway st to the said new bridge now in process of construction by said transit commission.

Also commencing at the corner of Harrison av and Beach st, upon and over Harrison av to Essex st, and thence upon and over Essex st to Cove st.

(3) Commencing at a point on Cambridge st at a point near its intersection with North Russell st; thence by an incline, open cut and subway or tunnel, upon, through and under Cambridge st, Bowdoin sq and Court st to a junction at Scollay sq with the subway now in process of construction by the Boston transit commission.

(4) Commencing at or near the corner of Motte st and Harrison av; thence upon and over Way st, Broadway extension and upon and over the existing bridge or a new bridge to be built, across Fort Point channel to West Broadway, in that part of Boston known as South Boston.

Lease of West End.

Section 3. Said corporation shall not construct, maintain and operate its railroad upon that part of the routes included within the lease of the present subway to the West End street railway company, unless said street railway company shall, under the provisions of said lease, assign to said corporation its rights, powers and privileges thereunder, or otherwise consent to such construction, maintenance and operation. In such event, the Boston transit commission shall make such alterations in the subway and the approaches thereto as may be necessary to render the same suitable for the running of cars, and trains of cars, through the same, in connection with the elevated structure upon the routes hereinbefore granted; and in such event, said commission shall discontinue so much of Traverse st as may be necessary to provide a gradual incline from the northerly portion of the subway to the elevated structure on Causeway st. Said transit commission shall also construct the new bridge across the Charles river, now in process of construction by them, of such strength as to safely support said elevated railroad thereon, and shall so design the same that the elevated structure may be placed thereon.

Whenever said corporation shall notify said transit commission that it is ready to proceed with the construction of said incline, open cut and subway or tunnel through Cambridge st, Bowdoin sq and Court st, said transit commission shall proceed to widen Cambridge st from a convenient point near the commencement of such incline to a point not less than 30 feet and not more than 100 feet beyond the termination of said open cut, and for that purpose may take for the city of Boston such lands on each side of said street as may be necessary to make a way 80 feet wide on each side of said incline and open cut. Said taking shall be made, and all damages occasioned any person by such taking shall be ascertained and recovered in the manner provided in sections 32 and 34 of said chapter 548. All said damages, together with the cost of said widening, shall be paid by said corporation.

Before constructing said incline, open cut and subway or tunnel, said corporation shall prepare and file with said transit commission a detailed plan showing the proposed location of the same in said streets, and the proposed method of construction, and no work shall be due until the plans therefor have been approved by said commission. After the approval of said plan or plans the work shall be done by said corporation under the control and supervision of said commission, and the cost thereof shall be paid by said corporation.

Crossing Steam Railroad Tracks.

Section 4. Wherever the routes upon which said corporation is authorized to construct and operate its elevated railroad cross the location of tracks of any railroad company, the crossing shall be made in such manner and the method of construction shall be such as may be agreed upon between said railroad company and said corporation; and if said corporation is unable to agree with any railroad company as to the manner of crossing or method of construction at that point, the same shall be determined by the board of railroad commissioners upon the application of either party. And in case any railroad company sustains any damage by reason of such crossing, or in case any other person or corporation suffers any damage in its property by reason of any acts done by said corporations under the authority of this act or said chapter 548, the same shall be estimated and recovered for in the manner provided in section 11 of said chapter 548.

Said corporation may construct that portion of its elevated railroad which may connect railroad terminals in the city of Boston, of such strength and of such character that it will be suitable for the hauling of railroad cars thereon; and said corporation is hereby authorized to haul railroad cars of other corporations, between such terminals, and the restriction contained in section 4 of Chapter 548, as to the transportation of freight and baggage, shall not apply to transportation between such terminals.

Submission of Plans.

Section 5. Before constructing its railroad upon the routes granted to it, said corporation shall prepare and file with the board of railroad commissioners a plan showing the form and method of construction proposed, and the proposed location of tracks, elevated structure, stations, etc, with such details as may be necessary to show the extent to which any street, way, avenue, bridge, public or private lands are to be encroached upon. Said commissioners shall examine the same with reference to the strength and safety of the structure, and with reference to the rolling stock, motive power and method of operation, and with reference to the convenience and comfort of the public, and may employ, at the expense of said corporation, some competent engineer with whom to consult in relation thereto.

When said construction plans are satisfactory to said commissioners, they shall give a certificate approving the same. If said construction plans, as filed, are not satisfactory to said commissioners, they may require them to be changed before giving said certificate of approval, and any structure erected in accordance with said plans may be modified or changed by said corporation, with the consent of said railroad commissioners.

Wires, Poles, Pipes.

Section 6. Section 7 of said chapter 548 is hereby amended by adding thereto the following: "If, in the construction of its said railroad and appurtenances, it becomes necessary for said corporation to remove any poles, wires or other structures in, upon or over any public streets or ways, or to interfere with any pipes or structures underneath the surface of the ground in such streets or ways, it shall have the right to remove the same, provided, however, that it shall, at its own expense, provide for such structures, either above or below ground, in such manner as the railroad commissioners may order, or as may be agreed upon with the owners of such structures. Said corporation may construct inclines at such points as it may deem expedient, for the purpose of making connection with surface railways or railroads."

Section 7. Section 4 of said chapter 548 is amended so as to read as follows: "Section 4. Said corporation may mortgage or pledge, as security for the payment of its bonds, its franchise and any or all of its real or personal property, and property hereafter acquired by it, including its interest in any elevated or surface railways, under or by virtue of any lease or operating contract."

Five Cents for 30 Years.

Section 8. Section 46 of said chapter 548 is hereby amended so as to read as follows: "Said corporation may establish, for its sole benefit, a toll or fare, which shall not exceed the sum of five cents for a single continuous passage between any two points upon the roads owned, leased or operated by it, and this sum shall not be reduced by the legislature during the period of thirty (30) years from and after the passage of this act, and during said period no taxes, excises or other burdens shall be imposed in respect of the lines owned, leased or operated by said corporation, other than as herein provided, and other than such as may be in force in respect of any of the lines hereafter acquired, leased or operated by it at the date of such operating contract or of such acquisition or lease or agreement therefor. Said corporation shall be annually assessed, and shall pay taxes in the same manner as though it were a street railway company, and shall, in addition, as compensation for the privileges herein granted, and for the use and occupation of the public streets, squares and places, by the lines of elevated and surface railroad, owned, leased and operated by it, pay to the commonwealth, during said period of 30 years, an annual sum, the amount of which shall, in each year, be determined by the amount of the annual dividend paid in that year by said corporation, in the following ratio:

"If the annual dividend paid is four (4) percentum or less, the sum payable that year shall be a sum equal to one-half (½) percentum of the gross earnings of all the lines of elevated or surface railroads, owned, leased or operated by said corporation; if said dividend is more than four (4) percentum but does not exceed six (6) percentum, then a sum equal to one (1) percentum of said gross earnings; if said dividend exceeds six (6) percentum, then a sum equal to the excess of the dividends over six (6) percentum, in addition to one (1) percentum of said gross earnings.

"The above sum shall be paid into the treasury of the commonwealth and distributed among the different cities and towns in proportion to the mileage of elevated and surface railroad in operation therein.

"Said corporation shall also provide such system of free transfers on all the lines of railroad owned, leased or operated by it as may be approved by the board of railroad commissioners."

Authorized to Lease Surface Road.

Section 9. Section 17 of said chapter 548 is amended so as to read as follows: "Section 17. Said corporation is hereby authorized at any time after the passage of this act to lease, purchase, own and operate the lines, property, rights, locations and franchises of the West End street railway company, and of any other street railways or elevated railroads whose lines may be or become, in whole or part, tributary to or in connection with its lines, and enjoy all the rights and privileges thereto appertaining and belonging, subject to the duties, liabilities and restrictions thereto appertaining; and said West End street railway company, and such railways or railroads are hereby authorized to make such sales, transfers, leases or operating contracts, upon the consent in each case of a majority in interest of their stockholders, given at a meeting called for that purpose: provided, however, that no such lease or purchase, or contract therefor, nor such operating contract, shall be valid until the terms thereof, so far as they relate to the price, rental or compensation to be paid, and the due and safe transportation of the public, have been approved by the board of railroad commissioners."

Section 10. Said corporation shall, before entering upon the construction of its railway, and in any event within one year from the passage of this act, deposit with the treasurer of the commonwealth the sum of three hundred thousand (300,000) dollars in cash or securities satisfactory to said treasurer, and the same, or such portion of the sum remaining after the payment of all executions under the provision of section 13 of chapter 548, shall be forfeited to the commonwealth, if said corporation shall negligently fail to construct at least five miles of double track railway (including in said five miles such portion as may be located in said subways), within two years thereafter; provided, however, that if the mayor and aldermen of the city of Boston have failed to approve, at least 60 days before the expiration of said year, the streets through which said corporation desires to construct its railway, then the time within which said payment is required to be made shall be extended to 60 days after such approval.

Section 11. Section 11 of said chapter 548 is amended by adding thereto the following: "The provisions of chapter 49 of the public statutes, relative to cases where damages are claimed to estate in which two or more persons have different, separate or several interests, shall apply to all proceedings under this section and under sections 8 and 9."

Section 12. Sections 19 and 21 of chapter 548 are hereby repealed.

Section 13. This act shall take effect upon its passage.

STORY OF THE COMPANY.

Men of Sound Financial Standing Have Bought Up the Meigs Charter, and Now Say They Mean Business.

It will be remembered that the present company bought out the Meigs interest about a year ago. The second annual election of directors of this company was held Jan 11, 1897, and the following directors were chosen at that time: Frederick Ayer, Jacob Rogers, William Endicott Jr, Robert Winsor, Eben D. Jordan, Charles J. Paine, Samuel Carr, William A. Gaston, James M. Prendergast, William A. Bancroft, Francis H. Peabody, T. Jefferson Coolidge Jr.

At a meeting of these directors a few weeks later the following officers were elected: William A. Gaston pres, William A. Bancroft vice pres, Joseph Remick treas, John T. Burnett clerk.

The stock of the Boston elevated railroad company is owned almost entirely in the directory of the company. It is thought that in a short time the public may have a chance to secure stock, but before this the West End stockholders will probably have an opportunity to take what they want.

William A. Gaston, the president of the corporation, is the son of the late ex Gov Gaston, a well-known democrat, and one of the leading practitioners before the Suffolk bar.

William A. Bancroft, the vice president, is ex mayor of Cambridge and one of the best-known public men in Massachusetts. He is a lawyer and prominent in all matters pertaining to the welfare of Cambridge.

Joseph Remick, the treasurer, is a partner in the well-known banking firm of Kidder, Peabody & Co, and is one of the leading citizens of State st.

John T. Burnett, the clerk of the corporation, is at present assistant postmaster of Boston. He is of the well-known Burnett family of Southboro, prominent democrat and a popular young man.

Frederick Ayer is a prominent citizen of Lowell and a well-known manufacturer.

Jacob C. Rogers is a leading financier.

William C. Endicott Jr is a son of the ex secretary of war and stands high in social, legal and financial circles.

So also does Robert Winsor, president of the Boston towboat company.

Eben D. Jordan, son of the late Eben D. Jordan, is a leading dry goods merchant of the firm of Jordan, Marsh & Co.

Charles J. Paine is a prominent financier and yachting man.

Samuel Carr is a leading banker in this city.

James M. Prendergast is selling agent for a large woolen concern and is also interested in banking institutions.

Francis H. Peabody is a lawyer of prominence and a man of recognized social and financial standing.

T. Jefferson Coolidge Jr is connected with one of the large banking houses of the city and is a director in the West End street railway company.

The movement for rapid transit in Boston took definite shape with the appointment of the rapid transit commission in 1891, which reported in January of 1892. They made a very long and exhaustive report, but nothing came of it. The question came up again before the next legislature, but nothing was done until the appointment of a subway commission.

In 1894 the Meigs bill was passed, and also the subway bill. This act was referred to the citizens of Boston, and they accepted it at a special election in August of that year.

The city went ahead with the subway, but nothing ever came of the Meigs bill.

To Cure a Cold in One Day
Take Laxative Bromo Quinine Tablets. Druggists refund money if it fails. 25c.

Adamson's Balsam prevents consumption.

SHOWS SPEED.

Torpedo Boat No. 6 Makes 28.7403 Knots.

Official Trial Held Off Newport Yesterday Morning.

Steam Limit of 225 Pounds Never Reached.

She Can Make Better Time is General Belief.

Naval Officers Loud in Praise of Craft's Stability.

NEWPORT, R I, Feb 10—Torpedo boat No. 6 today proved herself to the naval officers not only to be a remarkable craft, but also probably the most speedy in the world when continuous running is taken into consideration.

The true official figures on the run give her a speed of only 28.72 to 28.78 knots, but it was quite apparent to those on board that the boat was not forced to her limit, and that she might be rated as a 30-knot boat if in the hands of a trained crew. At no time was the steam limit of 225 pounds reached, nor did her propeller reach 400 revolutions per minute, while there was every indication that she was equal to much above this. Consequently the members of the trial board were unable to conceal their great pleasure.

It was at an early hour that the stakeboats went out on the ranges, the Stiletto just below Rocky Point, the tug Leyden off Conanicut point, and the third, U S S Cushing, abreast of Dutch island, about two miles above the buoy off Bennett Point, at the very entrance of the bay. A course of 12 miles in water having a mean depth of four fathoms was thus given.

Shortly before 10.30 a m, No. 6, having on board the trial board, Herreshoff brothers, Commander Converse and other officers who inspected her building, steamed out from her dock, and after a brief period of warming up started in from the upper end of the course. Flames and smoke leaped from her three stacks as the stokers shoveled the coal into her furnaces from within the sealed fire rooms. She did not plow through the waters as boats usually do, but appeared to rise up and slide along the surface. The cutwater was only such in name, for her keel for some three feet astern of her forefoot was in sight; neither did she bury her stern, for this hardly sank below her painted water line.

The weather conditions were perfect for a winter's day, the sea was practically smooth, although it was agitated by about a 10-knot breeze from W N W, which remained steady throughout the trial of two hours. The tide, although beginning to run about the same time that the run started, did not exceed one-half knot.

The wonderful craft sped along with great steadiness, creating a very small wave and well back from bow, while the wake astern was not more than that of a good sized schooner, except directly under her stern, where the rapidly revolving screws churned it up. As she passed close to the stake boats on the course, they hardly rocked from the effects of her sea.

Naturally on her first run down she was not put to her best, but she covered the course in 24m 52s, this being on a slack tide and before the wind. On her return, with opposite conditions, she did even better—24m 57¾s. Then, on the next trip down it was 25m 3¼, up in 24m 56s, and down again in 25m 30s, making an average of 25m 3s to each 12 miles, giving a speed of 28.7403 knots.

These figures are those of one of the assistant inspectors, higher than some, but lower than was taken on the trial. They are, of course, subject to revision when the report of the board is sent to Washington, for the measurement of the course is approximate, and there are allowances to be made for tidal currents. These, though, are expected to benefit the time rather than increase it. Then, too, just as she was squaring away for her final dash down the course one of her blowers gave out, and though thus crippled she made a record for these 12 miles of 17.100 knots in excess of her guaranteed speed.

There was only one other drawback to the run, and that was a slight indication of heating of one of the cross-head guides quite early in the run, but it was kept sufficiently cool to complete the trial without any material effect on the speed. To those who are acquainted with Narragansett bay it may be said that this craft was making the round trip from Rocky point to Beaver Tail in a fraction less than an hour, this including turns which covered some three miles.

As the boat turned from the last run down and jogged along back to Bristol her mast was raised, and soon there appeared at its head the broom and red flag, which had previously been flown lower to denote danger to other craft that might possibly come along. But the course was remarkably free from vessels, and her helmsman was able to steer a perfectly true course.

The crew of the Cushing, who expect to be ordered to her in a few days, and naval officers who have witnessed her running, anticipate that she will increase her speed to 30 knots for continuous running at a very early date, as all that they considered necessary now is a trained crew. The fact that she has made this speed in only four fathoms of water, although it be not a matter of record, is most surprising, and yet the course having the shallowest water was that chosen by the builders, who, from some strange reasoning were convinced that 6 was more fitted to her model.

Aside from her speed and ability to slide along on top of the water, which appear to embody some of the principles displayed in both the Gloriana and the Defender, naval officers are loud in their praise of the stability of the craft, which in every appearance of standing a west deal of hard usage. Her maneuvering powers also appear to be equal to those of the Cushing, which were supposed to be of the highest order. She is also most complete in her fittings, except for her guns, and in fact is ready to go into commission tomorrow, having even her crockery on board.

There was only one accident to her crew during her run, and that to a fireman who sprained his leg by slipping in the fire room. While she started on the course with 225 pounds of steam and did not reach it again, the steam at one time fell as low as 175 pounds after the blower gave out. When the contracts were advertised for only 26 knots were asked, but the Herreshoffs guaranteed 27, her price being $150,000.

The weights carried by the craft today in excess of fittings were 12 tons of coal, and that is equal to nine tons for equipment and 6.32 tons for armor and armament. The trial board returned to Washington tonight.

Business Troubles.

Louis Happ, clothing, Holyoke, has filed a petition in insolvency.

Wilkinson & Hawes, manufacturers of straw goods, Milford, who were attached last week in New York, have made an assignment to Lowell E. Fales.

Edward P. Allen, fancy goods, etc, this city, has made an assignment for the benefit of his creditors.

M. Felix & Co, manufacturers of boots and shoes, Cincinnati, have made an assignment. The assets are $18,000, liabilities $30,000 and preferences $10,000.

James Lockhart, Son & Co, dry goods commission merchants, Toronto, have made an assignment to E. J. Henderson. Liabilities $110,000.

John R. Carmichael, dry goods, Rushville, Ind, has made an assignment with liabilities of $15,000.

A receiver has been appointed for the Wheeling saddlery company, Wheeling, W Va.

Lost Off the Coast of France.

LONDON, Feb 10—News has been received here of the loss near the island of Ushant, off the coast of Brittany, France, of the British cargo steamer Cyanus, bound from Bilbao for Glasgow. Only one of the ship's company was saved.

ONE WEEK FREE.

DR. LIVERPOOL, 233 Tremont St., Boston.

EXTRAORDINARY DIAGNOSIS, REMARKABLE CURES.

All Chronic and Obscure Diseases Located and Described Without Asking Questions.

For still another week Dr. Liverpool, 233 Tremont street, will consult with and examine all patients entirely "Free."

When sick, that is the time you need the best advice.

Dr. Liverpool gives a most wonderful diagnosis of disease. He makes no apparent examination, asks no questions, receives no information from the patient, secures no previous knowledge of the case, or ever has seen the patient before. He will surprise you by at once locating your disease, giving every symptom of the case, pointing out every ache, pain and disagreeable feeling, telling precisely how you feel and have been handled better than you can yourself.

He will tell you whether the disease is curable or not, and, if curable, what course must be pursued in order to get well.

No person should doctor any further or take any more medicine before consulting him. A visit to him is sure to save endless trouble, expense and suffering.

Read his late report of people actually cured. Look at the figures and see what has been achieved in Boston, and then doubt, if you can, his ability to cure you. The following is but a brief synopsis of the different diseases treated and the number of cures made:

Acute Rheumatism, 962 cases; Chronic Rheumatism, 725 cases, and of Neuralgia, 432 cases cured. Partial Paralysis, 1087 cases cured, and of Total Paralysis, 312 cases greatly relieved, and most of them enabled to attend to ordinary business. Dyspepsia, 1542 cases entirely cured; Diseases of the Spine, 540 cases cured; of Chronic Catarrh, 1299 cases have been permanently cured, and of Bronchitis, 489 cases; Consumption in its first and second stages, 857 cases have been treated and 621 cured; Heart Disease, 42 cases; Disease of the Liver, in all the different complications, 920 cases have been cured; Nervous Prostration, 896 cases entirely recovered; of Diabetes, 233 cases, and of Bright's Disease, 643 cases; Diseases of the Bladder, 721 cases cured; Hemorrhoids or Piles, 988 cases have been treated, and every one of them cured; Chronic Constipation, 1240 cases; of Deafness, 960 have been cured; Asthma, 803 cases; Kidney Diseases, 1042 cured; Gravel, 122; Scrofula, 684 cases.

Special Diseases not classified on account of being of a private nature, 1878 cures have been made.

Dr. Liverpool furnishes all medicines entirely free to his patients while under his treatment.

This is your opportunity to be cured. No matter what your condition, how long you have been sick, nor how many doctors you have tried; no matter what your doubts may be, there is hope. A perfect knowledge of disease is more than one-half its cure. It is your life that is at stake; you must either get well or suffer. No matter if the best physicians have given you up, or hospitals have turned you away as incurable; no matter what anybody says, go straight to Dr. Liverpool, 233 Tremont street, and satisfy yourself. He gives you this opportunity entirely free of expense.

Office hours from 10 a. m. till 4 p. m.; from 7 to 8 o'clock in the evening for gentlemen only. Sundays, 10 to 2.

BLEILER A CANDIDATE.

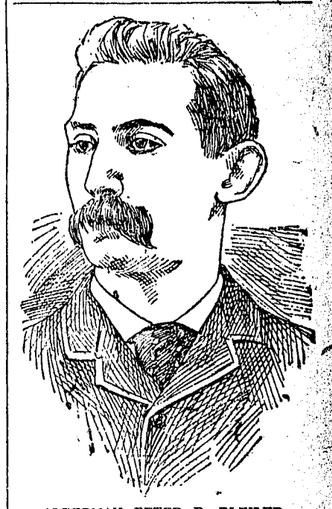
Cambridge Man in Line for Revenue Collectorship.

He is Backed by Many Republicans of the University City.

Library Hall Men Indorse Him and Ex Mayor Bancroft Heads Petition.

Alderman Peter P. Bleiler of Cambridge is a candidate for the position of collector of internal revenue, made vacant by the resignation of Hon E. J. Donovan.

He is said to be backed by the most prominent republicans in the university city. A petition is now being circulated in his behalf in Cambridge, and it bears the names of many prominent members of Library hall, who have in the past indorsed him for other positions of trust in local politics. The petition is headed by the name of ex Mayor William A. Bancroft, and it contains others equally well known.



ALDERMAN PETER P. BLEILER.

Mr Bleiler was born in Boston in 1865, and graduated from the public schools. He has lived in East Cambridge since 1879. He served two years in the common council of Cambridge, and is now serving his fourth term as alderman from ward 3.

He is past chancellor of Franklin lodge, K. of P., ex president of the Putnam club of that city and a member of Bunker Hill lodge, Order of Harugari.

CLASSMATES BORE CASKET.

Funeral of Charles P. Cheney, the Young Brookline Lawyer.

The last sad rites over the remains of Charles P. Cheney were held at his late residence, on Beacon st, Brookline, yesterday afternoon.

The remains reposed in an open broadcloth-covered casket, surrounded by many beautiful floral tributes.

The services were conducted by Rev Dr James W. Cooper of New Britain, Conn, and were very simple, consisting only of scriptural reading and prayer. The Arlington quartet sang several hymns with great pathos.

A number of friends were present, including many of the class of 92 of Harvard, of which deceased was a member.

Following the services the body was borne out of the residence on the shoulders of four of the class, Messrs Craig Powers of Rochester, Nell M. Toul, Dr S. D. Jones and Dr Frank S. Newall.

The interment was at Mt Auburn cemetery.

Mr Cheney was a member of the law firm of Blodgett & Merritt, and was in his 28th year. A short time ago he became critically ill and went west with his family, hoping to regain his lost health, but he died at Colorado Springs.

Wolcott's Movements Uncertain.

LONDON, Feb 10—The movements of U S Senator Wolcott, who is visiting the continent in the interests of bimetallism, are reported to be very uncertain. All that is known of his plans is that he will return to London on Feb 20 and sail for New York on Feb 27.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

I have never sold a dollar article where the people parted with their money so readily as for BOOTH'S "HYOMEI" POCKET INHALER outfit. It is for colds, catarrh and bronchitis.

GEORGE BURWELL,
176 Boylston Street.