

NEW YORK NEWS OF ALL KINDS

New York, July 16.—There is every probability that the Gen. Slocum disaster will cause a general shaking up in the New York office of the government steamboat inspector. When Secretary Cortelyou issued the order that a reinspection of all pleasure steamers in this district was to be made, it was not taken seriously by the local officials and they were in no hurry to comply with the order. It seems, however, that the government did not intend that order for a mere joke or hoax, but intended to insist upon compliance with it. When the head of the department of labor and commerce found that the chief of the New York office paid no attention to the order and tried to avoid the task, he quietly instructed a number of inspectors in other districts and, quietly they came to New York and, without warning, descended upon some of the large pleasure steamers and made a thorough inspection. The result of the investigation was quite satisfactory in a general way, although many defective life preservers, inefficient fire hose, etc., were found, and, in some cases, an absence of precautions against fire.

It is generally believed that, if the inspection had been made two weeks ago, the result would not have been quite so satisfactory. In the mean time the owners of steamers in this district made energetic efforts of complying with the laws as much as possible and never before were so many orders for life preservers given in New York during a period of two or three weeks as since the Gen. Slocum disaster, especially since the order from Washington, requiring a reinspection of all pleasure craft.

It is doubtful whether there is any street car company in this country that could rival with the Brooklyn Rapid Transit company as to incapacity, or stupidity and inefficiency of management. Now the company, or rather its management, has added additional laurels to its crown, by using brute force in enforcing unjust and unreasonable demands upon the public.

Under its original charter, which was valid at the time when the Coney Island branch of its system was a steam car line, the Brooklyn Rapid Transit company had the right to charge a ten cent fare between the bridge and Coney Island. Since then the road introduced electric power and other improvements, but continued to charge double fare. The passengers were taken on its electric line to a certain point and, if they wished to continue their trip to Coney Island, they had to pay another fare. When the courts recently decided that the Metropolitan company was compelled to issue transfers from any one of its lines to any other line of its system, the patrons of the Brooklyn Rapid Transit believed that the decision also applied to the Brooklyn railroad. They refused to pay double fare and demanded transfers, which were emphatically refused.

There were frequent altercations between passengers and conductors, until the passengers, thoroughly aroused by the methods of the street car company, attempted to force the issue. They succeeded, but the result was rather unexpected. The company employed a large number of sturdy bouncers who, assisted by accommodating police officers, brutally attacked and ill treated men, women and children, who refused to pay double fare to Coney Island. The police officers have since then been rebuked by the mayor and will probably be severely disciplined, but the street car company came out victorious and now even threatens to increase the fare to fifteen cents, to revenge itself upon the public. It is safe to say, that nowhere but in New York such conditions would be tolerated for any length of time. Judging from precedents, it would not at all be surprising, should the B. R. T. company carry out its threat. It is stated by persons well posted in the laws on the subject, that the company would have the law on its side, should it do so.

The gambling spirit, so characteristic of Americans, is nowhere strong-

er developed than in New York. Nearly everybody gambles in some way and the mania for making bets on everything, from the weather to the result of horse races or political elections seems to have a powerful hold on young and old. Even the fair sex is by no means immune from the gambling disease. The municipal government has made several attempts to curb at least some forms of gambling to a certain extent, well knowing that it could never hope to suppress it altogether, but the result was not at all satisfactory. The trouble was in every case, that the pool room men and gambling house keepers have too many powerful friends in Tammany Hall and the members of the police department know only too well, that it would be risky for them to wage too energetic a war against men who had such powerful protectors in Tammany Hall. Notwithstanding the frequent assertions of the mayor, that the "lid" was down, and, in spite of the persistent efforts of police commissioner McAdoo, pool rooms and gambling houses are flourishing in every part of the town and it even seems that they are doing more business than ever before.

There have been so many cases recently in which trusted employees stole money from their employers to play the races or to win a fortune at the green table, that some prominent citizens have started a movement for the purpose of preventing the betting on horse races. The fact that the Western Union Telegraph company no longer furnishes race track news, has had absolutely no detrimental effect on pool rooms and there are more of them than ever before. It is more than doubtful that the movement will meet with success, as horse racing has altogether too many friends in New York and the suppression of betting on the races would soon put a stop to horse racing. It is well understood that every racing association would be bankrupt in a few days, should betting on the races be stopped.

Before long New York will have a permanent circus building and, although the Hippodrome is not yet completed, there is already great opposition to the new enterprise. The building will be on Sixth avenue, above 45th street, on the site of the old car stables and promises to be

very handsome from an architectural point of view. The trouble is, that the building is in the immediate neighborhood of several aristocratic clubs and association buildings. There may be considerable grumbling, but it is not believed that any legal steps will

be attempted to interfere with the hippodrome.

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