

sibilities," was the reply. "All things are possible, you know."

Brief Railroad Items.

The Directors of the Delaware and Hudson Company yesterday declared a dividend of 7 per cent., payable in quarterly installments during the year. This represents an increase of 2 per cent. as compared with 1900.

W. H. Wells has been appointed Engineer of Construction of the Southern Railway. He will have offices at Washington, and will report to the First Vice President.

Thomas P. Fowler, President of the New York, Ontario and Western, says that there is no truth in the report that the Delaware and Hudson coal tonnage is to be diverted to the Ontario and Western. Delaware and Hudson's coal for tidewater is carried by the Erie under a traffic contract which has some time to run.

ANOTHER TUNNEL CONTRACT.

Difficult Section to be Built by Engineer Benzette Williams of Chicago.

After many months of delay, the section of the Rapid Transit Railroad lying between Forty-first Street and Park Avenue and Forty-seventh Street and Broadway has been let to Benzette Williams, a Chicago engineer and contractor. The Forty-second Street section was the last open one on the entire line, and would have been closed early last Fall except for the number of engineering difficulties that cropped up, and the subsequent negotiations with the New York Central officials for a change of route leading under the Grand Central Station.

Mr. Williams signed the contract with John B. McDonald on Thursday. The announcement was made yesterday at the offices of the Rapid Transit Subway Company that the sub-contractor will begin work just as soon as he can assemble his equipment for excavation, which will probably be during February. The Forty-second Street portion of the route, from the multiplicity of underground obstructions and character of the soil, is considered one of the most difficult of the line. Although starting several months behind many of his fellow-sub-contractors, Mr. Williams expects to finish his section by the time the others are ready for operation.

Mr. Williams is a well-known engineer, particularly in the West, where most of his time has been spent. He is a graduate of the University of Michigan. He was at one time City Engineer of Chicago, in charge of the Bureau of Sewers and of Tunnels. He was also a member of the commission which recommended Chicago's drainage canal. He afterward became its chief engineer. Mr. Williams built the Equitable Gas Plant of Chicago, and besides is well known in various parts of the country for his connection with water works and sewerage systems.

CYCLING AND ATHLETIC ALLIANCE

An Agreement Proposed Between the A. A. U. and the N. C. A.

Articles for an alliance between the National Cycling Association and the Amateur Athletic Union have been prepared by Chairman Batchelder of the National Cycling Association Board of Control, and have been submitted to the Board of Governors of the union. There has been an understanding between the two bodies ever since the League of American Wheelmen withdrew from the control of cycle racing, but there has been no formal alliance, as there has been with the League of American Wheelmen.

The new alliance will be based upon the one between the League of American Wheelmen and the Amateur Athletic Union, with the exception of the clause providing for the trial of Amateur Athletic Union cyclists by a board from that organization, which is omitted. Neither body will permit meets unsanctioned by the other organization to be held in connection with its own meets, and neither cyclists nor athletes who have been suspended by their governing organization will be permitted to compete in the games of the other organization.

Cycle Show Opens To-night.

Wheels of the latest design, that are pictures in themselves, attractive to every one interested in the bicycle, motor cycles, which are coming into vogue, and at every exhibition attract attention; automobiles that are operated by all the motive powers and accessories that are necessary in the bicycle trade, will be shown at the Madison Square Garden to-night, and continue on exhibition during the next week. There are no vacant spaces in the show, and with the main floor laid out for the best convenience of the visitor and the exhibition, the wide platform over the arena boxes, and the accessories and small exhibits located there, the Garden will look well. The souvenirs given away will be appropriate and pretty. The show will open at 8 o'clock.

RAILROAD MANAGER RESIGNS.

George T. Jarvis to Retire from the Wisconsin Central Road.

MILWAUKEE, Wis., Jan. 11.—George T. Jarvis, General Manager of the Wisconsin Central Railroad Company, has resigned, and his resignation has been accepted by President H. F. Whitcomb and the Board of Directors.

The resignation, it is understood, is to take effect on the appointment of Mr. Jarvis's successor. No reason could be learned for Mr. Jarvis's action. He has been with the Wisconsin Central less than four months.

MR. HILL HASN'T HEARD OF IT.

Intimates that His Line Has Not Yet Leased the St. Paul.

Mr. J. J. Hill of the Great Northern Railway Company was told yesterday afternoon that a dispatch from the West stated in effect that the lease of the Chicago, Milwaukee and St. Paul Road to the Great Northern and the Northern Pacific Roads had gone through. He said that if the deal had been closed he had not been informed of it. He was asked if it were possible for it to go through without his knowledge, and he said he did not think so.

"Is it probable that the St. Paul deal will be effected?" asked the reporter.

"You had better put that among the pos-