

GOTHAM GOSSIP.

AN INTERESTING LETTER FROM NEW YORK CITY.

Interesting Revival of the Stewart Estate Fracas—A Princely Parson—Changing Character of the Wholesale Trade—Effects of Rapid Transit and the Machinery Pooling Scheme—A New Swindling Dodge—A Case of Canard Rapacity and a Murder Mystery.

A. T. STEWART'S ESTATE. [Correspondence of the Globe.]

New York, April 13, 1880.—Immediately after the death of A. T. Stewart, it was alleged that there was no story in the Arabian nights more wonderful than the speed with which Judge Hilton became enormously rich. His experience since then has verified the belief that riches and happiness do not always go together. The most recent announcement is a suit by Alexander Stewart, a cousin of the deceased A. T. Stewart. He alleges that he was bought off his original intention to contest the will by a few weeks board at the Metropolitan hotel, \$100,000 in money and as many dresses as his wife could select in Stewart's store. He now swears that these engagements have not been fulfilled, and seems bound to make trouble. Meantime the vast Stewart business in this city is diminishing; the wholesale store at Broadway and Chambers streets remains empty, involving a yearly loss of \$200,000, and the business of the retail store has largely fallen off. It is alleged that so necessary it is to raise money, Mrs. Stewart's indorsement for several hundred thousand dollars has been given to some city banks. These circumstances are regarded as very great significance.

A PRINCE OF THE CHURCH.

The Rev. Dr. Hall, of the Fifth Avenue Presbyterian church, is now the best paid clergyman in America. His income is said to be more than \$30,000 a year, made up as follows: Salary, \$15,000; free house, worth \$4,000; fees of various kinds, \$10,000; Yale lectureship, \$2,000 or \$3,000 more; total, \$31,000 or \$32,000 per annum. This is a comfortable little income, considering that the fiscal year of this lucky divine includes a three months' leave of absence. The doctor is a born Irishman, and when asked the other day, to contribute to the famine relief fund, he replied that he had not sufficient information to convince him that any relief was needed from this country. He would not pledge "though one rose from the dead."

THE CHANGING CHARACTER OF TRADE.

While it is a fact that the entire business of New York has suffered no decline, changes of a marked character have occurred within the last few years. Take, for instance, the jobbing interests in dry goods. Immediately after the close of the war, say in 1865, there were no less than fifty jobbing houses in New York; there were twenty-five jobbing shoe houses in this city; to-day the entire trade is limited to perhaps half a dozen. Boston and vicinity seem to have taken this trade entirely from New York, though we still lead the world in leather, as indeed we do in dry goods commission. The western cities buy, however, direct from the manufacturer to a very large extent, and the jobbing interests of New York have been built up at the expense of New York. The great house of Claffin & Co. still continues to maintain its supremacy in the country. Its business this year will amount to at least \$50,000,000 to \$55,000,000, averaging fully \$1,000,000 per week; of this amount about one-fourth is New York, the rest Pennsylvania and Connecticut trade.

RAPID TRANSIT RESULTS.

The building trade in New York is very brisk, notwithstanding the strikes of workmen and the great advance which has taken place in the price of materials. Whole blocks of houses are going up in Harlem and neighborhood in anticipation of the great demand in spring by those who are coming back from New Jersey, Brooklyn and elsewhere. This is a direct result of the construction of the elevated railroads, which render available for residence great districts in the upper part of Manhattan island, which under the horse car regime were unapproachable. The elevated roads have disfigured the city, taken away the last vestige of peace and privacy from a large section of the population; they are unsightly, cumbersome, noisy, an immense nuisance and an immense necessity. Such an invasion of private rights would not be tolerated for an instant in any other country than the United States, where, blink it as we may, capital is all powerful. In London, where rapid transit is an accomplished fact, the underground railways were constructed at an expense of not less than \$5,000,000 per mile. This vast expenditure had to be incurred because elevated railroads such as ours would be regarded as an intolerable nuisance, and in the face of public sentiment their construction would be an impossibility.

POOLING MACHINERY.

Few people have any idea of the machinery necessary to carry out the freight pooling agreements by the various railroads. Mr. Fink, the commissioner employed by the railroads for the purpose of watching each other, is the most important factor in this most important matter. It will astonish your readers to know that he has in his employment nearly 150 clerks, whose duties are to copy, adjust and average the charges, receipts and divisions of the entire freightage business of the pool. The offices of the commission have been in the New York Life insurance building, where they occupy nearly an entire floor, but the business has so outgrown the accommodation afforded that the insurance company is putting on top of its present five story building an additional three stories, nearly all of which extra space will be occupied by the growing exigencies of this new mode of settling differences and avoiding the effects of inter-complexion.

INDICES OF PRETTY.

The cheaters of the "dime" of New York, have of late hit upon a device at once easy and profitable. It is to assume a name so like that of some respectable firm that people will be deceived by it and send goods on credit without much scrutiny. The operations of the "firms" of Roux & Taubel, of 46 East Fourth street, and postoffice box 1962, New York, have of late been exciting a good deal of attention. They ask by catalogue and otherwise for goods to sell on consignment, etc.

LADIES, DO YOU KNOW

That you will obtain splendid bargains in underwear at the 99 Cent Store, better trimmed, better made and better style than elsewhere in this city, and very, very much cheaper?

500 KITS NEW CAPS

Will be opened to-day at Auerbach, Finck, Colbertson & Co., 14 West Third street.

THE REVIVAL OF THE AFFAIRS.

He tried to persuade the mover to withdraw and he said he was sick of a controversy which involved the name of his wife. To this appeal Mr. Manning said, with warm and no member of the committee had used Mrs. Springer's name, nor would anyone think of doing so. It is believed to be the intention of the committee to push this inquiry to its logical result, matter who is to be hurt. Some think they will be hurt, but they consider it worth it, if so, their deliberate purpose is to depose him from the chairmanship of the committee. They say they will not submit to the leadership of Mr. Manning, and they will desert his party. They say Mr. Springer was once deprived of his chairmanship he would not be able to wield any influence in the House. It will be remembered that, on the day of the personal attack by Manning and Manning, the former called on the members of the committee singly for their understanding as to his attitude on the Washburn case, and that they testified in such a way as to

CRIMES AND CASUALTIES.

An Arkansas Judge Caught Thieving—Child Murder in Boston—Miscellaneous.

JAIL BIRDS LOOSE. LITTLE ROCK, Ark., April 17.—J. P. Holland and W. A. Casey, charged as accessories in the murder of B. James and Clint Tucker, under death sentence for rape, escaped from Dardanel Jail on the 15th inst.

JUDGE TURNED THIEF. F. K. Adams, county judge, of Faulkner county, editor of the *Currency*, was arrested for stealing \$3,000 from the sheriff's office at Conway. The sheriff locked his office and started a man to get the money. Adams returned and found the door unlocked, the safe open, and money on Adams' person. Adams tried to buy silence, but failed. Hitherto he has been well esteemed.

FOR LIFE. HARTFORD, Conn., April 17.—The fifth trial of Wm. Allen for the murder of Shipman Fellow, watchman in the State prison, ended today in a verdict of murder in the second degree. He was sentenced to the State prison for life. Hamlin, principal in the murder, was sentenced to be hanged May 20th.

CHILD MURDERER. BOSTON, April 17.—Mr. John Driscoll, of Malden, was arrested, to-day, on the charge of murdering the 4-year old girl of John Crittendon, a neighbor. The body of the child was found in a shallow well in the yard. It is thought, it is thought, was placed there by Driscoll.

DECK HAND KILLED. CINCINNATI, April 17.—Richard O'Flaherty, a deck hand on the tow boat Joseph A. Stone, was killed, to-day, by Frank Finn, while the boat was going up river, near Pomeroy. Finn claims the killing was done in self-defense. Both men belong in Pittsburgh.

COLLISION ON LONG ISLAND SOUND. NEW YORK, April 17.—The steamer Rhode Island, of the Providence & Washington steamship company, was in collision last night in company with an ice laden schooner and was completely disabled. The schooner was also seriously injured. The steamer Narragansett, coming along, towed the Rhode Island into Huntington harbor and transferred her passengers and carried them to Stonington.

THE WIFE POISONED. PHILADELPHIA, April 17.—In the case of Dr. Goersen, being held for trial on charge of poisoning his wife, who recently died, the chemist has not yet completed an analysis of the wife's mother, who died a short time before his wife. Dr. E. Haines, who visited the woman during her sickness, and gave a certificate of death from disease of the kidneys, has been held as accessory.

Arrested for Forgery. In yesterday's GLOBE an account was given of the adventures of a man named Robert McFarland who hired a buggy at Day's livery stable and lit out for Minneapolis. The rig was recovered at that city and McFarland was brought to St. Paul by Officer Lowell, being released upon paying damages and explaining that he had been on a burrah. The sequel to the affair came yesterday when McFarland was rearrested on the charge of forgery, the facts being as follows: A few days since he presented a certified order for \$45 in favor of James Mack, an employe of the Sioux City railroad company. The order was made out as a time certificate and presented to master Hamilton for payment. The latter noticed that the order was made out in regular form on the strength of which he paid the money. Last Saturday Mack presented his "time" at the office and his astonishment was great upon being confronted with the order, which was once declared a forgery. The police were informed of the affair yesterday, and Officer Lowell was detailed to look up his man. He was arrested at a boarding house on Minnesota street and the examination will take place this morning.

Draperies. A car load of Draperies to-day at Auerbach, Finck, Colbertson & Co., 14 West Third street, Bridge Square?

STREET PAVING.

What Other Cities Have Done—Profiting by Experience.

To the Editor of the Globe: The subject of street-paving, which is now receiving the attention of the chamber of commerce, is one of vital importance to property-owners, and the interest in the subject is not confined to the chamber alone. It is a matter which affects not only the pockets, but the public health, and should be thoroughly discussed and understood before anything further is done in that direction. The various kinds of pavements which have been in use in the larger cities have their advantages, and it is not even now, after the experience of so many years, to decide which is the cheapest and best. Stone is undoubtedly the most durable, and with us would be about as cheap as any other. Its objections are its uneven surface and hard texture. Except upon a few streets where heavy teaming is done, it is not desirable. Concrete has many things in its favor, but whether any kind of concrete will stand the test of our rigorous climate is very questionable. The Columbus, Ohio, paving company claim to have compounded an article, of which they hold a patent, which they are willing to warrant in any climate from ten to fifteen years, with but a nominal sum for repairs. This is by all odds, so far as health and cleanliness is concerned, the most desirable pavement that can be devised. Its smooth, even surface makes it a luxury. Its drawbacks are that it is difficult to break up without great expense, and necessitates the employment of concrete works, in every city where it is used, for purposes of repairs. The Nicholson pavement, which is composed of pine blocks laid on a flooring of pine, is now about out of use, and it is well for the public health that it should be. The pine bottom prevents the filth which collects in the interstices from draining off, thus breeding miasma, the laying of blocks upon a stone foundation, as we have them here in St. Paul, is much preferable, and if cedar blocks could be used instead of pine, would make a good and durable pavement. I clipped some time ago from a Cleveland, Ohio, paper the enclosed article upon the subject of the comparative cost and durability of the various kinds of pavements in use in that city, which will prove of interest to your readers just now, and which I trust you will give space to. The figures are taken from official sources and are very comprehensive. J. W. CUNNINGHAM.

PAVING IN CLEVELAND.

Not much paving was done in Cleveland until the year 1859, at the end of which year but 5,820 feet, or one mile, of stone pavement had been put down. The cost of repairs up to this period was \$1,076. During the next three years no more pavement was laid, but the repairs cost \$3,387. In 1862 there were 2,388 feet laid; repairs \$509. In 1863 there were 1,749 feet laid; repairs \$19. In 1864 there were 12,128 feet laid; repairs \$718. In 1865 there were 3,016 feet laid; repairs \$1,583. In 1866 there were 8,975 feet laid; repairs \$389. In 1870 there were 4,745 feet laid; repairs \$832. In 1871 there were 6,800 feet laid; repairs \$1,178. In 1872 there were 11,675 feet laid; repairs \$1,930. In 1873 there were 12,156 feet laid; repairs none. In 1874 there were 18,914 feet laid; repairs none. In 1875 there were 16,227 feet laid; repairs \$1,092. In 1876 there were 4,983 feet laid; no repairs. In 1877 there were 3,211 feet laid; no repairs. It will be seen that the total number of feet of exclusively stone pavement laid during the eighteen years from 1859 to 1878 was 104,917, or within a fraction of twenty miles. The total cost of repairing during this time was \$7,294. As portions of the pavement was laid in different years, the cost of repairs varies, but the estimate of the cost of repairs per mile can be made, but considering it as all eighteen years old, it has cost the city about \$440 per year for the repair of twenty miles, or about \$22 per mile. Very few of the streets need renewing, as the system of repairing makes them almost as good as new. During 1867 the area of Nicholson, or pine wood, pavement began. In that year 2,415 feet were laid; on which repairs to the amount of \$1,092 were made. In 1868 there were 3,163 feet laid; repairs \$1,137. In 1869 there were 1,511 feet laid; repairs \$430. In 1870 there were 14,480 feet laid; repairs \$3,290. In 1871 there were 116 feet laid; repairs \$2,073 per mile, or a cost of about \$620 per mile each year for repairing. Within the next five years every inch of this sort of pavement now in the city will have to be replaced. In 1872 there were 11,675 feet laid; repairs \$1,930. In 1873 there were 10,652 feet laid; repairs \$78. In 1874 there were 19,397 feet laid; repairs \$1,178. In 1875 there were 10,645 feet laid; no repairs. In 1877 there were 4111 feet laid; no repairs. The total number of feet of this pavement laid was 99,703, or almost exactly 17 miles. The repairs cost \$3,511, or an average of \$625 per mile each year. This repairing was done entirely on the wooden portion of the pavement. Concrete alone was laid only in 1875 and 1876. In 1875 there were 8145 feet laid; repairs \$2377. In 1876 there were 454 feet laid; repairs \$7. The total is 8602 feet, or less than 1-3 miles. The total cost of repairs were \$2384, or an average of \$548 per mile. White cedar blocks laid on a bed of sand have cost to a limited extent in Cleveland. They cost from 90 cents to \$1 per square yard. Their estimated duration is eighteen years, and estimated cost of repairs about \$100 per mile per year.

REPAIRS OF THE AGRICULTURAL DEPARTMENT.

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