

**THE LAND OF IVORY AND SPICES.**  
**Thomas Stevens Tells the Dangers Which Threaten American Trade with Africa.**  
**Read the Sunday World.**  
 Portraits and Sketches of American Beauties Who Lead Society in London.

# The Evening World

**IN THE SUNDAY WORLD.**  
**THE MAN WITH ONE IDEA. FAIR WOMEN IN THE SADDLE. BOON, CORES, SIAM, AND CHINA. LILLIPUTIANS IN NEW YORK CITY.**  
**The Big Centennial.**  
 An Exact Detailed Story of Just What Will Take Place During Each Day of the Celebration.

PRICE ONE CENT.

NEW YORK, SATURDAY, APRIL 20, 1889.

PRICE ONE CENT.

## LAST EDITION 300 GUNS.

**A Great Salute Fired in the Harbor To-Day.**  
**The Booming Plainly Heard All Over the Town.**  
**Similar Salvos in All of Our Great Cities.**

A report like a peal of thunder startled people in the neighborhood of the Battery about noon-time to-day.

The first report was instantly followed by a second and a third, and they were finally traced to Liberty Island. It looked as if they were discharging Lient. Zalkne's giant dynamite gun.

From every point about the Statue of Liberty the guns went off every moment, with sharp reverberations that could be heard all over this, Brooklyn and Jersey cities.

The cause of all this disturbance could not be learned.

The popular impression was that some vessel with a foreign pontonate and his retinue on board was coming up the bay.

A great crowd gathered at the battery wall, and watched the discharge of the shells or whatever they were, in the air.

They looked like bombs as they burst in the air, seen from the Battery sea wall.

The reports sounded like bursting bombs.

First there was the rumbling sound of the discharge, then the shrieking flight of the missile through the air, and finally the terrific peal of noise that a bomb makes in exploding.

All the employees of Castle Garden were listening and wondering what the commencing meant, but there was no one to enlighten them.

They think it is done in honor of some incoming ship.

Among the throng in Battery Park the popular impression was that the noise had something to do with the forthcoming Centennial celebration.

Others thought it was in honor of some foreign man-of-war.

Whatever the cause of it, it created a great deal of wonderment and speculation, and when an EVENING WORLD reporter was coming up Broadway at 1 P. M. he saw the report of each new explosion.

One man then said that he had counted nearly two hundred reports and stopped, fired out, and the noise of the explosion was heard in Harlem with great distinctness, where it sounded like heavy blasting.

The building 150 East One Hundred and Twenty-fifth street, which contains the Ninth District Civil Court, and the office of the Fire World, was jarred. After the first report people ran out of doors to see what was the matter, supposing that a careless contractor had been experimenting with giant powder.

And now for the explanation of this lively and exciting news item.

It simply meant that the New York World was doing a little celebrating on its own account. A sort of preliminary Fourth of July, so to speak.

For three months past the circulation of THE WORLD has averaged more than three hundred thousand copies a day, and it was in honor of this glorious record that the salvo of artillery were fired from Liberty Island.

Three hundred guns were discharged at intervals of ten seconds, and the celebration was a complete success.

A similar salvo of 300 guns was fired to-day in honor of THE WORLD'S 300,000 daily circulation in the leading cities of the Union from Maine to California.

## WIRES PULLED DOWN

**Fire Lines Thrown from the Elevated Structure.**

The fire-arms wires which were gaged to the Elevated structure after being displaced by the falling of a rotten pole on the corner of Thirty-fifth street and Sixth avenue on Thursday were cut for the second time yesterday and flung down into the street by the Elevated Railroad company.

This was done right in the face of a policeman who was ordered to arrest any one molesting the wires.

The Elevated Railroad people admit that they cut the wires, notwithstanding the fact that they had been ordered to repair them.

Wallace that his Elevated roads were post routes and proper receptacles for telegraph wires.

When THE EVENING WORLD reporter learned this morning that the wires had again been cut and lives and property endangered, he said a visit to the main office at 73 Broadway.

The reporter sent in his card and plainly stated that he had always been in effect. They are required to cut all wires, ropes and other things attached to the structure without a permit.

But don't you think that an exception should be made in favor of the Fire Department?

No, sir; not without a permit, and that is easily obtained. Indeed we seldom refuse to grant one.

This ended the interview, and it seems that, notwithstanding the fact that the cutting of these key ropes and wires endangers the lives and property of the city, the Elevated Railroad people, no matter how urgent the necessity.

The taking down of a pole at Fortieth street and Sixth avenue this morning loosened some of the fire wires and necessitated the cutting up of a wire-laden pole just off the avenue in Fortieth street. Those will probably be cut, however, according to one of the men on the job.

Both the contractors were at work early on the west side of Sixth avenue this morning and the work went briskly on.

Contractor Dusey started at Forty-second street and came down to meet Contractor Hess, who was the chief engineer of the job.

Dusey's men work much faster than Hess', but the latter takes the slow and sure method. He uses the shear leg to lower every pole, while Dusey clears the street, chops away the pole and lets it fall to the pavement.

Inspectors Both and Hess are working with Dusey and Fitzpatrick with Hess.

Commissioner Gibbons had wandered around, giving directions by the way, and wondering at the nerve of the daring laborer as they worked on the top of the swaying poles.

Sixth avenue will probably be cleared to Forty-second street to-day and the avenue looks wonderfully well now.

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## ROCKETS AT NEW ORLEANS.

**"The World" Salvo Shakes the Air High Above the Crescent City.**

**NEW ORLEANS, La., April 20.**—Promptly at noon to-day the first World rocket rose from the

## GUNS AT ST. LOUIS, MO.

**"The World's" Salute Startles the Missouri Metropolis at Noon.**

**ST. LOUIS, Mo., April 20.**—Much excitement was created here to-day by the sound of heavy guns, the first of which was heard at just 12 o'clock noon.

Inquiry as to the source and reason of the firing developed the fact that the New York World was indulging in a 300-gun salute to celebrate its maintenance of a 300,000 circulation.

## Association Standing.

City	Played	Won	Lost	Points	Per Cent
St. Louis	3	3	0	0	100
Kansas City	3	3	0	0	100
Brooklyn	3	3	0	0	100
Athletic	3	3	0	0	100
Louisville	3	3	0	0	100
Cincinnati	3	3	0	0	100

## THE RIDGWOOD'S BALL TEAM.

In the Newark-Ridgwood game at Ridgwood to-morrow (Sunday) the home team will be: Madigan, c.; Winters, p.; Seibert, 1st b.; Fritz, 2d b.; Miller, s.; Renner, 3d b.; Suter, l. f.; Panker, c. l.; and Baumgartner, r. f.

The Duke of Edinburgh Severely Ill.

**LONDON, April 20.**—The Duke of Edinburgh, commander of the British fleet in the Mediterranean, is down with a severe attack of fever. It is expected that he will be brought home at once on the Alexandria.

## PEARSON DEAD.

**The End Came Peacefully at 4.25 This Morning.**

**Heart-sore, Overworked and Dragged Down by a Tumor.**

**Thirty Years of Toll in Every Grade in the Post-Office.**

**Thomas L. James Acting Postmaster Until Van Cott Appears.**

Postmaster Henry G. Pearson is dead. He passed away peacefully at the home of his father-in-law, ex-Postmaster-General Thomas L. James, Highwood, N. J., at 4.25 o'clock this morning.

It was rumored late last night that Mr. Pearson was dead and one of the morning papers announced that his demise occurred at 9 o'clock last evening.

Indeed he had been dying for hours. He was unconscious since early yesterday morning, and only revived a very little at midnight, then dropped away into a repose ending in death as stated.

Mr. James brought the news to the city in person this morning. He will act as postmaster till May 1, when Postmaster Van Cott will assume his office.

Mr. James was much depressed by the death of his son-in-law, and Assistant Postmaster Gayler was almost prostrated. He had been a fellow-worker with "Harry" Pearson for many years.

No arrangements have as yet been made for the funeral.

Mr. Pearson had been suffering for months with a tumor in his stomach, yet he persisted in attending to his duties at the Post-Office until a very few days ago, though he knew that he was attacked by a foe to resist which all his strength would be needed.

He was at the Post-Office last week Tuesday, but was obliged to remain at home after that and Wednesday last he was compelled to remain bed-ridden. Wednesday night the tumor broke and a hemorrhage resulted.

At all last night Mr. Pearson was by the bedside of his husband in momentary expectation of his recovery.

Dr. Currie, of Englewood, who has been consulting in attendance upon Mr. Pearson, said: "Mr. Pearson was worn out with overwork and worry consequent upon the virulent attacks upon his official conduct by those who had been his friends. His attendance at the Post-Office up to so late a date was a most surprising display of his courage and determination, but he must have suffered untold agonies in dragging himself to and from the office."

Mr. Pearson died before unconsciousness set in yesterday. "I have spent my life in fighting the spoils system, and it grieves me to know that those for whom I have fought misunderstood me."

Certainly Mr. Pearson's official life is a faithful record of ideal citizenship and reform. He began in the Post-Office thirty years ago as a messenger boy, and by steady advances upward he reached the highest position in the Post-Office.

Henry George Pearson was born in White Plains, N. Y., July 29, 1845. His education went no further than the New York public schools, and he was only fifteen years old when he was appointed to a small position in the Post-Office.

He was bright, active and energetic, and Mike Hill was all the time his "boss" and confidant. He was a man of great energy and industry, and he was a steadfast opponent of that system.

Gen. John A. Dix was Postmaster at the time of the appointment of young Pearson, and he had his attention called to the industry, energy and quickness of the boy, and he was accordingly promoted to time till, in 1864, he was made assistant clerk in the railway mail service between this city and Washington, and in 1871 became postmaster of the city.

Postmaster Thomas L. James, whose son-in-law Mr. Pearson was, promoted him in 1873 to the position of chief clerk, and from that time on he was a man of great energy and industry, and he was a steadfast opponent of that system.

When, in 1881 Mr. James received a promotion from President Garfield, who made him Postmaster-General, he advanced Pearson, appointing him Postmaster. He was retained by President Arthur and President Cleveland, in spite of many protests from his party, reappointed him in 1885.

The term of office expired two weeks ago, and Senator Van Cott was named to take his place as Postmaster-General. Mr. Pearson had not assumed the duties of his position, but from that time on he was a man of great energy and industry, and he was a steadfast opponent of that system.

Until he does, Mr. James will be Acting Postmaster by selection of Mr. Pearson's bondsmen.

Mr. Pearson's final dissolution dated from the time of the appointment of his successor, for it was a great disappointment to him to see the Civil-Service reform falter in the hands of the man of whom he had been a steadfast opponent.

Mr. Pearson was an indefatigable worker. His working days were from sixteen to eighteen hours long. He worked at the office, he worked at home. During the last campaign he worked far into the night each day for weeks. Even his strong constitution and indomitable will could not stand such a pressure.

Mr. Pearson married a daughter of Thomas L. James, and this is the anniversary of his wedding. His wife survives him. He had no children.

## STILL BURNING

**Flames and Smoke Hovering Over the Ruins To-Day.**

A big-bodied fireman slept on the soaking wet and charred dock at the foot of West Fifty-ninth street, when an EVENING WORLD reporter visited the scene of the great fire at 9 o'clock this morning.

The fireman's pillow was a heap of burnt brick and timber. The big rubber boots on his feet rested in a pool of water. Fire had singed his blood moustache and eyebrows. Worn and weary after a night spent in fighting one of the fiercest conflagrations ever seen in New York he lay there totally oblivious of the scene of destruction about him.

Within forty feet of him the flames still waged as fiercely in the cellar of Wilcox's lard factory as they did when they first broke out there yesterday afternoon.

During the night the third brick wall had fallen down as far as the second and third stories. The portions left standing looked grim and battle worn in the muggy morning light.

The flames in the cellar under the ground lard and cotton seed oil, waded merrily, rising forty and fifty feet in the air.

Black smoke, dense and choking, poured out of the furnace and rolled gaily northward in the air.

Lower & Skidmore's storage-house, which shared the building with the Wilcox Company, was a mass of smouldering ruins which seemed to be a scene of total destruction. The roof had fallen in a deep hole.

The flames burned smoothly all over this pile of debris, and a light, thin smoke rolled up from it. Chiders and burning embers were blown up from it with every gust of wind, and were blown carelessly away in the air.

To the north of the still burning structure were the two tall chimneys, whose smoke had been a constant feature of the scene since the fire broke out in this city.

The river in the slits between the several burnt chimneys was covered with grease and oil, some of which still burned fiercely. Pier D, the extreme point destroyed by the fire, was extremely picturesque in its total destruction.

Black, burnt timber stuck up here and there out of the water in grotesque shapes.

Some portions of it were still on fire, and to these points streams of water were directed from the fire-boats Havemeyer and Fuller.

## WORKING FOR A VETO NOW.

**ASSEMBLYMAN MARTIN'S LAST BLOW AT THE POLO GROUNDS BILL.**

Assemblyman John Martin, of the Ninth District, who was unsuccessful in his attempt in the House to prevent the Polo Grounds bill from coming a law, is now doing what he can to get Gov. Hill to withhold his executive sanction.

He is industriously circulating a petition to the Governor requesting him not to sign the bill on the ground that it is unconstitutional, special legislation and against the principle of home rule.

Assemblyman Martin contends that the Board of Aldermen should have full control of the question of closing One Hundred and Eleventh street.

## BRODIE'S LONG SWIM.

**From Harlem Bridge to the Battery Against Sundstrom's Time.**

Steve Brodie swims the East River this afternoon against time for a stake of \$500. His aim is to beat Gus Sundstrom's time, 3h. 35m., by 15 minutes.

The course is from Harlem Bridge to the Battery.

This swim is the result of a dispute with John Gilmarin, of the Sixth Ward, regarding Steve's ability as a swimmer.

Gilmarin offered to bet Steve \$250 that he could not swim the distance in the time made on the East River.

Brodie immediately took Gilmarin up and the two men decided to take advantage of the favorable tide of to-day. He swims in his Boy-ton suit and with his paddle.

## THE UMBRIA'S QUICK TRIP.

**She Beats All Previous Records Excepting Her Own.**

The Umbria, of the Cunard line steamers, reached Fastnet at midnight, London time, last night, or at about 7.35 o'clock New York time. She left Sandy Hook at 5 o'clock on Saturday of last week, thus making the trip in 6 days 2 hours 25 minutes, which beats all previous records except her own.

Three months ago the Umbria made the record of 4 days, 2 hours and 22 minutes, though the Etruria made the trip from Fastnet to New York in twenty-seven minutes less in June last.

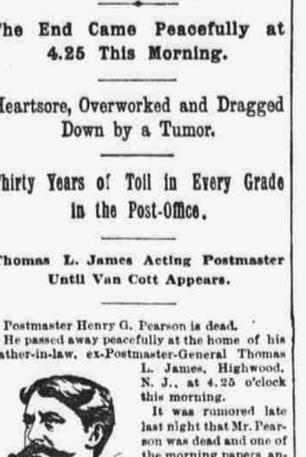
## NO YELLOW FEVER AT JACKSONVILLE.

**JACKSONVILLE, Fla., April 20.**—The report that yellow fever has again obtained foothold here is cruel and baseless. Not even a suspicious case has developed.

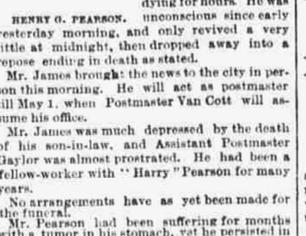
## "CLARA" AND "MADURO"—LATEST AND MOST FASHIONABLE CIGARETTES IN DERBY HATS.

UNION SQUARE on the Line of parade, excellent! SPECIAL FAVORITE CIGARETTES: purest and best.

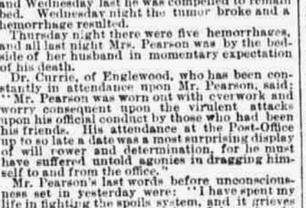
## AT THE RUINS OF THE GREAT WEST SIDE FIRE.



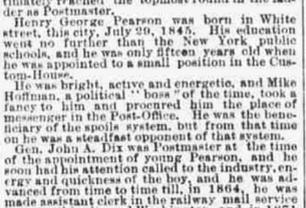
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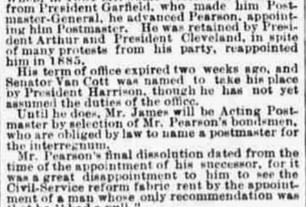
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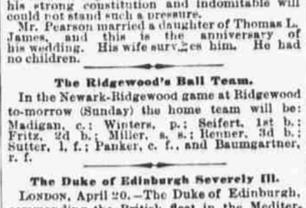
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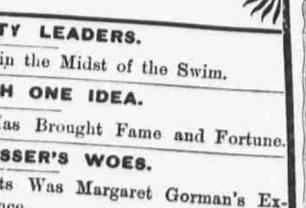
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## THE HAVEMEYER'S ESCAPE.

The Havemeyer did not escape unscathed during the fire. The water on Elevator B, which was hauled in by waves of burning oil which ran over the river when the burning lard factory, she had to run out to the open river through a curling cloud of fire, and her woodwork and some of the direction on her were seriously scorched during the passage.

It is almost impossible to tell in words the extent of the damage done to the Havemeyer during the fire. It is expected that work will be begun at once to erect new grain elevators.

The Union Stock Yard's abattoir, which was almost entirely destroyed, was saved with only a slight scorching.

## A LIST OF THE LOSSES.

New York Central Railroad grain elevators, pier, shed and buildings	\$1,400,000
Stock yards, building and stock	1,000,000
Rosier & Skidmore's warehouse, contents	1,000,000
T. C. Eastman, building and ferry slip	300,000
Wilcox Lard Company	300,000
J. J. Delany, saloon	250,000
<b>Total</b>	<b>\$2,750,000</b>

## WHERE WERE THE BAPPERS AND MINERS?

Then the fault-finding ones declare the Chief should have sent out the call for bappers and miners. It is expected that work will be begun at once to erect new grain elevators.

The call has never been issued which that portion would most probably have saved the other elevators and pier above it.

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## DEAD AND INJURED.

As stated in THE EVENING WORLD Sporting

## THE BIG CENTENNIAL.

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**The Vast Importance of American Interests at Zanzibar Clearly Shown.**

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## LAST EDITION A CLUE AT LAST

**One of the Danmark's Lifeboats Found in Mid-Ocean.**

## Signs that Its Occupants Were Taken Off in Safety.

**Hailed as Good News by the Agents for the Lost Ship.**

## Wise Mariners Think It Ominous of the Fate of the 700.

(SPECIAL CABLE TO THE EVENING WORLD.)  
**LONDON, April 20.**—The most encouraging news yet heard here concerning the people who were on board the lost ship Danmark is that brought by Capt. Blackin, of the British steamer Minnesota.

From the information which he gives it seems probable that at least a portion of the Danmark's people and possibly all of them have been rescued.

Capt. Blackin has arrived at Tilbury on the Thames after a trip from Baltimore.

His reports bearing, April 1, in latitude 45.18 north, longitude 37.50 west, a life-boat painted white and bearing on its stern in black letters: DANMARK, COPENHAGEN.

From appearances it was thought that people had been in the boat, but that they had been taken off.

A tarpaulin was spread in the bottom, one car was in the boat and three of the rowlocks were in position.

A boat-hook was lying on the bottom and pieces of cigar-boxes were seen.

The painter was neatly coiled in the stern. There was considerable water in the boat.

At Funch, Edye & Co.'s the news contained in THE EVENING WORLD'S special cablegram was declared to be good news. It indicated, they thought, that the people of the Danmark had left her in lifeboats to go to a rescuing ship, which was probably a sailing vessel, and the order prevalent on the lifeboat indicated that the transfer from one ship to the other was orderly.

But shipping men shake their heads and say that the report from the Minnesota tells too plainly that it is at least seventeen days since the Danmark was abandoned, and that she was abandoned while under way for at least four days after water for it was not till April 8 that she was seen by the City of Chester.

Seventeen days and a report! Every steamer that was on the ocean April 4 has reported at its port, and none saw the Danmark or her people. The mystery of the sea is still unsolved.

The Bremen steamer Sals arrived this morning from Copenhagen, and Capt. Skjold reported instructions by cable from the Copenhagen office of the Company to go by the English Channel route instead of passing around the northern point of Scotland.

His instructions are to make a diligent search along the route for traces of the Danmark. The steamer is to be ready to receive the crew of the rescue would reach New York.

The steamer people find much room for hope in the non-arrival of the Atlantic transport line steamer Missouri, now overdue nine days at Philadelphia. They think she may have picked up the 750 passengers and crew of the Danmark and taken them to a safe port.

## Cats by the Carload for Dakota.

(SPECIAL TO THE EVENING WORLD.)  
**DURGOE, Ia., April 20.**—A corner in the cat market is threatened in this vicinity. Two carloads of felines of all sizes and descriptions have already been shipped to Dakota and more are wanted. A man who is forwarding them says 20 cents for each for the cats and gets as high as \$5 for them. The demand arises from the prevalence of a plague of mice about the granaries and bins of Dakota.

## No Yellow Fever at Jacksonville.

(SPECIAL TO THE EVENING WORLD.)  
**JACKSONVILLE, Fla., April 20.**—The report that yellow fever has again obtained foothold here is cruel and baseless. Not even a suspicious case has developed.

## "Clara" and "Maduro"—Latest and Most Fashionable Cigarettes in Derby Hats.

UNION SQUARE on the Line of parade, excellent! SPECIAL FAVORITE CIGARETTES: purest and best.

**Read the Sunday World**  
 Columns of Amusement for the Children

**LONDON SOCIETY LEADERS.**  
 American Women Who Are in the Midst of the Swim.  
**THE MAN WITH ONE IDEA.**  
 Low Sticking to a Single Thing Has Brought Fame and Fortune.  
**A BOOK CANVASSER'S WOE.**  
 Great Inducements But No Results Was Margaret Gorman's Experience.

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 Facts and Fun for the Old Folks.