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MAYOR AND THE SCHOOLS.

Mayor Gilroy has repelled with some indignation the allegation that the Board of Estimate and Apportionment had dealt fairly with the publishers in the annual appropriations granted to the Board of Education. The Mayor declares the statement a misrepresentation, and announces that he "will not permit the city's educational system to be so grossly libeled, nor the city's authorities to be put in such a false position."

Mr. Gilroy quotes figures to support his contention that the authorities controlling the city's purse strings, give as freely to the Board of Education as to other city departments. He produces the annual appropriations for the maintenance of the schools and the bonds for the last twelve years, and seeks to show that the amounts were larger under six years of his own and Mayor Grant's Tammany administrations than under six years of the more independent administrations of Mayors Edson, Grace and Hewitt.

Mr. Gilroy's figures are misleading and deceptive as he uses them, and instead of disproving the charge of discrimination against the schools they fully and unqualifiedly establish its truth.

In the six years from 1883 to 1888 inclusive, the amount of bonds issued for new school sites and buildings was only \$1,538,000. The amount from 1889 to 1894 inclusive, was \$7,377,114. This is an increase of \$5,839,114 in the last six years.

But these bonds are issued by order or sanction of the Legislature, the Board of Estimate and Apportionment, which controls the annual appropriations, has nothing to do with them. Nor have they any connection with the maintenance of the schools. The city authorities have generally opposed the bond issues. Only this present year, when the \$1,500,000 was voted by the Legislature for sites and buildings, the amount was reduced from a much larger amount on the persistent demand and through the vigorous efforts of Mayor Gilroy, who would have defeated the appropriation altogether.

But how has it been with the annual appropriations made for the yearly management and maintenance of the schools, and actually representing the liberality of the city authorities in charge of the purse strings towards the Educational Department?

Let us compare some of the appropriations for a few of the city departments in 1894, under Mayor Edson, with those in 1894 under Gilroy.

The departments of most value to the politicians are Public Works, Fire, Parks, Cleaning and Law. The appropriations compare thus:

Table with 3 columns: Department, 1894, 1893, Increase. Public Works: \$1,777,000 vs \$1,001,940 (77% increase). Parks: \$60,000 vs \$171,192 (187% increase). Fire: \$1,100,000 vs \$1,000,000 (10% increase). Street Cleaning: \$1,800,000 vs \$1,875,500 (4% increase). Law: \$148,000 vs \$204,000 (37% increase). Public Schools: \$4,521,500 vs \$4,924,184 (9% increase).

In ten years, then, the increase in the appropriation for the maintenance of the Educational Department has increased a fraction over 4 1/2 per cent, while the political departments have increased from 19 1/4 per cent to 125 per cent. Yet in those ten years the number of schools and the force of teachers have largely increased, while more than six hundred thousand people have been added to the population.

Do these figures, plain facts from the records, prove that it is a "libel" on the educational system and on the city authorities to charge that the public schools have not been treated as liberally as the political departments of the city government? Are they not, indeed, unanswerable proof that the Tammany backer and the Mayor have been unjustly refused appropriations absolutely needed to meet its increased expenses and to satisfy the wants of the growing population? Do they not imply that Tammany has more regard for Tammany backers and places for Tammany backers than for the children of the poor and rescues them from ignorance and its companion, vice?

Quite enough suspicious attaches to the Park Department to make it desirable that changes should be made in the Central Park, and that the other matters have long seemed to demand the Mayor's attention.

The asphalt business now looks as if it might lead to more than a municipal investigation. Are nine hundred and ninety-nine dollar contracts to be made for the law? Were or are any of the Park Commissioners interested in the asphalt company? These are questions that may well be considered in a Grand Jury room. But that does not remove the obligation of the Mayor to keep the municipal departments clean and effective.

WILL THEY PUSH THE DIRT AWAY?
The Street-Cleaning Department has a new machine for cleaning the streets. It is a small sweeper, that is pushed along by a man. The contrivance looks pretty in a picture, and its adoption by the Central Park, and the other parks, will be a good thing. It is to be used in the park, and the sooner Commissioner Andrews and everybody else concerned learns that it is not a new street-cleaning machine, but a new street-cleaning machine, the more agreeable look at it will be. The machine is a power sweeping machine, no better in the aggregate than the other machinery of the Department did in the past, than the banana-skin and the dust-pail will continue their way, and street-cleaning, if ever discovered, will be the variety comedian's mark, be

of a conflict between two of these forces and the battle will engage all three. With a solid man in the executive chair, the whole trouble would have been kept well in hand, and the authorities and it might even have settled weeks ago. Colorado will have its eyes open the next time it elects a Governor.

Two Steamship Officers and Eight Sailors Manned Her.

The Hamburg-American line steamship Fuerst Bismarck, Capt. Albers, which arrived this morning from Hamburg and Southampton, reports that on the voyage from New York to Hamburg May 22, at 1:30 A. M., she was in collision with the French barkentine Louise, of St. Nazaire, from Guadeloupe, with a cargo of sugar, bound for Bordeaux.

The Louise touched the port side of the Bismarck, breaking her bowsprit and topmast. Capt. Albers at once lowered a boat, the crew of which went on board the barkentine, overhauled the vessel, sounded the pumps, and found that she had made no way. It was feared that the damage soon could be repaired.

Capt. Albers gave notice to the captain of the Louise that he would remain on board and give him all the help and assistance he needed, but the captain refused to be taken on the Fuerst Bismarck. Capt. Albers remained on the Bismarck, and his crew were obliged to make no way. They abandoned their ship and were taken on board the Fuerst Bismarck.

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COLLISION AT SEA. GIVEN TO THE BABES.

Fuerst Bismarck and the Barkentine Louise Crash Together.

The Sailing Vessel Abandoned by Her Captain and Crew.

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SADIE NOT DIVORCED.

Nor Is Miss Martinot Married to Her Lawyer Says She's "Mrs. Figman" for Business Reasons.

Her Lawyer Says She's "Mrs. Figman" for Business Reasons.

The Couple Sailed Together on the Normannia Yesterday.

Sadie Martinot is not divorced from Fred Stinson nor is she married to Max Figman, according to the latter.

The pleasant story of a hasty divorce and sudden marriage, which Miss Martinot and Mr. Figman gave out just before they sailed on the Hamburg-American liner Normannia yesterday, is a bit of a mystery.

It is understood that the conventional fact that they booked on the steamer as "Mr. and Mrs. Max Figman" is another stroke of diplomacy, and bears an explanation that any one with just a slight stretch of indulgence will readily understand.

"I must confess to a direct inquiry," said Lawyer Abe Hummel this morning, "that Miss Martinot will remain a Miss Martinot."

"You see," he continued, "Miss Martinot has a delicate case, and she delicately asks you can. Call them outstanding claims upon her, or the assumptions of tradition, or something of that inoffensive sort—don't you see?"

Mr. Hummel then went on to explain that Miss Martinot cannot be attached for her individual debts. A bill of exchange for \$100,000, which she has long referred to her husband, Stinson. This reference is not a confession of her husband's new being needed, she has assumed to be Mrs. Figman for a while.

Upon her return she will seek out the creditors of her husband, and will set off for Europe she took Mr. Figman along as a sort of chaperon, a companion for the voyage, and will return with five or six weeks, and will return with her reputation for Europe for her repertoire of next season.

Upon her return she will seek out the creditors of her husband, and will set off for Europe she took Mr. Figman along as a sort of chaperon, a companion for the voyage, and will return with five or six weeks, and will return with her reputation for Europe for her repertoire of next season.

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LETTERS.

What Was the Beginning?

London Clerks Have Good Times.

The Divine Right to Rebel.

Lillian's Two Visitors.

Those Abominable Bells.

A Defense of Dr. Peters.

Not "Stuffs" Nor "Nobodies."

Whelmen and Whelmen.

Who Is "Plunk?"

A Policeman Injured.

Worldlings.

Joe's Narrow Escape.

Can't Stop Cheap Coal.

It is Still \$4.50 a Ton, and the People Are Free from the Combine.

There have been strenuous efforts made by the coal combine to stop "The World's" use of coal, and to cry down "The World," because it sold the public coal at \$4.50 per ton, but all in vain.

"The World" is demonstrating every day to the longest of noses of the metropolitan that they have been systematically sold for years.

Through a long undisputed occupation of the field, the coal barons have been able to keep the price of coal as high as they please, and to keep it as high as they please.

A few dealers are selling coal at reasonable prices, but not all of them, and if they do, they are not doing so because they are still demanding \$5.25 a ton for fuel, he may have his order at "The World's" New York or Brooklyn office, and have his bin filled with coal at \$4.50 per ton.

A Policeman Injured.

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