



THE ROYAL TOUR BEGINS.

DEPARTURE OF THE DUKE AND DUCHESS OF CORNWALL FROM LONDON.

CARRYING OUT AN IMPERIAL FUNCTION PLANNED BY THE LATE QUEEN—LORD WOLSELEY'S DEFENCE.

(Copyright, 1901, By The New York Tribune.) (BY CABLE TO THE TRIBUNE.)

London, March 16, 1 a. m.—Imperialism triumphs even in a season of national mourning. The departure of the Duke of Cornwall for Australia and Canada has been conducted with a dignity and stateliness commensurate with the importance of the event and the honor of the self-governing commonwealths. The King and Queen have accompanied the Duke and Duchess of Cornwall to Portsmouth in semi-state, and the royal yacht will escort the Ophir out of the harbor to-day. In the place of a gun carriage, with a cavalcade of royal mourners and aescutched and reverent multitudes, there was a flashing glimpse of three royal landaus, with outriders and postillions and an escort of Household Cavalry, and crowds of joyous spectators, cheering heartily the King and Queen and hurrying to the throne. The first halting place from Marlborough House was Victoria Station, where the majestic funeral march through London began a few weeks ago. But the black, purple and white trappings of mourning had disappeared, and the platform was carpeted with crimson and the special train was gayly decorated with hunting, and the royal saloon was fragrant with roses.

The passage of the train to Portsmouth was watched by groups at the stations, who cheered lustily, whereas heads were bared and there was silent homage when the last progress of Victoria occurred. The Solent, instead of being sentinelled by a fleet of battleships firing minute guns, was agleam with color. Every ship in the dockyard and harbor was dressed in rainbow hues. The ships were manned, and the bands were playing as the train trundled by the harbor station about 5 o'clock, and there were guards of marines and blue-jackets and massed bands of the fleet as soon as the King's came from the Victoria and Albert, and the flags were fluttering and bands playing until sunset.

If the contrast between this gayety and splendor and the last voyage of Victoria across the Solent was a striking one, imperialism had its dues, and the heir to the throne, embarking on the Ophir, was honored as the King's chosen messenger to his worldwide empire. When the Ophir weighs anchor to-day for her long voyage the Alberta will pilot her down the harbor, with the King and Queen, Princess Victoria and Princess Charles on deck, and with a fleet of torpedo boat destroyers astern, and when the royal yacht finally turns within sight of Osborne the same swarm of black wisps which headed the funeral flotilla across the Solent to the accompaniment of booming guns and the requiems of naval bands will escort the King to Portsmouth. The joyous imperial function will be a reminiscence of the majestic tribute of sea power to Queen Victoria. These details have been deliberately planned for the Ophir, and two royal yachts, with the King's family, last night remained under guard of a mighty fleet. The mission of the Duke of Cornwall to the colonies was one of Queen Victoria's last imperial projects, and the royal family were uniting in carrying it out.

The Windsor naval guard, which saved the situation when the horses attached to the gun carriage became unmanageable, will be at Portsmouth to-day at Queen Alexandra's request to receive Victorian decorations for their last service to the beloved Queen. While the work of empire building goes on Victoria is not forgotten.

In spite of the efforts to discredit the announcement that Mr. Yerkes has secured control of the Metropolitan and District Railways, "The Express" this morning not only maintains that the report was quite correct, but gives further information with regard to the alleged deal. The combination plans are said to be a duplication of those adopted when Yerkes obtained control of the Chicago street railways, namely, the reorganization of the companies on a basis of making the old shareholders preferential at a fixed rate of dividend, the raising by bonds of a fund to equip the lines electrically and to build extensions and the formation of a construction company to do the work. Mr. Yerkes, M. P., who is said to have had a large share in the operations, is Yerkes's solicitor and the largest shareholder in the District Railway. The price of District Ordinary yesterday rose 5/8 per cent on the report of American control, while Metropolitan Ordinary fell 1 per cent. As the nominal capital of the two companies amounts to £24,000,000, if only £2,000,000 has been expended to secure control, the deal should be a profitable one.

Lord Wolseley's reply to Lord Lansdowne was a model of courtesy, but did not materially strengthen his case, although he dealt in detail with the charges levelled against him. It did not justify what his friends had been saying for eighteen months—namely, that the Cabinet had neglected to follow his advice, and then had held him responsible for military failures. He did not advise mobilization until a few weeks before the war opened, when it would clearly have been provocative. Lord Lansdowne made an incisive reply, but was more courteous than on the previous occasion. The debate was not exciting, and the moral remained as before—that not Lord Wolseley, nor Lord Lansdowne alone, but the British Government was ambushed by the Boers. I. N. F.

TO PUNISH "THE TIMES."

London, March 15.—In the House of Commons to-day the Chancellor of the Exchequer, Sir Michael Hicks-Beach, presented the report of the Select Committee on the Civil List, with reference to the publication in "The Times" of confidential statements on the subject, and recommending the Speaker to take steps, either by the exclusion from the House of the representative of "The Times," or otherwise, as he saw fit, to prevent a recurrence of such an offence. The Speaker promised to render an early decision in the matter.

THE MAYFLOWER AGROUND.

STUCK ON A PORTO RICAN SAND BAR—GOVERNOR ALLEN ON BOARD.

San Juan, Porto Rico, March 15.—A dispatch from Pajardo, province of Humacao, announces that the United States special service vessel Mayflower, Commander D. Kennedy, with Governor Allen on board, is aground on a sand bar, but that it is believed she has suffered no damage. The government tug Uncas, Chief Boatman John J. W. McLaughlin, has gone to her assistance.

CONVENIENT TRAVELLING FACILITIES.

West 24 St. Station of the Pennsylvania Railroad centrally located and easily reached by cab or car.—Adv.



GUEST TABLE AT THE ANNUAL DINNER OF THE XXVIII ASSEMBLY DISTRICT REPUBLICAN CLUB.

NO NEED FOR MULLER SITE

RICHMOND ALREADY HAS ONE, AND MONEY FOR HIGH SCHOOL.

CITIZENS TO MEET AND PROTEST AGAINST WASTE OF MONEY ON UNSUITABLE PROPERTY.

A public meeting of the citizens of the Borough of Richmond is likely to be held in the near future, to put a check if possible to the carrying out of the plans to build a public high school on the undesirable site at Jay and Wall sts., St. George, Staten Island. Public indignation over the purchase of this property, which is owned by Nicholas Muller, the Democratic boss of Richmond County, is spreading, and citizens are asking who was responsible for the selection of such a site, and why a large sum should be taken from the appropriation for the borough public schools to buy the site, when many public spirited citizens of the borough voted to raise funds for a public high school and succeeded in getting \$125,000 for the purpose some years ago. With part of the money a parcel of land on the island was bought for a site, and there remained a surplus of \$90,000. This was turned over to Controller Coler to hold as trustee. The money was obtained and the site chosen for the new school before Richmond became part of the city.

The most surprising thing about the purchase of the Tilley property apart from the fact that it is one of the most unsuitable plots of ground on Staten Island for a school, as The Tribune clearly showed yesterday, is wanton waste of public money. From time to time it has been announced that the public school system was badly handicapped on account of insufficient funds, and under such conditions many children suffered for want of thorough training. These facts are known in every school district in the Borough of Richmond, and especially to those whose duty it is to see that every dollar for the public school system is spent in the best way. The site that one of the school districts of the borough bought for the proposed high school was almost on the highest point on Richmond Heights. It is out of the way of the trolley cars and the railroad trains that continually pass at Jay and Wall sts., St. George. It is considered by persons whose opinion is worth being taken to be an ideal site. It did not cost the city one cent. The deed for this property is now in possession of Controller Coler, besides the \$100,000 for the erection of a building on it.

The property owned by the Baltimore and Ohio Railroad, near the Tilley site, is to undergo a great change in a short time. The changes will make the Tilley property a worse site than now for a public high school. There will then be a steep embankment between the railroad tracks and one of the streets leading to the school. And there will be more tracks near the school, more trains will pass each day, and the noise will be increased almost a hundredfold. The place is also declared to be an unsanitary one. Almost daily complaints about the odors from the factories on the Jersey side are made by persons living near by.

Reon Barnes, who has an office at No. 11 Pine-st. and has been a resident of Staten Island for nearly thirty years, said yesterday that the site offered by the Tammany boss of Richmond Borough and selected for the new high school building at St. George, Staten Island, was unsuitable because of its remoteness from the centre of population, its juxtaposition to a freight yard, a set of coal pockets and a railroad and ferry terminal, with all the smoke, dust and gases incident to the same, and that it was an accident, said he, "there is another reason for its unsuitability. This is the smoke and gas from the copper and zinc plants and the works of the Standard Oil Company, which are on the opposite side of the Kill von Kull. This nuisance is detrimental not only to the property but to the health of the people of New Brighton and St. George, and so well known that the general government at Washington has been petitioned to aid in its abatement."

After Richmond County was incorporated in the city limits Mr. Barnes was delegated to turn over to Controller Coler in trust for high school purposes the deed to the site purchased and the balance collected for the erection of the Chicago E. S. p. m., via the shortest route, Chicago and Northwestern, Union and Southern Pacific Railways, and arrives San Francisco 6:45 p. m., third day. Double drawing room, sleeping cars, buffet, library car (with barber) and dining cars. Full information at Northwestern Line Office, 461 B'way.—Adv.

LUXURIOUS DAILY TRAIN TO CALIFORNIA.

Every day in the year the Overland Limited leaves Chicago 6:30 p. m., via the shortest route, Chicago and Northwestern, Union and Southern Pacific Railways, and arrives San Francisco 6:45 p. m., third day. Double drawing room, sleeping cars, buffet, library car (with barber) and dining cars. Full information at Northwestern Line Office, 461 B'way.—Adv.

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WOULD SAY ABOUT IT. I HAVE NOT THOUGHT CONCERNING THE MATTER TO DISCUSS IT.

George that could have been purchased for school purposes, and I do not think the price allowed by the commissioners appointed by the court to condemn the property is excessive." Captain William J. Cole, president of the Richmond Borough School Board, said that while he was not president of the board when the site at St. George had been recommended, he had always been in favor of it, for the reason that a centrally situated high school building was necessary if children from all parts of the island were to be required to attend one high school. Captain Cole declared that he had not until now heard any criticism of the selection of a site at St. George, but that, on the contrary, citizens had generally commended the selection.

MAY COST A MILLION.

ESTIMATED VALUE OF THE SITE FOR THE NEW ARMOY OF THE SIXTY-NINTH REGIMENT.

The proposed new 69th Regiment Armory will be one of the costliest structures for housing militiamen ever built. The Supreme Court commissioners yesterday finished taking the testimony of owners of property at Twenty-fifth and Twenty-sixth sts. and Lexington-ave., where the new armory is to be. The owners swear that the property needed is worth \$1,050,000, and they demand that the city pay that amount for it. As it is intended to spend about \$500,000 for the armory building after the necessary land has been secured, it is plain that the armory is likely to be a record breaker, so far as expense is concerned. The city is having the greatest difficulty in getting fair values on the property. Assistant Corporation Counsel Olendorf will next Friday put expert witnesses on the stand to show that the estimates furnished by the property owners are excessive, and he will doubtless be able to convince the commissioners that these estimates should be cut down. Some of the values placed upon houses and lots by the owners have fairly staggered the commissioners. It was learned yesterday that one of the parcels to be condemned is owned by Major-General Roe, his father having lived at No. 66 Lexington-ave. When General Roe heard the testimony of some of the owners he refused to go on the stand. He frankly told the commissioners afterward that he proposed to leave the appraisal of the property entirely to them, as he could not in good conscience place as stiff a figure upon his property as some of his neighbors had done with theirs. The Goodridge and Adriance estates are large holders of the proposed new armory site.

COOGAN LIKELY TO RETAIN PLACE.

PREDICTED IN THE CORPORATION COUNSEL'S OFFICE THAT BOROUGH PRESIDENT WILL SERVE OUT HIS TERM.

James J. Coogan, borough president, is to be kept in office until his term expires on January next, if the Corporation Counsel's office can do it. Mr. Coogan became a resident voter in Southampton two years ago, and voted there again last fall. Controller Coler held up his salary, and asked the Corporation Counsel for an opinion on the validity of his title to office. Mr. Coogan made an appeal for help to Richard Croker, and the result can be forecast with a reasonable degree of certainty. When Corporation Counsel Whalen was asked for an opinion with reference to Mr. Coogan's status the matter was pigeonholed, and last week when George P. H. McVeay wrote the Board of Public Improvements protesting against the presence of Coogan in the board, the protest was turned over to Assistant Corporation Counsel John P. Dunn, who had charge of the Bureau of Street Openings, with an office at West Broadway and Chambers-st. Mr. Dunn is now "investigating" the case, and will take his time to report to Mr. Whalen.

In the Corporation Counsel's office it is predicted that Coogan will hold his place. It was said yesterday that if Mr. Whalen gave any opinion at all, it would be to the effect that Coogan is the legal president of the borough until he is removed by action of the courts. It is said that Mr. Whalen will contend that all Mr. Coogan's acts as borough president are as legal as those of an Assemblyman or Senator whose seat is successfully contested.

FIRE ALARM FOR WHITE HOUSE.

A BLAZE IN THE INAUGURAL REVIEWING STAND CAUSES MUCH EXCITEMENT, BUT LITTLE DAMAGE.

Washington, March 15.—An alarm of fire turned in from the White House about 7 o'clock to-night for flames discovered in the inaugural reviewing stand at the northwest corner of the grounds surrounding the mansion caused considerable excitement in that section of the city. The White House, Pennsylvania-ave. and the State, War and Navy Department Building were brilliantly illuminated for a brief time before the fire was extinguished. The damage was nominal.

For muscle workers, brain workers, any one fagged or weary, B. L. LANTIER'S INDIA PALE, BROWN STOUT or OLD BURTON.—Adv.

\$25,000,000 PLAN FAVORED.

THE GOVERNOR ADVISES COMPLETION OF CANAL IMPROVEMENT ALREADY BEGUN.

Albany, March 15 (Special).—As was anticipated, Governor Odell in the message which he submitted to the legislature to-day regarding the various plans for improving the canals of the State favors the completion of the Seymour plan, sometimes known as "the \$9,000,000 plan," and opposes the adoption of the plan for a large canal. A canal for canal boats is thus favored, and not one for big barges.

The Seymour plan provided for a deepening of the Erie and the Oswego canals to an average depth of nine feet, and of the Champlain canal to an average depth of seven feet. Governor Odell in the last month has studied thoroughly the reports which have been made in the last few years by various commissions upon canal improvements, as well as the statistics of trade, and decided as a business man in favor of the more modest proposal to complete the work authorized by the people at the polls in 1895 and begun in 1896 with \$9,000,000. That \$9,000,000 was exhausted before the work was completed, and there are large portions of the Erie, the Oswego and the Champlain canals in an unimproved condition. Practically the entire \$9,000,000 would be thrown away unless the work is completed, for parts of each one of the canals mentioned have the required depth of water and others have not, so that canal boats have no greater depth of water for the navigation of the canals as a whole than they had before the work of improvement was begun in 1896.

Governor Odell points out in his message that the cost of completing the Seymour plan of improvement would be \$25,143,241, which, in obedience to the command of the constitution, would be paid in eighteen years at a rate of \$1,396,846 a year. This yearly tax of \$1,396,846 would be small compared with that which would be imposed yearly if the large canal plan should be adopted. One of these plans, for the construction of a large canal along the route of the present Erie Canal, with the improvement of the Oswego and Champlain canals also involved, would bring upon the State a total expenditure of \$97,197,296.42, or a total yearly charge of \$5,399,780. Even though the length of the proposed large canal should be decreased by having it shortened by the use of Lake Ontario and part of the way between the Hudson River and Lake Erie, through the construction of a large canal merely from Buffalo to Lake Ontario, and the total cost of such an enterprise would be \$69,479,514, which would require a yearly expenditure by the taxpayers for eighteen years of \$3,839,975.

The Governor clearly indicates his belief that the canals can carry freight at a less rate than the railroads, but he points out that the large canal proposed, large as it would be, would not be as large as the canals of Canada, and therefore "the question of competition with the Canadian canals would still be unsolved." He therefore was brought to the conclusion that "in the proposed improvement for one thousand tons barges the advantages to be derived are not commensurate with the expense involved." The Governor also points out that New-York City is suffering from terminal charges, and gives the opinion that the canal problem is more local than international, that the State of New-York is more concerned to prevent discriminations against its citizens on freight rates than to enter into competition with a foreign power for international freight. He then ends his message by saying that the question, however, is one that should be submitted to the people, and where so large a proportion of the citizens of the State desire affirmative action there would be no reason why the legislature should delay submitting the matter for approval or disapproval. He adds:

I therefore recommend that the question of improving the canals along the line of the act of 1895 be submitted to the people at the coming election, in the belief that it will meet with greater approval, that the expenditures can be more easily met and that it will serve all the purposes for which the canal was originally designed.

It looked to-day as though the legislature would adopt the Governor's recommendation and submit to the people at the polls this fall the proposition for canal improvement suggested by him.

M. BOGOLIEPOFF DEAD.

THE WOUND INFLECTED BY KARPOVICH RESULTS FATAALLY.

St. Petersburg, March 15.—M. Bogoliepoff, Minister of Public Instruction, who while holding a reception on January 27, was shot by Peter Karpovich, formerly a student at the University of Moscow, died to-day of his wound.

MOSCOW IN A FERMENT.

STUDENTS THREATEN BARRICADES AND STREET FIGHTING.

London, March 16.—"The students' agitation in this city," says the Moscow correspondent of "The Daily Mail," "has become extremely serious. Bloodshed has occurred, and the students threaten barricades and street fighting. It is not safe for individuals to cross the streets in the daytime. The schools are closed and the city is virtually in a state of siege."

THE CARNEGIE LIBRARY SYSTEM OVER FIVE MILLIONS FOR BRANCH LIBRARIES ON CERTAIN CONDITIONS.

OFFICIALS HOPEFUL—GIFTS MADE TO OTHER CITIES.

The announcement was made yesterday that Andrew Carnegie had offered to give to this city \$5,200,000 for the erection of sixty-five branch library buildings provided the city furnished the sites and a fund for the maintenance of the libraries. Officials who were seen last night said that they thought the conditions of this offer could be complied with.

Word was received from Pittsburg that Mr. Carnegie might give at least \$25,000,000 for the erection of the buildings and for the endowment of the proposed technical school there.

Another dispatch received here yesterday said that Mr. Carnegie had offered to give \$1,000,000 to St. Louis for a library if the city would furnish the site and guarantee a fund of \$150,000 yearly for the maintenance of the institution. The site has already been selected.

THE TERMS OF MR. CARNEGIE TO THIS CITY.

Andrew Carnegie will give to this city \$5,200,000 for the erection of sixty-five buildings for branch libraries for the special benefit of the masses of the people, provided certain conditions which he has named are carried out by the city. These are that the sites and a fund for the maintenance of the libraries shall be furnished by the city in a manner satisfactory to him. The offer was made in a letter from Mr. Carnegie to Dr. John S. Billings, director of the New-York Public Library (Astor, Lenox and Tilden Foundations), written on March 12.

Mr. Carnegie's offer was yesterday officially made known to Mayor Van Wyck, for the trustees of the New-York Public Library, by George L. Rives, the secretary of the board. Mr. Rives embodied in his letter the communication received from Dr. Billings by the trustees at the same time that Mr. Carnegie's proposal was laid before them by the director of the library.

SIXTY-FIVE NEEDED.

Dr. Billings says that he has had several talks with Mr. Carnegie on the subject and at these conferences he made suggestions which related mainly to a free public library system for the Boroughs of Manhattan and The Bronx. He says that he told Mr. Carnegie that such a system should include the great central reference library at Forty-second-st. and Fifth-ave., about forty branch libraries for circulation, small distributing centres in those public school buildings which are adapted to such purposes, and a large travelling library system operated from the central building.

Dr. Billings also gave his views as to the proper size for the reading rooms for adults of the libraries, the number of volumes of encyclopedias, dictionaries, atlases, etc., each room should have, the average cost of the sites and equipments of the libraries, an estimated cost of the maintenance of the system and other data.

He further says that he told Mr. Carnegie that about twenty-five libraries would be required for the other boroughs. He furnished Mr. Carnegie with data regarding the libraries of Boston, Chicago, Buffalo, greater New-York with the Buffalo Public Library, Dr. Billings thought the contract would probably throw some light on the question of how best to provide for the maintenance of a free public library system for this city. Dr. Billings, moreover, told Mr. Carnegie that he estimated the cost of site and equipment for each building at from \$75,000 to \$125,000, and the cost of maintaining the system in the boroughs of Manhattan and The Bronx at \$500,000 a year.

MR. CARNEGIE'S LETTER.

Mr. Carnegie's letter follows: New-York, 12th March, 1901. Dear Sir:—Dr. John S. Billings, Director, New-York Public Library.

Dear Dr. Billings:—Our conferences upon the needs of greater New-York for branch libraries to reach the masses of the people in every district have convinced me of the wisdom of your plans. Sixty-five branches strike me at first as a very large order, but as other cities have found one necessary for every sixty thousand or seventy thousand of population, the number is not excessive. You estimate the average cost of these libraries at \$80,000 each, being \$5,200,000 for all. If New-York will furnish sites for these branches for the special benefit of the masses of the people, as it has done for the central library, and also agree in satisfactory form to provide for their maintenance as built, I should esteem it a rare privilege to be permitted to furnish the money as needed for the buildings. Sixty-five branch libraries, at one stroke probably breaks the record, but this is the day of big operations, and New-York is soon to be the biggest of cities. Very truly yours, ANDREW CARNEGIE.

Following is the letter from George L. Rives, laying before Mayor Van Wyck the terms of Mr. Carnegie's offer:

New-York, March 15, 1901. The Hon. Robert A. Van Wyck, Mayor, etc. Dear Sir:—By direction of the Board of Trustees of the New-York Public Library, Astor, Lenox and Tilden Foundations, I have the honor to hand you herewith a copy of a letter which we received through our director, Dr. John S. Billings, from Andrew Carnegie, on the 12th inst., the day of his sailing for Europe. You will observe that Mr. Carnegie offers to bear the expense of building a large number of branch libraries, at an estimated total cost of \$5,200,000, provided the city will furnish the necessary land, and provided satisfactory arrangements can be made for the maintenance of these branches. There are no other conditions. I am instructed to say that, if the city authorities look with favor upon the general plan our Board of Trustees will hold itself in readiness to co-operate in every way possible in furthering the beneficent purposes which are the object of Mr. Carnegie's munificent offer. It is understood that Mr. Carnegie's offer is intended to apply to the entire city. The methods and agencies of administering branches in boroughs other than Manhattan and The Bronx may well be left to be settled hereafter.

DR. BILLINGS'S ESTIMATE.

I am further instructed to say that in communicating Mr. Carnegie's proposal to our board Dr. Billings accompanied it with the following statement: In the conferences referred to by Mr. Carnegie the suggestions which I have made related mainly to a free public library system for the boroughs of Manhattan and The Bronx. I have stated that such a system should include the great central reference library in Forty-second-st. and Fifth-ave., about forty branch libraries for circulation, small distributing centres in those public school buildings which are adapted to such purposes, and a large travelling library system operated from the central building. Each of the branch libraries should contain reading rooms for from 50 to 100 adults and for from 25 to 35 children, and in these reading rooms should be about 500 volumes of encyclopedias, dictionaries, atlases and large and important reference books. There should be ample telephone and delivery arrangements between the branches and the central library. To establish this system would require at least five years. The average cost of the branch libraries is estimated at from \$75,000 to \$125,000, including sites and equipment. The cost of maintaining the system when completed I estimated at \$500,000 a year. The circulation department in those boroughs should amount to more than 5,000,000 volumes a year, and there should be at least 500,000 volumes in the circulation department, with additions of new books and to replace worn out books of at least 60,000 a year.

Mr. Carnegie has made other boroughs of greater New-York I have made no special plans or estimates, but have said that about twenty-five libraries would be required for the other boroughs. The following are some of the data which I have furnished Mr. Carnegie. The population figures are those of the last census.

IN OTHER CITIES. Boston, with 569,882 people, has fifteen branch libraries and reading rooms, and fifteen delivery stations, and appropriates \$28,641 for library purposes, being at the rate of over 10 cents per head of population, and of about 2.5-3 one-hundredths of one per cent on the assessed value of property. Chicago has 698,355 people, has ten branch libraries and sixty delivery stations in the public schools, and appropriates \$28,337 for library purposes, being at the rate of 4.5 cents per head of population, and 7-100 of one per cent of the assessed value of property.

Buffalo has 240,000 people, and appropriates \$15,238 for library purposes, being at the rate of 4 cents per head of population, and 5-100 of one per cent on the assessed value of property. New-York City (Borough of Manhattan and The Bronx) has 2,650,000 population, and appropriates \$38,825 for library purposes, being at the rate of 8-100 cents per head of population and 6-100 one-hundredths of one per cent on the assessed value of property.

Greater New-York has 3,467,200 population, and appropriates \$29,663 for library purposes, being at the rate of 8-100 cents per head of population and 8-100 one-hundredths of one per cent on the assessed value of property.

The contract made by the city of Buffalo with the Buffalo Public Library, under the provisions of Chapter 18 of the Laws of 1897 of the State of New-York, is the only one in which there is in connection with the question of how best to provide for maintenance of a free public library system for New-York City. I am, very respectfully yours, G. L. RIVES, secretary.

The Buffalo arrangement referred to by Dr. Billings is provided for by Chapter 16, Laws of 1897, State of New-York. The City of Buffalo is authorized by its Mayor to enter into a contract with the Buffalo Library for the proper care, maintenance, etc., of the public library and reading rooms, and to make all necessary appropriations for the same, and the Common Council of the city of Buffalo is authorized to raise annually, a sum not less than three one-hundredths of 1 per cent and not more than five one-hundredths of 1 per cent of the total taxable assessed valuation of the property of the city.

"GREATEST IN THE WORLD."

DR. BILLINGS ON THE SYSTEM PROPOSED BY MR. CARNEGIE—VIEWS OF TRUSTEES.

Dr. John S. Billings said last night regarding Mr. Carnegie's offer:

Mr. Carnegie's offer to provide library buildings for Greater New-York at a cost of over \$5,000,000 is made with his usual conditions—that the city shall furnish the sites and make a satisfactory arrangement as to the maintenance of the system. It will result in the greatest free public library system in the world. We may fairly infer that Mr. Carnegie's offer is the greatest that has ever been under one management, that of the trustees of the New-York Public Library, but this is not made one of his conditions. As to the question of sites, it is not improbable that a considerable number could be obtained within the limits of the existing public buildings. It is of the greatest importance that the system of public libraries in this city should be supplemented by such a system of free public libraries as is proposed, and the sooner that work can be commenced the better it will be for the people and for the municipality as a whole. My estimate that it will take five years is probably a reasonable one, but if the matter is taken up promptly by the municipal authorities, it would seem as if this time could be considerably shortened. There are some rather difficult questions as to details to be settled, but there are a number of very important questions that must be settled at once. The great mass of the people, in every part of the city is so great in seeing that full advantage is taken of the opportunity now presented by free books almost to the door of every citizen that we feel assured that prompt action will be taken.

TRUSTEES WILL HELP.

George L. Rives said:

Mr. Carnegie's proposal, I take it, looks to me as an agreement between three parties, namely, Mr. Carnegie, the Board of Trustees of the New-York Public Library and the government of the city of New-York. Mr. Carnegie has said in his letter what he would do if the trustees of the New-York Public Library will give their aid to the plan, so far as they can, although it is carried out through their agency. The trustees of the New-York Public Library will give their aid to the plan, so far as they can, although it is carried out through their agency. The trustees of the New-York Public Library will give their aid to the plan, so far as they can, although it is carried out through their agency.

THE FINANCIAL QUESTION.

In addition to the legal difficulties, there is also the financial question as to whether the city, with its present debt and its present necessities in other directions, ought to undertake the financial obligations to be incurred in carrying out this scheme. That is largely a question of expediency, and must be decided by public opinion. The city is unable to pay for everything we should all like to have in the way of schools, docks, new excavations, rapid transit railroads and other things that are greatly desired, and also for a number of libraries. Some of these things perhaps must be given up if any very considerable sum of money has to be spent on procuring sites for new libraries. Which, of all the various things the city is desir-

PENNSYLVANIA RAILROAD'S TRIPLE TERMINALS.

Foot of West 23d St., Desbrosses St. and Cortlandt St. Convenient to all sections of the city.—Adv.

Schnitz Bros. Cigarettes are for sale at all Jobbing Houses in this city.—Adv.