

RELIEF FOR BRIDGE JAM.

CHAMBER OF COMMERCE TELLS HOW TO PROCURE IT TEMPORARILY AND PERMANENTLY.

The Chamber of Commerce yesterday adopted a resolution saying that the power to remedy the congestion of travel at the Manhattan terminal of the Brooklyn Bridge in the morning and evening appears to be vested in the Commissioner of Bridges and in the Municipal Assembly.

The chamber also decided to co-operate with the municipal authorities in securing such additional legislation as may be required to authorize the city to acquire the property necessary for such improvements and to make such modifications of existing contracts with railroad corporations for such new leases or contracts with them or other corporations as may be deemed advisable by the municipal authorities; and also such legislation as may be required to provide the means of defraying the cost of such improvements and enlargement.

This resolution was adopted after Abram S. Hewitt had read a preliminary report from the chamber's special committee on the bettering of bridge conditions. The report said, among other things:

The primary duty of devising improvements in connection with the bridge resides in the Commissioner of Bridges, but any such plans and improvements must, before they can be carried into effect, be approved by the Municipal Assembly.

Your committee suggested that a conference should be held between the engineer of the bridge and W. Barclay Parsons, the engineer of the Rapid Transit Company, whose railway crosses the bridge, and who necessarily have to be connected with the New York terminus of the bridge.

Your committee then requested the Commissioner of Bridges to confer with the Mayor upon the subject, but it is understood that the Mayor does not approve of any present application to the legislature, and, if he should continue in this opinion, it is understood that the only way in which the approval of the plans of the Commissioner of Bridges by the Municipal Assembly.

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Representatives of the Union Ferry Company said last evening that they did not believe there was any way of preventing the crush on the Brooklyn Bridge so long as the trolley companies were allowed to carry people from Manhattan across the bridge and to all points in Brooklyn for a single fare of five cents, thus giving free rides across the bridge.

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FRAMING TREATIES WITH SPAIN.

CONVENTIONS TO REPLACE THOSE WIPED OUT BY WAR IN PREPARATION.

Washington, April 4.—Although so far without official confirmation, the report that the Spanish Cabinet has approved the draft of the new treaty of commercial friendship between the United States and Spain finds credence here. Minister Storer has been negotiating a whole fabric of treaties to take the place of those wiped out by the war. His first work was the preparation of an extradition treaty, and this is now practically complete.

Great difficulty was found in arriving at common bases in the negotiations for the treaty of commerce and friendship. The old treaty was of such ancient date as to be unserviceable as a foundation. Then, the scars left by the war were so fresh that Mr. Storer found it a difficult and delicate task to secure substantial concessions. But it is believed that he has succeeded, and that America will be obliged to pay almost prohibitory maximum result in enhanced trade. Because the new treaty will require ratification by the United States Senate, it probably will not be published in detail before it is submitted to that body.

APPOINTMENTS BY THE PRESIDENT.

COMMISSIONERS OF GENERALS WHEATON, FUNSTON AND SMITH SIGNED.

Washington, April 4.—The following Presidential appointments were announced at the White House to-day:

WILLIAM H. CLAYTON to be judge of the United States Court for the Central District of Indian Territory. BENJAMIN F. HACKETT to be marshal of the United States for the Central District of Indian Territory.

The President also signed the commissions of Lloyd Wheaton, Frederick Funston and Jacob H. Smith and Frederick Funston brigadier-general, and the commissions of Generals Wheaton and Smith bearing date of March 20, and that of General Funston of April 1.

CONFERENCE ON DELAWARE POLITICS.

GOVERNOR HUNN AND TWO OTHER ADDRESSES MEN SEE THE PRESIDENT—NO EXTRA SESSION.

Washington, April 4.—Governor Hunn, Dr. C. R. Taylor and State Senator Aleo, of Delaware, had a conference with the President to-day. Delaware political matters were discussed. There have been suggestions that the Governor Hunn might call an extra session of the legislature to attempt to elect two United States Senators, but the Governor said: "There is no truth in the report at this time. The conditions causing a deadlock in the last legislature still exist, and to call an extra session would be to invite a repetition of the same, which the President is supporters of. I. Edward Addicks.

CIVIL SERVICE AFFAIRS DISCUSSED.

A COMMITTEE OF THE REFORM LEAGUE HAS A CONFERENCE WITH THE PRESIDENT.

Washington, April 4.—Richard H. Dana, of Massachusetts; W. D. Foulke, of Indiana, and John Jay Edson, of this city, a committee representing the National Civil Service Reform League, called on the President to-day, and talked for more than an hour with him about Civil Service matters. The alleged violations of the law, irregularities and many other features were under discussion. The committee, by decision of the league, is investigating a number of alleged violations of the law. The committee has gone far enough in its work to be able to report some facts to the President. It is understood that the committee gave the President information regarding the case of Postmaster Hicks, of Philadelphia, who some time ago discharged a number of clerks, it is said, in violation of the principle of the law. The President was much interested, and kept the committee in consultation so long that a number of callers went away without seeing him.

THE OHIO TO BE LAUNCHED ON MAY 18.

PRESIDENT AND CABINET MEMBERS TO BE PRESENT.

Washington, April 4.—Judge Advocate-General Lemly has received a telegram from Commander Snow, at San Francisco, saying that the Union Iron Works will launch the battleship Ohio on May 18. The company has been informed that President McKinley and his Cabinet will be present at the launching.

PORTO RICO'S COMMERCE GROWING.

BOTH IMPORTS AND EXPORTS SHOW SUBSTANTIAL INCREASES.

Washington, April 4 (Special).—A statement was received at the Treasury Department to-day showing the imports and exports of Porto Rico from May 1, 1900, to February 28, 1901. It is as follows:

Table with columns: Imports—Value of Merchandise, Free, Dutiable, Total; Exports—Value of Merchandise, Free, Dutiable, Total.

These figures show substantial increases over the figures of a year ago. The imports of the island exceed the exports by \$2,383,375, and about nine-tenths of the imported articles are supplied by the United States.

ANTI-SALOON LEAGUE CONVENTION.

Washington, April 4.—The board of directors of the American Anti-Saloon League has fixed December 3 to 5, inclusive, as the date for holding the national convention of the association. The meeting will be at a congregation of the various anti-saloon leagues of the country, and a large representation is expected. The convention will be held in this city.

BIDS FOR A CRUISER OPENED.

Washington, April 4.—In the presence of Secretary Long, several of the naval bureau chiefs and a few representatives of shipbuilders, bids were opened in the office of the Secretary to-day for the contract to build the protected cruiser Milwaukee, otherwise known as protected cruiser No. 21. There were two bidders, the Union Iron Works, of San Francisco, and Cramp & Sons, of Philadelphia, the latter firm submitting two proposals. The Union Iron Works offered to complete a cruiser in thirty-six months for \$2,325,000, according to the department's specifications. The first proposal of Cramp & Sons was to build a cruiser of 3,700 tons displacement and a speed of twenty-three knots in thirty-six months for \$2,740,000. This bid is peculiar in form. A memorandum says that it is impossible to build a ship of the speed and qualities required for less than \$2,600,000, but the Cramps will take the contract for \$2,740,000, which is about the price of the Philadelphia bid. The department on condition that the Secretary will apply to Congress for an appropriation of \$3,000,000 additional to bring the total up to \$3,000,000. The second bid is to build a cruiser of 3,800 tons and twenty-two knots in thirty-four months for the \$2,740,000 available. The bids were referred to the Board on Construction for report.

CASTELLANES WIN A POINT

APPELLATE DIVISION DECISION A- LLOWS COUNTESS TO RECEIVE HER ENTIRE INCOME.

The Appellate Division of the Supreme Court yesterday handed down a decision dissolving the injunction in the case of Anton J. Dittmar against George J. Gould et al., trustees under the will of Jay Gould. The case was before the court on appeal from an order by Justice Beach continuing an injunction granted by Justice Fitzgerald which limited the amount to be paid to the Countess de Castellane to \$200,000 a year, pending the trial of the action. Under the decision of the Appellate Division the Countess may continue to receive her entire income of some \$800,000 a year.

Dittmar sued for \$370,000 as the assignee of Asher Wertheimer, of London, who, it was contended, received drafts on which payment was refused from Count and Countess de Castellane for goods he sold them. It was declared that \$100,000 a year was ample for the support of the Countess and her children.

Justice McLaughlin, in writing the opinion of the court, says that there is no doubt that a creditor has now the right to have the surplus income of a trust estate, created for the support of his debtor, applied toward the payment of his debts. Before such an action can be maintained a judgment must have been recovered by the plaintiff and an execution issued thereon returned wholly or partly unsatisfied, unless there be allegations that a trust has been created or property transferred in fraud of creditors.

In the present case it is conceded by counsel that the action was not brought under the statute. It was, indeed, claimed that, inasmuch as the defendants were outside of the jurisdiction of the court, and it was therefore impossible to obtain a judgment against them, the court had therefore inherent jurisdiction. The trust was not created in fraud of creditors; in fact, it was created, so far as appears, before the Countess de Castellane had any creditors. Justice McLaughlin says that the Countess is entitled to her day in court. He adds:

This right is guaranteed to her by the constitution of the State, and the court has no power to deprive her of it. It is not an action in rem, but an action in personam, and it is not an action in equity that it could be an action at law. In either case, before she can be subjected to a personal judgment, a judgment must have been obtained of her person.

Justice O'Brien, in his dissenting opinion, says he thinks that the order continuing the injunction should be affirmed with costs.

MAY COURT-MARTIAL CHANGE VERDICT?

A CASE OF GREAT INTEREST TO ARMY AND NAVY OFFICERS BEFORE THE DISTRICT OF COLUMBIA COURT OF APPEALS.

Washington, April 4.—The District Court of Appeals to-day heard argument on a case of exceptional interest to army and navy officers, involving the right of a court-martial to change its verdict on reconsideration of a case. Captain Louis E. Brown, a colored soldier of the war with Spain, was court-martialed and acquitted on the charge of gambling with private soldiers. The Secretary of War directed the court to reconsider the case, and a verdict of guilty, involving dismissal from the service, was rendered. Brown appealed to the civil courts, but Judge Bradley, of the District Supreme Court, refused to issue a writ mandamus to secure his reinstatement. Brown then took the case to the Court of Appeals, which heard arguments to-day on his application for mandamus. The point is that the first verdict of the court was final. The government contends that as the army regulations authorize a court to change its findings on reconsideration, it follows that the court must have the power to amend the sentence.

ARMY AND NAVY ORDERS.

MAJOR JOHN T. KNIGHT, HAVING ARRIVED AT SAN FRANCISCO, WILL REPAIR TO THIS CITY FOR CONFERENCE PERTAINING TO THE NEWINGTON.

The retirement of Second Lieutenant THOMAS P. O'NEILL, infantry, is announced.

Major JOHN T. KNIGHT, having arrived at San Francisco, will repair to this city for conference pertaining to the Newington.

The following changes in the corps of engineers are ordered: Captain FITCH will proceed to Little Rock and relieve Captain Charles L. Potter.

First Lieutenant HORTON STICKLE will proceed to Little Rock with the 3d Battalion of Engineers.

Major ALBERT S. CUMMINS, Artillery Corps, will join the 4th Company, Coast Artillery, at Fort Mott.

The retirement of Colonel JOHN J. CLAGUE, assistant commissary-general, is announced.

Major JOHN F. MADDEN, 2d Infantry, are detailed as member and recorder, respectively, of the examining board for the promotion of Captains JOHN M. ALPHEUS H. BOWMAN and First Lieutenant JOHN M. CAMPBELL, both of the 2d Infantry.

The following changes in the Medical Department are ordered: Major GEORGE W. MATTHEWS, surgeon, will proceed to San Francisco for duty at Fort Warren and report for duty to relieve First Lieutenant FREDERICK M. HARTSOCK, assistant surgeon, who will proceed to San Francisco for duty at Manila, where he will report for assignment to duty.

Major FRANCIS C. MARSHALL will report at Denver for recruiting duty, to relieve First Lieutenant DANIEL G. HIGGINS, who will proceed to Omaha and report for recruiting duty.

Major JOSEPH C. GASTNER will proceed to Fort Meade, and report for duty to the organization of the 26th Infantry.

The extension of leave of absence on account of sickness granted to Captain JOHN W. HENNING, 2d Infantry, is further extended two months.

Major GUY G. BAILEY, assistant surgeon, will report to the Department of the Interior for transportation to Manila, where he will be assigned to duty.

The following changes in the Subsistence Department are ordered: Major JOHN W. HENNING, 2d Infantry, is detailed as chief commissary of the Department of the Interior, and will report for duty to the organization of the 26th Infantry.

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SOUND STEAMER AGROUND.

THE CHESTER W. CHAPIN STRANDED IN THE FOG—NO CASUALTIES.

Providence, R. I., April 4.—The steamer Chester W. Chapin of the new line between Providence and New York, grounded in the fog last night between Warwick Light and Patience Island, in Narragansett Bay. She was bound for New York with a large number of passengers and a heavy freight. The place where the Chapin struck is about twelve miles from this city. As soon as the accident became known here arrangements were made to take off the passengers, and tugs were sent to the stranded vessel. The passengers were removed by the tugs and forwarded on their journey to New York by rail.

The accident happened at about 9:35 p. m., as the steamer was feeling her way out from Providence, but it was several hours before the news was received in this city. At first it was thought that the steamer could release herself, as she was proceeding all day, but after several trials with reversed engines it appeared that the efforts were useless. Communication was had with land, and two tugs came to the rescue from Providence. They strained and pulled on the stranded craft for several hours, but could not move her. When it was seen that the steamer would be delayed for some time the passengers, who had suffered no discomfort and who had shown no evidence of disturbance by their experience, were transferred to the Bay Queen and brought to this city. A special train was made up as speedily as possible, and the interrupted travellers started for New York by rail early to-day.

A large fleet of tugs has been at work on the steamer all day.

At noon the three compartments of the steamer forward of the engine room were full of water, and the vessel also was leaking aft. It was about all the engines could do to keep her free from water. The freight was removed to-day, and it was expected that it would all be out to-night.

The steamer was considerably out of her course, but Captain Chapin, who had several trials with reversed engines, succeeded in getting one of the best fog pilots on the bay. He says that on rounding Conanicut he stood for Warwick Light, and that the vessel struck the light house. The light not having been seen. Soon afterward the boat struck. She lies about two hundred feet from land, and the shore is lined with rocks.

Steamboat captains on the bay consider the Chapin's accident as directly due to the poor equipment of fog bells and whistles in this region, and to the hot air whistle at Warwick Light, which they feel is a dangerous and unnecessary innovation. They recently signed a petition for the replacing of this whistle by a large fog bell.

PASSENGERS ARRIVE HERE.

Captain Jacob W. Miller, general superintendent of the marine department of the New York, New Haven and Hartford Railroad, said yesterday that divers had found that the rocks had punctured the bottom in the forward compartment of the Chapin and were patching the hull, preparatory to bringing her to New York for repairs. The side metal steam connection, which has recently been overhauled and fitted with new engines, will take the place of the Chapin until she is repaired, making the first trip from Providence to-night. The passengers arrived in this city yesterday at 9:44 o'clock on a special train of five cars.

The Chester W. Chapin was built for the New York and Hartford Railroad by Sparrow's Point, which had been added to the fleet of that company when the Consolidated Railroad obtained control of the line. She was one of the first of the new line, and was named in honor of the late Richard Peck, of the same line. It was expected that she would be in the harbor at a speed of twenty-one and one-half statute miles an hour. Her cost was in the neighborhood of \$500,000. She has twin screws, and is 312 feet long, 44 feet beam and 15.5 feet deep. Her gross tonnage is 2,668.

A LINK IN JOHNSON'S CHAIN.

PHILADELPHIA, TRENTON AND NEW-YORK RAILROAD INCORPORATED.

Trenton, N. J., April 4 (Special).—The Philadelphia, Trenton and New-York Railroad Company, which is a link in the Johnson chain to connect New-York and Philadelphia by trolley, was incorporated here to-day. The company has an authorized capital stock of \$500,000. The only part of the line for the construction of which a map was filed is about a mile through this city. This is the Trenton, Lawrenceville and Princeton Railroad, already constructed, to the New-Jersey side of the Calhoun-st. bridge across the Delaware. The company now holds an option on this bridge. It has also an option on the Trenton, Lawrenceville and Princeton Railroad Company, which, according to a statement of one of the directors of the new concern to-night, will be purchased next week. This road, he said, would be extended to New-Brunswick and thence to New-York by the route over which the company claims to hold franchises or options on franchises.

From here south the road, according to the plans announced, will run to Langhorne, and thence to New-York. The Trenton, Lawrenceville and Princeton company has secured a private way almost the entire distance between here and Langhorne.

The directors of the new company are Thomas B. Lynch and Frank S. Drake, Philadelphia; Charles M. Bates, New-York; Charles B. Case, Gardner, N. Y.; and Lewis C. Case, Trenton. It is stated that next week articles will be filed with the Secretary of State embracing three charters already held by the company.

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The California Prune

If wheat made as good candy as bread, then you would have an illustration of the wide uses to which the prune can be put. Simple prunes contain more nutritive value than wheat. Stewed prunes with cream will sustain healthful life longer than bread and cream, and the present-day California Prune has a universal use as a confection, served by itself as a fig or chocolate cream, and not a whit less delicious.

Let the children have free access to a box of prunes instead of candy. They will like it as well as candy, and the gentle effect of the prune makes growing children's health perfect, their cheeks rosy and their eyes bright. Ask your physician about the hygienic value of prunes for child or adult.

There is only one prune on the market carefully grown, packed and inspected. The proof that you are getting this prune is the brand of