PART II.
FOUR PAGES.

New-York Tribune.

TUESDAY, MAY 14, 1901.

NAGLE, INJURED INNOCENT

POOR TAMMANY LEADERS!—POLICE GET THE MONEY AND THEY THE BLAME.

Percival E. Nagle, Commissioner of the Street Cleaning Department, wants to have it distinctly understood that he isn't captain of the East One-hundred-and-twenty-sixth-st. police precinct, that he has a very poor opinion of policemen as a general thing, and that it will not be exactly safe for any of his friends during the next two or three days to address him as "Captain."

Mr. Nagle is over six feet tall, weighs above three hundred pounds, and isn't particularly fat at that. His friends allege that he can pitch things around handily when he's agitated, and for that reason they will not inquire too particularly about the story circulated yesterday to the effect that Commissioner Nagle was snubbed by Captain Walsh, of the One-hundred-and-twenty-sixth-st. station, and was told by the captain to keep away from the station, as he, the captain, would not permit Mr. Nagle to stand as the guardian of gamblers and "handbook" men in the precinct. By 4 o'clock Mr. Nagle was angry, for he had tried to "look pleasant" all day long while his friends nagged him.

"I'd just like to know the man that started that story," said the Commissioner, pounding his desk. "The newspapers talk about gambling and other resorts in the Harlem district. There is not a poolroom open there, and there is not a handbook doing business."

"How about being snubbed by Commissioner Murphy?" he was asked.

"Commissioner Murphy and I are old friends, and I never had a disagreeable word with him in my life," said Mr. Nagle. "Talk about the police force of New-York! Why, it would be a good thing for the city if a whole crowd of them were taken out and hung. What do I care about the police force? What dealings have I with the police force? It would be a good thing if we never had anything to do with them. Talk about protection money! Why, who ever heard of any one getting a five cent piece out of a policeman's hands after it was put there? Then we get all the blame. I don't know Captain Walsh, and never saw him until he came to the district.

"The policemen get the money—if they do get it—and the district leaders of Tammany Hall have to stand all the abuse. I am getting tired of such stories.

"I don't care anything about the police. As for the talk that I had a man—a policeman—by the name of Buckridge transferred, I will tell the story. I have known Buckridge from boyhood. A man who was nearly blind came to my house one morning before 7 o'clock. He told me about his going to court to help a friend. Buckridge came up in the courtroom and said to the court officer, 'Put that man out of here.' Then he abused the blind man. He called the unfortunate man names. Well, the blind man came to me and told what happened. I said to him, 'Jump into this carriage.' We drove to headquarters, and the complaint was made against Buckridge. He was transferred, and the records of the Police Department will show the reasons.

"Jerome soon found out when he started to investigate. He says that the Tammany leaders do not get any protection money from gamblers or other people, and yet we must take all the blame. I am getting tired of that game. There is not a poolroom or a gambling place of any kind in my district."

Commissioner Nagle offered a reward of $1,000 several months ago if a gambling place or disorderly house could be found in his district.

JUSTICE JEROME EXPLAINS.

MOSS, COMSTOCK AND COMMISSIONER MURPHY DISPLEASED AT REMARKS HE WAS QUOTED AS MAKING.

Justice Jerome spent a considerable part of yesterday in trying to soothe the feelings of several persons who had been ruffled by certain remarks of his which got into print. The Justice had been quoted as saying that detectives of the Parkhurst society and of Anthony Comstock's society had accepted bribes from the gambling combine. Mr. Comstock and Frank Moss, counsel for the Parkhurst Society, resented this. Justice Jerome explained yesterday that he had been misquoted, and that what he really said was that he had been informed that on the books of the gambling combination certain sums of money were entered as payments to agents of those societies. When Frank Moss was asked if he was satisfied with this explanation he said he did not want to criticise Justice Jerome, but he was sure that none of the Parkhurst Society agents had received bribes from the gamblers. Mr. Comstock said he would pay $500 to any one who could show that one of his agents had received such a bribe. A friend of Mr. Comstock's society said:

I have reason to know that Jerome was also informed that entries are upon the gamblers' books showing payments to alleged detectives of the Gerry and the Britton societies. Why did not Justice Jerome mention those societies, as well as the Parkhurst and Comstock societies?

Police Commissioner Murphy was aggrieved by an alleged statement by Justice Jerome that a chance for promotion had been denied to a roundsman because he could not pay enough to the powers in the force "higher up." Murphy wrote to the Justice asking for names in order that he might investigate the charge. Justice Jerome wrote a courteous note to Murphy yesterday saying that his only evidence was the word of the roundsman, who had spoken of it to Jerome, not as a judge, but as an individual, and that therefore Jerome would not reveal his name. The Justice said the incident happened before Murphy become Commissioner of Police, and therefore no slur attached to his administration.

This letter caused Murphy to grin pleasantly. When the Commissioner received Jerome's letter Deputy Commissioner York was in the room. Commissioner Murphy joined in the general laugh at York's expense when some one turned to him and remarked: "Well, that seems to put it up to you, Mr. York."

"I have nothing whatever to say, if it is up to me," replied York, seriously, "except that if Justice Jerome can receive information about criminal acts in his private capacity, and not use them in his public capacity, he is hardly a proper person for magisterial duties."

VICTORY FOR A DANCE HALL.

MAGISTRATE ZELLER UPHOLDS THE WALDRONS, OF "LITTLE CONEY ISLAND."

Louis and Edward Waldron, of Waldron's dance hall, No. 216 West One-hundred-and-tenth-st., gained a victory over the police in the West Side Court yesterday when three prisoners charged with violating the law in their hall on Sunday were discharged by Magistrate Zeller, who held that no crime had been committed and that such cases had been decided by the Supreme Court as not violations of law.

Detective Pierce, who said he remained in the hall three-quarters of an hour, arrested George Curtis, manager of the place, on a charge of interfering with an officer. He said Curtis put him out.

"It is a shame," said Magistrate Zeller. "Why don't you send the whole Police Department there. You have no right to enter a man's dining room or dance hall and keep policemen there against his wishes. You have a right to inspect his place, but you have no right to remain three-quarters of an hour. This man is discharged."

HEADQUARTERS POLICE VACCINATED.

A force of Health Board inspectors visited Police Headquarters yesterday and vaccinated all the policemen there who needed it, including the Central Office detectives. They can't catch even smallpox now.

FUNERAL OF WILLIE M'CORMICK.

CROWDS GATHER OUTSIDE THE HOUSE AND CHURCH—FATHER MULLEN CONDUCTS THE SERVICES.

The funeral of Willie McCormick was held yesterday morning. A curious crowd gathered outside the house.

Ten playmates and schoolmates of Willie had been selected as honorary pallbearers. Each had a white ribbon with a white rosette around his right arm. The regular pallbearers were six young men from Manhattan College.

A large number of persons followed the hearse to the Church of the Sacred Heart, outside of which there was a large gathering. The church was filled with people half an hour before the requiem mass was begun, among them 160 schoolmates of the dead boy, in charge of their principal, John McGuire.

The mass was celebrated by Father Mullen, who offered the reward for the recovery of the boy. The acolytes were schoolmates of the boy. The burial was at St. Raymond's Cemetery, in Westchester.

TWELVE VICE INDICTMENTS.

GRAND JURY BELIEVES EVIDENCE OF THE FIFTEEN—THE TENDERLOIN.

The grand jury was busy yesterday with vice and gambling cases in which the evidence was furnished by the detectives of the Committee of Fifteen. As a result of its work twelve indictments were presented to Judge Foster in Part I of General Sessions, against William Campbell, manager of "The" Allen's place, at No. 80 Sixth-ave.; Henry Hughes, William Stiles and George Weissman, who were captured at No. 128 West Thirty-sixth-st.; Frank Jones, John Daniels and Bernard O'Neill, arrested at No. 63 West Thirty-sixth-st.; Edward Low and John Madden, arrested at No. 116 West Forty-second-st.; Nathan Hudson, caught at No. 24 West Thirty-first-st., and two other men not yet arrested. The grand jury will continue the consideration of vice cases to-day.

Commissioner Murphy was asked yesterday why he did not push through his scheme of cutting the Tenderloin into two precincts. He replied that so far he had found it impossible to rent a building suitable for the new station without paying an unreasonable rental. There is a rumor afloat that the department is waiting to get the highest possible bid for the captaincy of the new precinct. This rumor Commissioner Murphy says is utterly untrue, and is founded upon pure maliciousness.

Commissioner Murphy was asked if he thought Corporation Counsel Whalen's recent opinion in regard to buying without public letting would affect the buying of horses by the Police Department. Horses are bought by Deputy Commissioner Devery, three at a time, at private sale. Commissioner Murphy said he did not think that the opinion would affect the Police Department at all. "It was made for Commissioner Nagle," said he.

The Commissioner, a few weeks ago, made an order that requisitions for repairs and supplies at station houses must come direct to him, instead of to the deputy commissioners, as has been done heretofore. This order has been amended within a few days, permitting Brooklyn requisitions to be passed upon by Deputy Commissioner York. Requisitions for the other boroughs must go to the Commissioner himself.

Murphy expects to get from the Municipal Civil Service Commission before the week is over an eligible list from which to appoint 150 patrolmen. "I'll appoint all they'll send me the lists for," said he.

Justice Jerome called upon Superintendent McCullagh at the latter's office yesterday afternoon. Mr. McCullagh would not discuss the visit. Frank Moss does not agree with Justice Jerome that the gamblers have an alliance with the police but not with Tammany Hall. "In 1897," says Mr. Moss, "two notorious gamblers were contributors to the Tammany campaign fund. The alliance was made then. It was made with cold calculation, because Tammany believed that a majority of the voters would stand for open gambling in New-York."

TO CONTEST WILL THAT CUTS HIM OFF.

HUSBAND SAYS HIS WIFE DISPOSED OF HER PROPERTY WHILE UNDER THE INFLUENCE OF DRUGS.

William H. Williams, the husband of Mrs. Alethea Virginia Williams, who died at No. 1,826 Fulton-ave., has filed a contest to the probate of the will. Mrs. Williams, who had not been on good terms with her husband, left all her property, valued at over $30,000, to her cousins, with the exception of a few small bequests, cutting Williams off with $10.

Williams, who is in San Francisco, alleges through his lawyer, Edgar A. Monfort, of No. 235 Broadway, that his wife's faculties had been so far impaired by disease as to make her an easy dupe of the arts and intrigues of those by whom she was surrounded. He also alleges that she, while under the influence of morphine and other drugs, made a different disposition of her property from what she would otherwise have done. The will was obtained, it is alleged, by fraud, circumvention and undue influence, practised by William G. Mulligan, his wife, Agnes K. Mulligan, and other persons unknown, acting in concert.

Mr. and Mrs. Mulligan, who were appointed the executor and executrix, maintain that Mrs. Williams had repeatedly intimated her intention of disinheriting her husband.

BROKER'S STOLEN GOODS RECOVERED.

YOUTH ARRESTED ON SUSPICION OF BEING IMPLICATED IN THE NASH ROBBERY.

Edward Farley, nineteen years old, of No. 538 Third-ave., was arraigned before Magistrate Cornell in the Jefferson Market police court yesterday on suspicion of being implicated in the robbery of the house of James R. Nash, at No. 14 West Thirty-seventh-st., a broker at No. 35 Wall-st. The police think that Farley's arrest will lead to that of others, members of a gang of young men who are thought to have committed a number of robberies in the same vicinity recently.

Detective sergeants have recovered clothing and silverware worth $500, which were taken from the Nash home. Mr. Nash's family, the detectives say, is travelling in Europe.

NEW-YORKERS IN BUFFALO.

Buffalo, May 13 (Special).—Persons from New-York and vicinity who registered at the following hotels to-day include:

IROQUOIS.

W. S. House.	G. P. Seeley.
J. J. Faley.	J. D. Conley.
E. W. Demey.	H. M. Owen.
S. Cohn.	E. W. Lozier.
George I. Dorsey.	Samuel Lash.
Louis Quiteman.	W. Scherick.
Mr. and Mrs. W. Baker.	Richard Melchers.
Henry A. Hunkmans.	James Crowell.
F. Brundenstein.	Mrs. Charles Richardden
J. Thomas Moore.	G. H. Crawford.
George B. Cooksey.	M. Ocher.
James S. McCullach.	T. R. Ger.
B. Mathewson.	C. B. Nichols.
H. B. Smith.	Thomas Atkinson.
D. McCurdy.	P. B. Mobs.
D. Schmidt.	William Blaikie.
Captain A. E. Piotrkowski.	E. D. Friend.
R. J. Kelley.	G. G. Falck.
George Conduer.	

BROEZEL.

William Shart.	William R. Richard.
C. Edwin Booth.	John E. O'Brien.
Mrs. C. A. Johnson.	M. R. Hutchison.
H. C. Williams.	O. M. Myers.
S. B. Cloggett.	Mr. and Mrs. W. I. Luke.
S. F. Kress.	Albert J. Squier.
Edward M. Hardwell.	Mr. and Mrs. John D. Curtis.
Lee Kingsley.	C. A. Hutton.
E. V. Hunter.	W. S. Wood.
S. Garwin.	M. G. Levi.
W. C. White.	W. W. Halbert.
Mrs. H. A. Maine.	W. G. Weller.
R. Mundie.	W. H. Hoger.
I. A. Ritson.	F. M. Brown.
Earl B. Smith.	

ARLINGTON.

A. J. Ryan.	H. H. Wenchell.
Z. Snyder.	E. E. Cook.
A. Garson.	Frank B. Rapp.

COLUMBIA.

A. W. Child.	Theodore O. Webber.
Mr. and Mrs. J. C. Doggett.	

STAFFORD.

F. D. Densmore.	E. S. Morrell.
W. H. Hawley, jr.	O. H. Ferzenlein.
F. Griffith.	George M. O'Brien.
Miss Griffith.	R. C. Crocker.
V. E. Cohen.	

MANSION.

H. J. Feuchtwanger.	Edward Cob.
L. L. Dooley.	Mrs. Arthur C. Alston.
Hubert Wilkie.	Sidney Cohn.
Alexander Spencer.	S. G. Brown.
Frederick Knights.	James F. Quinn.
Mr. and Mrs. W. D. Mann.	Charles Hibard.
John P. Slocum.	Charles S. Hebard.
Miss Underwood.	Charles Wilson.
Miss Agnes Paul.	F. L. Avery.
W. H. Llewellyn Karper.	Joseph Stecker.
C. A. Robinson.	G. M. Mills.

VENDOME.

H. P. Rice.	R. A. Kelley.
C. A. Kingsbury.	P. A. Kelley.
Mr. and Mrs. W. J. Kent.	G. A. Knabel.
Mr. and Mrs. R. S. Marsh.	

TIFFT.

H. Quinn.	I. H. Bernhard.
Hatfield Nelson.	W. S. Crandall.
George W. Price.	Thomas Peters.
Joseph Truman.	Mr. and Mrs. D. Sabel.
J. B. Takek.	Edward Cole.
Charles Hirsch.	C. A. Robinson.
Abe Levy.	W. K. Hoyer.
H. C. Prissey.	Edward Shaw.
Edwin Prescott.	Mr. and Mrs. Charles A. Hall.
A. J. Blackwood.	J. J. Traven.
S. C. Laub.	T. J. Shane.
I. Mayer.	E. V. Murtha.
A. L. Parker, jr.	J. C. Kull.
T. M. Stewart.	

GENESEE.

Mr. and Mrs. J. C. Crane.	C. W. Hunter.
Mr. and Mrs. Hess.	A. C. Greene.
Miss Lillian Hess.	Charles J. Lincoln.
L. C. Bullington.	A. E. Sedgwick, jr.
J. Edward Orr.	Cleveland Moffett.
Mr. and Mrs. C. A. Tebbetts.	Mr. and Mrs. J. G. Granger.
F. L. Wilcox.	J. V. Fitzgerald.
J. E. Barry.	L. D. Millers.
C. A. Jahrndt.	F. Dougherty.

A CANADIAN CANAL PLAN.

FRESH CONSIDERATION OF THE GEORGIAN BAY ROUTE FOR FREIGHT FROM THE GREAT NORTHWEST TO THE ATLANTIC.

Montreal, May 13 (Special).—How is the traffic of the Great Lakes best and most cheaply to reach the seaboard? Can the Canadians afford to allow the grain traffic of the northern part of the continent to be divided, contenting themselves with a very small proportion, or will they through a heretofore undeveloped route endeavor to grasp a large portion of the whole? This is a question which is now before the members of the Cabinet at Ottawa, the route under discussion being what is known as the Georgian Bay Canal scheme, which, by the way, has been more or less prominent for many years, but which has never received so much consideration as is now being given it.

The Georgian Bay Canal project is, in a word, for the utilization of the old voyageurs' route between Montreal and the Great Lakes—up the St. Lawrence to Ottawa, up the Ottawa to Lake Nipissing, across that stretch of water to the French River and so on to the Georgian Bay and Lake Huron. The present movement in favor of the development of this route, which, it is asserted, would practically draw all the foreign grain trade away from Buffalo, the railways, the American waterways and the American seaports, has been caused by the presence in Canada of Ernest E. Sawyer, civil engineer, of London, England. Mr. Sawyer represents a strong English syndicate, which is ready and willing to take up the building and operation of the route, provided the Dominion Government will do what is considered to be its fair share.

Mr. Sawyer, who was chief engineer in the building of the Manchester Ship Canal, the harbor works at Buenos Ayres and the Delagoa Bay Railway, comes to Canada with the best of recommendations. He brings letters of introduction from Lord Strathcona, the Canadian High Commissioner in London, and is well known to Lord Minto, the Governor-General. Back of Mr. Sawyer in England are the Walkers, builders of the Manchester Ship Canal, and other men of almost equal prominence. In a speech last Tuesday before the members of the Montreal Board of Trade, Mr. Sawyer said that after careful investigation he had come to the conclusion that the present St. Lawrence Canal system, with its fourteen foot waterway, from the Great Lakes to Montreal, would never control the trade expected of it. The reason for this was made clear to him when he went to Chicago in the course of his investigations. He found that ships of from 4,000 to 10,000 tons were passing through the Sault Ste. Marie Canal. The St. Lawrence canals were projected thirty years ago, for vessels not exceeding 2,000 tons. The present Great Lake carriers could not go through the locks of the St. Lawrence canals, nor was fourteen feet of water sufficient for them. These were the reasons why the present canal system had not fulfilled its mission, and also the reasons why Montreal was not getting more than 7 per cent of the export grain trade of the continent.

While in Chicago Mr. Sawyer had interviewed the Armours regarding the Georgian Bay project and its relation to the grain trade of the continent. They had told him that the railways had about reached the limit of cheap freights, and no great reductions could be expected from them for many years to come. The present lowest tariff quoted from Chicago east to the seaboard, or from Kansas City south, was nine cents a bushel on grain; but even at 10 cents the profit to the railways was only nominal. The advantage the Atlantic railways had over the Gulf railways was the cheapness of the water carriage from Chicago to Buffalo—only one and one-eighth cents. Lake Superior iron ore was carried a thousand miles for one and one-eighth cents, and the railways could not carry it for five cents.

WOULD CHEAPEN GRAIN RATES.

The fulfilment of the Georgian Bay Canal project would enable grain to reach Montreal from Chicago at three cents a bushel, as against four and a half cents from Chicago to Buffalo. The Armours had told him that an eighth, or at most a quarter, of a cent under the present prevailing rate would divert all the traffic that could be put through the Georgian Bay Canal, and, further, there was no reason to fear competition from other routes. In the district tributary to the proposed Georgian Bay Canal is grown two billion bushels of grain yearly, of which amount some 15 per cent is exported. Then again, the iron ore of the Lake Superior region and the prospect of its still more extensive use means the exportation of thousands of tons annually by the cheapest route.

Mr. Sawyer's proposition is that this inland waterway have a depth of at least twenty feet from the Georgian Bay through to Montreal. In this manner the lake craft could be accommodated and vessels of from 4,000 to 10,000 tons capacity could be brought straight through from, say, Chicago to Montreal without a change of bottom, and even straight on to Liverpool with no detention. The English engineer says that the whole system could be completed in five years, and at a cost of not more than $67,000,000. The locks would be 500 feet long, 60 feet wide and 23 feet on the sills. It would require some fifty locks to complete the system. Mr. Sawyer's calculation is that the trade would not be less than eight million tons the first year after completion, and that within ten years this would increase by perhaps 50 per cent.

A comparison of the distances by the Georgian Bay Canal system with the present circuitous route by way of the Great Lakes is strikingly in favor of the former. The distance, according to surveys by government engineers, from Georgian Bay to Montreal is 430 miles, and the water route from Montreal to Liverpool, as most people are aware, is 450 miles shorter than from New-York to Liverpool. The distance from Chicago to Montreal by the Georgian Bay route is nearly 450 miles less than from Chicago to New-York by way of the Erie Canal. This means a total saving by the Georgian Bay route of a little short of nine hundred miles on the through trip to Liverpool. Practically, it is equivalent to a thousand miles saved, for there are 350 miles of canal on the Erie route and only twenty-nine miles on the other. Suppose two grain laden vessels leave Chicago, one for each route. The one for New-York has a journey of 920 miles to Buffalo, the other only 550 miles to the French River. To reach New-York the former vessel, even if the Erie Canal were to be enlarged to such a capacity as to render her continuance by that route possible, would have to pass through 350 miles of canal and 145 miles of the Hudson River, 495 miles in all; while the vessel proceeding by the northerly route would have only twenty-nine miles of canal and 400 miles of open river and lake to traverse before reaching Montreal. Finally, the northern vessel discharges her cargo on shipboard 450 miles nearer the European market than the southern one. This shows a marked advantage in every section of the journey in favor of the Georgian Bay route.

CHARACTER OF THE ROUTE.

As early as 1615 a young Frenchman ascended the Ottawa, from where the city of Montreal now stands, and with his Indian guides, followed the identical course which it is proposed to follow with the Georgian Bay Canal. The distance from Montreal to Ottawa, 120 miles, is now covered with a canal system, the depth being fourteen feet, so this part of the work is clear sailing, as the required extra six feet could be easily obtained. In this 120 miles of navigable water between Montreal and Ottawa fifteen is by canal, the remainder being in open stretches through the Ottawa and St. Lawrence River. Above Ottawa come stretches of sheltered lake and river navigation amounting to 585 miles, leaving the total canal system to be constructed a little more than twenty-nine miles, in order to have a clear stretch through to the Georgian Bay. The character of this route is such as to lend itself readily to the formation of one of the most perfect systems of inland navigation in the world. It consists almost entirely of stretches of deep and still water, interrupted by rapids and falls, which are easily overcome by locks and dams. The only work to be done is in getting from one lake to another. For the most part these lakes have a channel depth of from twenty to thirty feet at low water, few spots having as little as fifteen feet. Long stretches are equal to the best lake navigation, such, for instance, as the Deep River, nearly thirty miles long, straight and having an average depth of 300 feet, and not a shallow in it. These stretches of water have an even flow, and are not subject to rapid rise or extraordinary flood.

Viewed in the light of commercial conditions, the keen competition in the grain markets of the world and the necessity for cheaper transportation, the subject is one of the first importance. The mercantile interests of Canada are straining every nerve to have the ship channel between Montreal and the open sea bettered. The shipping men of Montreal have spent thousands of dollars and much valuable time in obtaining the testimony of ship captains regarding the needed improvements. They have called upon the government to spend hundreds of thousands of dollars in new lights, buoys and fog signals, and the members of the government have promised to comply with their requests. The shipping men here appreciate keenly that the losses in the St. Lawrence Gulf and River have played havoc with the marine insurance rates. But they are of the opinion that the expenditure of perhaps $5,000,000 in the aggregate, spread over a period of two or three years, will place the port in a position where it need have no fear of losing ground.

The Ottawa Government has loaned the Harbor Commissioners $1,000,000 for the erection of grain elevators in the port of Montreal, the work to begin almost immediately. This, it is thought, will be a decisive move in the right direction. However, the Canadians are becoming slowly but firmly convinced that the present St. Lawrence Canal system is inadequate to the needs if the resources of the great waterway are to be used to the utmost and the ports of Montreal and Quebec are to be utilized to their capacity through the seven open months of the year. The Canadian Government will, of course, ponder long and perhaps painfully over the prospect of putting more money into the country's canals, considering the fact that the present St. Lawrence system from the lakes to Montreal has cost in the neighborhood of $75,000,000. However, it has served its purpose, and if it was to-day closed to traffic the country should consider itself well paid for the investment. The St. Lawrence Canal system opened a country which would otherwise have been practically a wilderness to-day, and the present canal system will be of utility for many years to come, for it will continue to be the great waterway for the country east of Buffalo and including the whole Lake Ontario district.

Mr. Sawyer is of the opinion that the Georgian Bay Canal can, with a nominal toll, pay 4 per cent on the investment. He points out that a toll of 50 cents a ton really amounts to nothing, as compared with that paid in other parts of the world, giving as an instance the Suez Canal, where a toll of 7 shillings 6 pence a ton is charged. Mr. Sawyer wishes the Canadian Government to guarantee the bonds for the undertaking, which would mean an annual outlay of some $2,800,000, provided the enterprise failed to pay a dollar. It is thought, however, by government and other engineers that Mr. Sawyer's proposition is a sound one, and would be a commercial success.

SIR CHARLES TUPPER TALKS.

HE GIVES HIS VIEWS ON THE CANADIAN CANAL SYSTEM, THE BOER WAR AND OTHER INTERNATIONAL INTERESTS.

"Few persons south of the St. Lawrence River realize what tremendous results will follow the recent improvement of the Canadian canals," said Sir Charles Tupper yesterday afternoon to a Tribune reporter. The former leader of the Conservative party of the Dominion was seated in the lobby of the Holland House, just before starting for the 6 o'clock train for Montreal. He said he had come to this city on private business after a four months' stay in England and the Continent. Much of this time he had spent at the baths at Wiesbaden for his wife's health. He left Liverpool a week ago last Friday by the Allan Line for Montreal, and then had come here after only a day in that city.

"Why has Canada, in contrast with this State, had such success in the improvement of her canals?" was asked.

"Nature," was the answer. "Canada is possessed of great natural waterways, such as are found, I believe, in no other country in the world. These waterways can easily be utilized for canal purposes wherever it is necessary, at small expense. The undertaking which has just been accomplished establishes a minimum depth of fourteen feet over all mitre sills. Accordingly, we now have a water course about twenty-four hundred miles long, extending from the mouth of the St. Lawrence River to the head of the Great Lakes.

"This improvement is expected to result in tremendous benefits, not only to the agricultural district of the Canadian Northwest, but to the Northwestern States of the United States and the cities of Chicago, Milwaukee, Duluth and your other great lake ports. Your ships will now be able to use this great exit to the ocean and to European ports on equal terms with our ships. I have no doubt that it will have a certain effect on your grain carrying railroads, which now tap the Northwest district and empty their cargoes on steamers at your Atlantic ports. It will be found much cheaper to utilize our canals; first, because water is cheaper than land transportation, and, second, because there need be no reloading.

"As the new canal system was only accomplished last season and has only been in operation a few days since the breaking up of the ice, results can only be forecasted, as I have just attempted to do. Nevertheless, capital is confident of a great increase of export trade through this channel, and fleets of whaleback ships are now being constructed to supply the carrying service. These ships will be specially adapted to the canals, and will accommodate the greatest tonnage possible, with the least amount of draught."

"While you were in England, what opinion did you form in regard to the Boer war?"

"The Boer war," said the Canadian statesman, with a certain degree of weariness, as if the subject was not an exhilarating one, "is only a question of time. In time, England will win out in South Africa, and carry out her mission there. The delay that has attended British arms only goes to show the strength of a few troops fighting on their native heath. It has ever been thus. It was so in ancient Wales and Scotland, and is so to-day in the Transvaal."

Is there likely to be future trouble in England over the coal tax?"

"No," was the ready answer. "England must have more revenue, and the taxing of coal exports was found one of the easiest and most equitable ways of obtaining it. The owners of English coal mines have been making tremendous profits, and can afford to pay the tax."

"What do you say to Mr. Morgan's syndicate, in purchasing English steamship lines?"

"That is only a business proposition," replied the Canadian. "If Mr. Morgan wants more ships and can pay for them, he is at liberty to buy as many as he pleases. I did not see Mr. Morgan while abroad."

"Will the Canadian Pacific be affected by the Northern Pacific-Burlington-Union Pacific complication?"

"I don't know. I understand that the Morgan-Hill interests have lost control of the Northern Pacific. What will be the outcome I cannot tell."

Sir Charles has now been out of Canadian politics since last November, when he publicly announced his intention to retire. He was long the leader of the conservative party, and has spent nearly forty-five years in the political harness. He will be eighty years old next July.

COMMANDER ROPER'S BODY HERE.

THE BUFFALO MAKES A NEW RECORD BETWEEN MANILA AND THIS PORT.

The cruiser Buffalo, U. S. N., used as a training ship, arrived at the Navy Yard yesterday morning after a record breaking trip from Manila. She brought back 591 seamen and fifty-seven marines, the majority of whom have served their full terms.

The bodies of Commander Jesse M. Roper, who lost his life in a fire aboard the cruiser Petrel at Cavité, and of Passed Assistant Surgeon James Stoughton were aboard the Buffalo, as were also the bodies of two seamen. Lieutenant-Commander Roper's body will be taken to Annapolis this morning over the Pennsylvania Railroad.

The Buffalo left the Navy Yard last December, carrying six hundred landsmen for the vessels on the Pacific and Asiatic stations. Her return trip established a new record between Manila and this port, the best previous record being that of the Glenshiel of forty-one days. The Buffalo's time was thirty-eight days. During parts of the trip she logged eighteen miles an hour. She was not expected at the Navy Yard for several days. After an overhauling she will probably return to Manila with men for the fleet stationed there.

MEETING OF THE NEW-YORK PORT SOCIETY

At the annual meeting of the Society for Promoting the Gospel Among Seamen in the Port of New-York (the New-York Port Society), organized in 1818, held at Mariners' Church yesterday, the following persons were elected directors of the society for the ensuing year:

William K. Hinman.	Charles Henderson.
William H. H. Moore.	Henry C. Fuller.
Theophilus A. Brouwer.	E. Hicks Herrick.
N. Dana Wells.	Samuel D. Davis.
T. G. Sellew.	William B. Isham, jr.
A. F. Libby.	Richard D. Dodge.
John C. Giffing.	Horace B. Silliman.
Clark Brooks.	W. Irving Comes.
James Yereance.	James G. Cannon.
Alexander Maitland.	Isaac Hasbrouck.
E. F. Browning.	Dr. George W. Brush.
Talbot Olyphant.	Oliver B. Surpless.
Russell W. McKee.	Frank W. Jesup.
Francis E. Dodge.	Fred Gardner.

It was ordered that the meeting for the organization of the board and the election of officers be held on Tuesday, May 28, at No. 113 Fulton-st., at 4 p. m.

TEACHERS MUST LOSE PAY WHEN ABSENT.

In November President O'Brien of the Board of Education wrote to President Robertson of the Brooklyn School Board, complaining that deductions of $4 50 and $11 20 for September and October respectively for absences of teachers in Brooklyn were ridiculous. President Robertson sent a report to Mr. O'Brien of money deducted for January and February, 1901, for absences. The amounts leaped from a few dollars to $14,644 17 and $7,768 24 respectively. It was shown by these figures that the teachers returned to duty with a rush in February when they saw that the money for absences was being deducted. The question arose in President O'Brien's mind whether the Controller was the actual custodian of the Retirement Fund. He wrote to the Corporation Counsel, asking an opinion, and the Corporation Counsel has decided that the Controller is the custodian.

It is probable that the strict enforcement of deductions of one-thirtieth of a month's salary for each day absent will not only tend to keep the teachers at school, but will greatly increase the Retirement Fund, which is made up of such fines. The Corporation Counsel says in his opinion to President O'Brien that many teachers have evidently been paid illegally heretofore when their fines for absences were not deducted. He insists on the law being enforced.

FOUR HURT IN A COLLISION.

ELECTRIC CAR RUNS INTO A CART IN COLUMBUS-AVE.

The second day of the running of electric cars on the Broadway and Columbus-ave. route saw a collision between one of the cars and a truck, in which four persons were hurt.

THE INJURED.

FORTESCUE, George K., actor, of No. 116 West Eighty-fourth-st.; shaken up and bruised.

GRIMES, William, driver, of No. 889 First-ave.; internal injuries.

HODKIRK, Alice J., of No. 13 Manhattan-st.; bruises and shock.

PLOWES, Mrs. G. W., of No. 107 Morningside-ave., Yonkers; bruises and shock.

Grimes and Mrs. Plowes were taken to Roosevelt Hospital, and Michael Elcock, the motorman, and George Connors, the conductor of the car, were arrested.

The car was coming down Columbus-ave. At Eightieth-st. the truckman was trying to get across the avenue. The car smashed into the truck. Grimes fell down between the horses, which pranced from fright, but did not happen to hit the driver. Bystanders held them while Grimes, who, it was afterward proved, was internally injured, crawled out.

There were four passengers in the car. They were sent sprawling on the floor. Fortescue refused aid. A Roosevelt Hospital ambulance surgeon dressed Miss Hodkirk's injuries and she went to her home. The others were taken away in the ambulance.

CITY TO SUE SURFACE RAILROADS.

THEY OWE $234,291 98 FOR LICENSE FEES AND TAXES.

Corporation Counsel Whalen said yesterday that the papers were ready for an action by the city against the surface railway companies for street-car licenses and franchise taxes. In a recent report John C. Hertle and Edward Owen, Commissioners of Accounts, reported that the net amount the companies owe the city for license fees and taxes is $234,291 98. This is in addition to the fees and taxes accounted for to the Bureau for the Collection of City Revenue.

ST. MARK'S HOSPITAL'S REPORT.

DETAILS OF THE WORK OF THAT INSTITUTION AMONG THE SICK POOR.

The work rendered to the poor sick by St. Mark's Hospital, of New-York City, in the eleven years of its existence is summarized in the annual report of that institution. There were 88,504 free hospital days of treatment given to free patients, without any compensation; 22,370 hospital days of treatment were given to patients who could afford to pay less than $1 a day for board, and 14,175 outdoor patients made 31,671 visits to the hospital, and received treatment, medicines, bandages, etc., free of charge.

In the last year 6,426 free hospital days of treatment were devoted to free patients, without compensation; 551 hospital days were devoted to patients who could afford to pay less than $1 a day for board, and 943 outdoor patients made 6,218 visits to the hospital, and received treatment, medicines, bandages, etc., free of charge. More than one thousand meals were given to poor persons applying for them.

The number of operations performed last year was 1,152, of which many were major operations, 225 being laparotomies. The report of D. McLean Shaw, the treasurer, shows that the receipts of the year were $17,617 10, and the disbursements $14,156 08, leaving a balance of $3,461 02.

THE NORTH RIVER BRIDGE PROJECT.

MR. AMEND DENIES THAT HE SAID THE PENNSYLVANIA RAILROAD WOULD BUILD IT.

William J. Amend, counsel for the North River Bridge Company, said yesterday to a Tribune reporter that he had been misquoted in a published interview, in which he was made to say that the Pennsylvania Railroad Company had undertaken to build the bridge which is to span the North River at Twenty-third-st. He declined to speak of the plans for the approaches for the bridge, although apparently he had been understood to say that the New-York terminal of the bridge would be at Sixth-ave. and Twenty-third-st. The estimated cost of the bridge is said to be $80,000,000. The plans indicate a structure which will have abundant facilities for travel. Railroad trains can be run across the bridge at full speed, and above the railroad tracks will be tracks for trolley cars, driveways, bicycle paths and footways.

Gustav Lindenthal, president and chief engineer of the bridge company, declined to admit yesterday that the Pennsylvania Railroad Company had agreed to build the bridge, although he said it was plain that the railroad company was interested more than any other company in having the bridge built. He said he could not speak of the financial part of the enterprise. He denied the report that the approach was planned to extend to Sixth-ave., in this city.

TWENTIETH CENTURY RAILWAY COACHES.

DESCRIPTION OF SOME OF THE MODERN IMPROVEMENTS FOR TRAVELLERS' COMFORT.

In few fields does the opening of the twentieth century find greater advancement than in that of railway equipment. Every safety device that skill can evolve is applied to the practical operation of the railroads, and the passengers are surrounded by every convenience and luxury.

The Pennsylvania Railroad was one of the first in the country to provide its patrons with the luxurious accommodations supplied by limited trains, and keeping pace with these provisions for those who cared to pay for exclusiveness the ordinary day coach has been improved in proportion. The new vestibuled coaches of to-day are as far superior, in all that makes for comfort, to those of a quarter of a century ago as those of President McKinley's transcontinental special are to their predecessors of a like period.

The new coaches of the Pennsylvania Railroad are 53 feet 8 inches in length, and are fitted with wide vestibules. The platforms are strongly constructed, and the couplers are of the most approved type.

The interior is finished in quartered oak, and the ornamentations are classed as Romanesque. The light colored wood, with its handsomely finished surface, lends a brightness which is intensified by the high pitch of the roof and the width of the upper deck. The head lining, a soft shade of green, conforms to the general scheme of color.

Saloons are introduced at both ends of the cars, in which there are the usual conveniences. These are partitioned from the body of the car by bulkheads ornamented with panels, heavy green glass and brass brilles.

The seats are of a new pattern, and the system of springs on which they are built adds greatly to their comfort. The windows are of ample dimensions, and are provided with curtains of a reddish brown material, of a design especially selected for these cars. The movement of the curtains is controlled by fixtures which permit them to be raised to any desired height. The windows, fitted with special fixtures, are so balanced as to be raised by a simple mechanism fixed to the sill. When this mechanism is pressed lightly with the finger the sash rises and stops at any point desired by the passenger.

The system of lighting is compressed gas. From five to six lamps introduced in the body of each car, and one in each vestibule, give an abundance of light and render the car attractive at night.

One of the modern improvements that has been introduced is the system of heating and ventilation. The source of heat is steam from the locomotive. Steam is carried into each car, passing through radiators, and the condensation returned to the tender of the locomotive by means of a vacuum pump. The improvement in ventilation consists in a radical change from past practice, which drew the cold air through ventilators in the roof of the car and distributed it on the heads of passengers. This system obviates the discomfort of draughts and insures at all times perfect ventilation. The vitiated air escapes by natural means through ventilators placed in the roof.

Sixty-three passengers may find comfortable seats in each of these modern coaches.

IN THE CZAR'S EMPIRE.

GRAND DUKE MICHAEL ANXIOUS TO VISIT THE UNITED STATES.

THE STUDENT AGITATION—INTERESTING FACTS ABOUT THE FAMINE DISTRICTS OF SOUTHERN RUSSIA.

St. Petersburg, April 29.—Grand Duke Michael, Heir Presumptive to the Russian throne, has a keen desire to visit the United States, but whether he will be able to fulfil it depends largely on the course of events, both national and international. In a recent conversation with Ambassador Tower, the Grand Duke expressed a lively hope that he might be enabled to do so. He recalled the two visits paid the United States by the Grand Duke Alexis, and declared the latter was greatly impressed not only with what he saw in America, but that he had a grateful recollection of American hospitality. Ambassador Tower will go to Glasgow in June as the delegate of the American Philosophical Society, to the four hundred and fiftieth anniversary celebration of the Scotch University.

The Ministry of Finance is working out a new project for the taxation of commercial travellers, a subject which has occasioned much acrimonious controversy with neighboring States, particularly with Germany, whose merchants complained of the discrimination against foreigners. Under the new regulations, if they are adopted, every traveller, whether living in Russia or abroad, who shall traverse the Empire for the purpose of taking orders shall pay a tax. Concerns which pay not less than 150 rubles a year in certain taxes will be allowed to employ untaxed representatives. For others the tax will be 50 rubles for each travelling agent, and local taxes may increase this amount by 20 per cent. Travellers who reach the border without the necessary papers will have to pay 150 rubles, and the restrictions upon Jewish travellers remain in force.

THE STUDENT TROUBLES.

General Vannowski, the new Minister of Education, intended to be present at the student gathering held on the day the university examinations were to begin, but though he was present in the university he did not actually attend the meeting. The Minister at the last moment changed his mind, owing to an intimation that some of the students were talking of hissing and groaning when he appeared.

The delegation of students who warned General Vannowski informed him that any hostile demonstration would be the work of a very small group who had not the best interests of the university at heart. In fact, according to the students' committee, the plan originated with men believed to be police agents, with the object of prejudicing the new Minister and driving him into the ranks of the reactionaries. Such methods, according to those well informed on these matters, are not unusual in Russia. At a recent meeting of the students of the Military Medical School, which is under the direction of the Ministry of War, the chairman, a professor, noticed a man in student's uniform, whom neither he nor the students around him had ever seen before. The man was bearded like a moujik, and was evidently of maturer age than the other students. When his turn arrived to speak he delivered himself with extraordinary violence, quickly left ordinary student topics, and launched into a tirade against the Ministry and even the Emperor. The students were amazed and indignant. At the end of twenty minutes, during which, under the rules of the meeting, a speaker might not be interrupted, the chairman called an inspector and ordered the man to be put under arrest.

"This is not a parliament," he declared. "You have nothing to do with the government or his majesty."

The meeting applauded stormily.

The next day the authorities of this school received a letter from a high official, whose word is law in such matters. "Yesterday you arrested a man who is our agent," the official is reported to have written, with admirable terseness. "Please release him at once."

Judging from a notice published by the local Governor, the Ekaterinoslav factory and mine operatives must be occasioning serious alarm. The Governor declared he would not shrink from the extremest measures in putting down disturbances and would command troops to use their weapons and to shoot if need be. Director Vencelides, of the metal works, who was recently forced, with other officers of the company, to flee for his life through a window of the office, the day before the Easter holidays, died a day or two ago of heart disease. The workmen destroyed office furniture and books and tore up the officials' furs because they were denied an extra half holiday with full pay. Such riots are not uncommon. At a large spinnery near here three thousand workmen tried to drown the director in a river.

SUFFERING IN THE FAMINE DISTRICTS.

A sample of the bread which is being distributed in the famine stricken districts shows that it is composed of mill sweepings, roots and any other object that could be presumed to be in the slightest degree nutritious. It is sold for half a cent a pound. The physician who sent it said he had seen children munching this bread and crying as if their hearts were breaking. Other reports, published and unpublished, indicate that the need is dire—perhaps as great, in fact, in certain localities as in the worst preceding famine years. It seems, however, the Russian public has become callous. The famine reports no longer make an impression. The disease has become chronic. It seems to be felt that nothing short of a complete change of system, beginning with the abandonment of communal land ownership, will prevent the repeated recurrence of these calamities, and that spasmodic charity would have no effect, except to make the peasants still less self-reliant. The sad fact is apparent that the peasants in the famine territory, the districts where lean years are about as many as good years, have lost their power of resistance and recuperation.

That the conditions are bad is shown by a letter from a physician to an Odessa newspaper. He pronounces all palliative measures hitherto applied in his district absolutely insufficient. The need is growing every month. In the village of Slynka are one thousand needy persons, for sixty-eight of whom help is given, and it is just as bad in all the neighboring settlements. He asks if the government cannot afford something better than famine bread at half a cent a pound.

This and similar publications have elicited another communique from the Ministry of the Interior concerning the help given by the government. This document recalls that the government provided the stricken territories with loans from the emergency fund, which the peasants raise by taxation, and appropriations from other sources, amounting to 5,014,519 rubles, to which was afterward added the sum of 717,000 rubles. These sums must have been sufficient, it is remarked, because no further demands for assistance have been made by the local authorities. Detailed reports are given to show the people are being fed and amply provided with seed corn, but these are contradicted by a statement at the end of the report: "However," says this official report, "in the Southern provinces (all the famine districts are in the South of Russia, as in Siberia) a large part of the rural population is composed of persons who are not enrolled in the local communes, and who farm on rented land or follow manual trades. They naturally suffer, with everybody else, in time of want. They have no claim upon support from public funds and supplies, to which they do not contribute, and as they are landless they are without every means of support."

The report states this landless and creditless portion of the famine population was hard hit. Accordingly, with imperial sanction, the Red Cross strengthened its resources and undertook their care. For camp kitchens, etc., for this large proportion of the population the Red Cross gave local committees the following amounts: In the Province of Kherson, 70,000 rubles; Tobolsk, 20,000 rubles; Tomsk, 6,000 rubles; Podolia, 2,000 rubles; the Steppes, 90,000 rubles; or, all told, 188,000 rubles. In Kherson 15,529 persons receive food in 201 institutions, and the means will last until about May 1. In Tomsk there are six soup kitchens, in Akmolinsk twenty-two, and in some places food is distributed. In Tobolsk, Bessarabia and Kherson public works will be begun during the spring.

Sanitary and medical measures against epidemics have been taken in Akmolinsk, Tobolsk and Kherson.

THE CLERGYMEN'S CIVIC CONFERENCE.

A meeting of clergymen of various denominations was held yesterday afternoon at the Civic Council House, No. 128 East Twenty-eighth-st., and the Clergymen's Civic Conference was organized. Its object is to hold regular meetings, at which industrial, economic and social problems will be discussed and addresses made by representative labor men.

The Rev. Dr. Whiton presided, and among those who were present were the Rev. Thomas R. Slicer, the Rev. Dr. Warren, the Rev. Dr. John P. Peters, the Rev. Joseph Reynolds, the Rev. Walter E. Bentley and Rabbi Joseph Silverman. Mr. Slicer, Dr. Cox and the Rev. W. D. P. Bliss were appointed a committee to arrange for the meetings.