

cannot get to Manhattan from Brooklyn on some of the lines without a change.

When it was pointed out to Mr. Greatraker that this would at least double the weight on the bridge he said he had had a talk with Chief Engineer Martin, who saw no objection to the proposed increase. However, he said, the proposition was all in the air at present, and nothing could be done until more power could be obtained.

A TRUNNION PLATE LEFT.

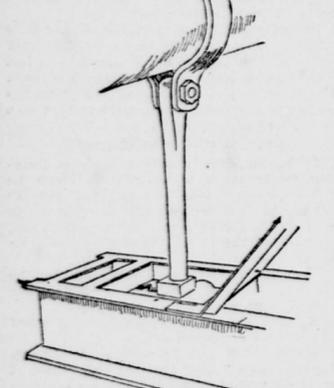
BREAK FOLLOWS THE REPAIRING OF ONE OF THE SNAPPED RODS.

Hardly had the nine broken suspension rods been replaced and the bridge pronounced "as safe as it ever was" by Commissioner Shea and Chief Engineer Martin, when a new break in one of the trunnion plates was discovered.

Although the break was said to be of trifling importance by the engineers of the bridge, nevertheless, immediate steps were taken to repair it and a consultation was held in regard to it in the office of Chief Engineer Martin.

Another feature of the break which appeared to add greatly to its significance was that it occurred exactly in the middle of the bridge's weakest part and within eight feet of the point where its two great trusses meet.

As has been told in The Tribune, the wire suspension rods which support the north roadway at the centre of the bridge were the ones whose snapping closed the bridge to traffic Wednesday night. Three of these rods were



The black V shaped line indicates the location of the crack in the trunnion block, which was discovered yesterday morning. Into this block is bolted a suspension rod, which is fastened to the cable above. Upon this block rests a transverse girder of the roadway.

hung to the great cable on the Manhattan side of the bridge's centre and six were hung on the Brooklyn side.

The work of replacing all nine rods was finished yesterday morning at 2 o'clock. The sag in the roadway had been brought again to a level by screwing the bolts at the end of the new rods, since on each of these bolts rested a trunnion, which is made fast into the trusswork of the bridge. The outermost rods were also furnished with new collars, and all the new steel work was heavily daubed with grayish white paint.

Both the surface and the elevated cars had again begun to run, and the central footpath and outer roadways were again filled with traffic, when some one raised the cry shortly before 9 o'clock that a trunnion into which one of the new rods had been bolted had cracked.

Investigation showed that the report was true. A Tribune reporter succeeded in reaching the outside edge of the northern roadway, where the two great trusses, whose inner ends rest on either tower, meet. Nine of the rods which were hung from the great cable by means of collars, and which are fastened into the trusswork beneath the roadway, were still dripping with paint. Three of these new rods are west of the centre and six are east. Examination of the rod in the centre of the nine, or the second rod east from the centre of the bridge itself, showed that the plate into which it was screwed had cracked.

This crack extended from the rod across one-half the plate, in a line due north and south. The other half of the plate was still intact, and thus held the rod in place. It was evident that as soon as the other half broke the T shaped end of the bolt which is called the trunnion and which is fitted on either side into the plate would pull loose and the trusswork would then hang free from the cable as before in the case of a broken rod.

That the crack was very recent was evident from the fact that the fresh paint on the plate was also cleanly broken by the crack. Word of the accident was immediately sent to Chief Engineer Martin, who ordered out a corps of engineers to examine the crack. On hearing their report, Mr. Martin said to a Tribune reporter:

"This crack is not so serious as the snapping of a suspension rod and can be repaired in half an hour. The plate was doubtless cracked by subjecting it to too great a strain in screwing the new rod into place and in bringing the roadway to a level.

"This crack has in no way rendered the bridge insecure. It will be promptly repaired."

Mr. Martin refused to tell where the crack was until the reporter explained that he had found it.



"OUT OF SORTS."

Nothing tastes good. Nothing gives pleasure. The mind is dull and sluggish. The will is weak. Little things cause great irritation. What's the matter? The probabilities are that the stomach is deranged and the liver involved.

Dr. Pierce's Golden Medical Discovery makes a man who is run down and dispirited feel like a new being. It cures diseases of the stomach and other organs of digestion and nutrition, stirs the sluggish liver into action, and increases the activity of the blood-making glands, so that there is an abundant supply of pure, rich blood.

Dr. Pierce's Common Sense Medical Adviser, containing 1008 large pages, in paper covers, is sent free on receipt of 21 one-cent stamps to pay expense of mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

OVERBURDEN AND NEGLECT

ENGINEERS THINK THE BRIDGE IS NOT PROPERLY CARED FOR.

"The trouble with the Brooklyn Bridge is that it is overloaded and neglected." This is the verdict of every civil engineer who is not connected with municipal affairs and who would speak on the subject yesterday. Among those who are in the employ of the city there is a natural hesitation about giving an opinion. C. S. Hill, Editor of "The Engineering News," said he had sent several expert engineers to examine the breaks and report to him on the reason for the breakage.

"They found," he said, "that the bearings of the suspender rods were rusted fast, thus preventing them from yielding to the motion that always exists in a bridge of this kind. Both above and below, where the rods are connected with the structure, the connections are always so made that they will play as the bridge swings. Of course, they were so made on the Brooklyn Bridge. But they have become rusted and are now as rigid as though they had been riveted at the points of joining. There are two motions, latitudinal and longitudinal, and they have the same effect on the rods that twisting a piece of wire has on it. If you wish to break a piece of wire and have no tools handy you can bend it back and forth until it separates. This is what happened in this case. The rods were twisted back and forth until they could stand it no longer, the particles of which they are composed became disintegrated and they broke.

"I have no doubt that there are other rods in the same condition as these were before they broke, and unless they are released by being freed from the rust that now covers them it is only a question of time before they will break as these did.

NOT BUILT FOR PRESENT LOAD.

"The bridge was never built to carry the heavy loads that is now placed on it—trucks, trolleys, cables and cars—and it is my belief that the safety point has been passed. Bridges built as this one is should last for generations. There is, in fact, no period of time that can be called the life of a bridge, and if there were, this one is so young that it cannot have approached what might be called old age. But, young as it is, it can be overburdened. Trolley cars should, I believe, maintain a distance apart of 102 feet according to their agreement with the city. Everybody who crosses the bridge knows that at certain hours of the day cars are run so close together that they form almost a continuous train. This is dangerous and ought to be stopped.

"Paint, proper and immediate repairs wherever and whenever they are needed, and careful daily inspection are the only things needed to make the bridge as safe as it can be with the burden of weight it is carrying."

"I see that the theory of atomic disintegration consequent upon vibration has been advanced as the cause of the breaking of the suspenders. I do not believe in the theory, but if I did I would have to observe that none of the rest of the bridge has been affected. Provision ample has been made for taking up the vibration of the bridge, as is shown by the good state of preservation of parts that have not been allowed to rust fast or through. So far as I know there is no fault in the construction of the span, but I repeat that there has been fault in the care of it."

CALLS ELECTROLYSIS THEORY ABSURD.

"I see that the theory has been advanced that the breaking of the suspenders of the Brooklyn Bridge has been attributed to electrolysis," said H. W. Blake, electrical engineer and Editor of "The Street Railway Journal."

"Nothing could be more absurd. Electrolysis can be produced only by running a current of electricity through a liquid medium, and the current must first pass through the object to be affected. That phase of it is not worth discussing.

NEGLECT CHARGED.

"What is worth discussing, however, is the neglect of the bridge and the excessive weight it is called on to carry. It is well known that it was not at first intended that any cars should run across the bridge. Then the plans were modified to allow the regular bridge trains to cross, but not in such numbers as they do now. Since then not only have more cars been allowed on the structure, but cables and other weighing, which was never built for them. Every civil engineer in the country knows that the bridge is overloaded, even though he has not the figures giving the factor of safety.

PAINT SAVES; RUST CORRUPTS

"To what do I attribute the damage? Neglect. What else is there? The places where the breaks occurred were, as I understand, exposed to the weather. Steel will rust, I need not say, if it is not covered by something that will absolutely exclude the moisture. Where any part of the bridge is not well painted there is neglect. The breaking of one suspender would not be dangerous if it were attended to promptly. But if the weight that this broken suspender is supposed to support be thrown on the ones next to it, they will also break, and, consequently, cannot stand the strain. They must, therefore, communicate their loads to other suspenders, the excess of weight increasing with the loss of each suspender, and adding greater and greater loads to the sound ones.

"There is where the fault lies, outside of the great weight the bridge has to carry. Too much weight, too much neglect, and then a catastrophe. Fortunately, no catastrophe resulted this time, but that is not the fault of those who neglected the structure, nor of those who allow it to be overburdened."

PLENTY OF THE PRESERVATIVE NEEDED TO KEEP THE STRUCTURE IN PROPER CONDITION.

For a long time now the once familiar sight of men swinging from the cables of the bridge on little scaffolds or chairs, painting the ropes and other iron work, has been missing. Who ordered the suspension of the painting is not known, but the damage that has ensued because of this neglect is apparent. Not only is the paint worn off in places until the iron is bare and rusty, but where some of the big nuts have been tightened the bolts show bare parts between the nuts and the old coats of paint.

In such places the rain may filter down inside the nut where it closes on the bolt and rust the iron so that the nut cannot be turned without breakage. In time corrosion may result so that the strength of the bolt will be weakened and the threads be torn away by the heavy weight of the part of the structure they support.

NEW BRIDGE TO BE BETTER.

STRONGER STEEL IN IT—COMMISSIONER LANE CHARGES NEGLECT ON OLD ONE.

Smith E. Lane, one of the commissioners of the New East River Bridge, said the trouble on the bridge was due to the poor material used, neglect and the absence of paint.

"In the new bridge," he said, "we will not have basic steel. That is the material used in the Brooklyn bridge. It is too cheap. We are using open heart steel. It costs much more, but is safer. This bridge is being built with all the experience that has been gained from the construction of the old one, and we propose to have it as much better as later improvements in the manufacture of steel and the progress that has been made in bridge building will permit.

"It may not be proper for me to say so, but the Brooklyn bridge is overburdened and neglected. Engineers should examine the work thoroughly and often. If not engineers, then men who are experts in such work. It is not difficult to discover a defect, and I gather that some of the defects that have caused the trouble were known long ago.

TRAFFIC PARTLY RESUMED.

HEADWAY BETWEEN CARS INCREASED IN A FEW HOURS AFTER STARTING AGAIN.

Traffic was resumed to a certain degree on the north roadway of the bridge yesterday morning and continued all day. The Brooklyn Rapid Transit authorities said in the evening that they would be ready this morning to handle the usual number of people who cross to Manhattan, and that the regular schedule would be in force.

Kingsley Martin, an engineer connected with the new East River Bridge, and a son of Chief Engineer C. C. Martin, took charge of the repairs that were necessary. He had a force of men working all night and just before 6:30 in the morning announced that repairs had been completed and that the road might be used. A few minutes afterward the roadway was thrown open. The first to cross were two bicyclists, and after them went a long string of wagons.

At 7 o'clock the bridge trains began to run on a headway of two minutes. At this time in the morning the usual headway is fifty seconds. By 9 o'clock the headway had been reduced to two and a half minutes, which was maintained all day until the rush hours at night. The headway of two minutes was resumed after 7 o'clock in the evening.

As to the surface roads, the tables had all been made for the day on the supposition that the bridge would be used only by the shuttle cars. As soon as the authorities knew that the road was open they sent their extras along. The first trolley car crossed the bridge on the north roadway soon after 8 o'clock. It was impossible to change the schedules in a moment, so it was some time before cars began to run with anything like regularity. Soon, however, about two-thirds the usual number of cars were running, and this ratio was maintained all day. During the rush hours in the afternoon cars were sent from Manhattan on a headway of one minute. By 9 o'clock the usual number of cars were crossing, but without the usual number of passengers.

People seemed to be afraid of the bridge. In the morning the usual crowds were not present, but this was because all lines ran to the ferry. But not more than a tenth of the ordinary number of pedestrians, according to the police, who were on duty at the Manhattan end, walked over on the promenade. This traffic is heavier than most people think, and the great diminution was easily observed.

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HOW IT USED TO BE WATCHED

A FORMER TRUSTEE TELLS OF THE OLD SYSTEM OF INSPECTION.

Seth L. Keeney, who was a trustee of the Brooklyn Bridge for about twelve years, before the trustees were legislated out by consolidation, at his home, No. 221 Clermont-ave., Brooklyn, informed a Tribune reporter last evening that during his administration skilled mechanics went over the bridge every day to see if anything was wrong. If anything was found which needed repair a report was made at once to the chief engineer. Something broke nearly every day or week. Several suspender rods broke from time to time, but these breaks were not considered serious.

The last year Mr. Keeney was trustee the bridge was painted from end to end. It was painted throughout on an average of about once in four years, but whenever any part of it was seen to need paint it was attended to. Mr. Keeney thought Wednesday's accident on the bridge might have happened at any time, that it was exaggerated, and that there had been said and written about it than was necessary. He believed the bridge was carrying all it ought to, and more than it was intended to carry, but it was as safe as the day it was built.

On the main span, however, the cars, he said, should not get closer together than 102 feet at any time, so as to make an equal bearing on the bridge. Trolley traffic, in Mr. Keeney's opinion, did not hurt the bridge if it was not abused, and he did not think the bridge had at all deteriorated since it had passed into the control of the Rapid Transit Company.

WORLD'S RECORD FOR MILE BROKEN.

Providence, R. I., July 26.—"Wile" Stinson broke the world's record for the mile on a six lap track at the Colosseum this afternoon, riding the distance in 1:24.5. He made two attempts and was successful in the second. All the requirements as to time, weight, and other things were fulfilled. The previous record was 1:27, made at Baltimore by "Arold" McEachern last season. Stinson received \$500 and the builder of the track a like amount, offered as a bonus in the contract when the record was broken.

NEW GERMAN TARIFF.

PUBLICATION OF THE RATES AS FIXED IN THE PROPOSED CUSTOMS LAW.

DUTIES HEAVILY INCREASED—FRUIT OF AGITATION AGAINST AMERICAN PRODUCTS—BUSINESS MEN CALL IT MONSTROUS.

Berlin, July 26.—The "Reichsanzeiger" to-day publishes a draft of the new Customs Tariff Law and the customs rates.

The "North German Gazette," discussing the publication by the "Reichsanzeiger" of the customs announcements, points out that the draft of the new tariff was published because it had already been partly printed in an unauthorized manner, but as it had not yet been thoroughly discussed in the Bundesrath, neither the provisions of the bill nor the customs rates therein set down were unalterable before the bill reached the Reichstag.

DUTIES NAMED IN THE NEW LAW.

The tariff bill, as printed by the "Reichsanzeiger," fills a pamphlet of 167 pages. The duties on grain are the same as published in the "Stuttgarter Beobachter." The duty on maize is four marks per metric hundredweight, without minimum; the duty on barley is four marks per metric hundredweight maximum, and three marks per metric hundredweight minimum; cloverseed will pay a duty of five marks per metric hundredweight; rice is four marks per metric hundredweight; malt of barley will pay four and one-quarter marks per metric hundredweight, while other malt will pay nine marks. Cotton is free, while hops will pay forty and hoppeal sixty marks per metric hundredweight.

Apples, unpacked or in sacks, will be free of duty. Apples packed in other ways will pay a duty of 6 marks. Hardwoods, not sawed, will pay 20 pfennigs per hundredweight, or 1 mark 80 pfennigs per solid meter; soft woods, not sawed, will pay 20 pfennigs per hundredweight, or 1 mark 20 pfennigs per solid meter. Hardwoods, sawed, will pay 1 mark 25 pfennigs per hundredweight, or 10 marks per solid meter; soft woods, sawed, will pay 1 mark 25 pfennigs per hundredweight, or 7 marks 50 pfennigs per solid meter. Barrel staves will pay 30 pfennigs per hundredweight. Horses worth from 300 marks to 2,500 marks are scaled under the tariff law to pay duties ranging from 30 marks to 300 marks each. Beef cattle will be charged 25 marks, young cattle, 15 marks, calves 4 marks and hogs 10 marks each. Fresh meats will pay 30 marks per hundredweight; prepared as table delicacies they will pay 75 marks per hundredweight. Meat extracts will pay 30 marks per hundredweight; sausages, 45 marks; lard, 12 marks 50 pfennigs per hundredweight, and oleomargarine will pay the same as butter. Cheese will pay 30 marks per hundredweight.

All flours, except oat flour, will pay 13 1/2 marks per hundredweight, while oat flour will pay 16 marks. Cottonseed oil, in casks, will pay 12 1/2 marks, and not in casks, 20 marks per hundredweight. Sugar will pay 40 marks per hundredweight, as will fruit sugars, glucose, dextrin, etc. Margarine butter will pay 30 marks. Artificial lards will pay 12 1/2 marks. Fruit preparations will pay 75 marks, and brandy, 80 marks per hundredweight. All hermetically sealed foods, otherwise unspecified will pay 75 marks per hundredweight. Raw tobacco will pay 85 marks per hundredweight, as will the stems of raw tobacco. Stemm tobacco leaves and chewing tobacco will pay 180 marks per hundredweight. Cigars and cigarettes will pay 20 marks. Petroleum will pay 10 and 6 marks per hundredweight according to its quality. Wool will be admitted free.

Leather will pay from 30 to 50 marks, and shoes from 85 to 120 marks per metric hundredweight. Wood manufactures will be taxed as follows, per metric hundredweight, in marks: Planed wood, 6; further manufactured, 10; prepared flooring, 6 to 18; furniture made from hardwood, 12; in the rough, 15; finished furniture of soft wood, 8, and in the rough, 12.

MANUFACTURES OF IRON.

Finished pig iron, 1 mark per metric hundredweight; cast piping for walls, above 7 millimetres, in rough, 3 marks; the same finished, 4 marks; the same, below 7 millimetres, in rough, 6 marks, and the latter finished, 9 marks; rollers, rough, 3 1/2 marks; finished, 10 marks; fine castings will pay 24 marks; rails and blooms, 1 mark 50 pfennigs; wrought bars and hoops will pay from 1 to 5 marks; sheets, 5 marks 50 pfennigs and 7 marks; rough wire will pay from 3 to 5 marks; polished or galvanized it will pay from 3 marks 50 pfennigs to 6 marks; steam boilers will pay from 5 to 8 marks per metric hundredweight; spades and shovels will pay 6 marks; forks, 10 marks; saws, 15 and 20 marks; files, 10 to 20 marks; rough screws, 5 marks; finished screws, 12 marks; aluminum, hammered or rolled, will pay 12 marks; lead, rolled, 3 marks; copper, wrought or rolled, 12 marks; copper wire, 12 marks. Locomotives will pay from 9 to 11 marks per metric hundredweight. Steam engines will pay 3 1/2 marks per hundredweight. Sewing machines, 35 marks. The duties on machinery for wood, iron and stone working will range from 20 marks on machines weighing two and one-half hundredweight to 4 marks on machines weighing ten tons. Steam thrashers and mowers will pay 9 marks, while the duties on other machinery range from 3 marks 50 pfennigs to 18 marks per metric hundredweight.

The duties on dynamos and motors range from 9 marks on machines weighing five hundredweight or less to 6 marks on dynamos and motors weighing from five hundredweight to thirty hundredweight. Telephone and telegraph apparatus will pay 60 marks. The duties on wagons will range from 20 to 150 marks. Bicycles will pay 150 marks, while bicycles and carriages will pay from 100 to 200 marks. Bicycle parts, rough, 40 marks; finished, 150 marks. Pianos and organs will pay 40 marks and pipe organs, 25 marks. All the foregoing duties are reckoned per metric hundredweight.

A RETALIATORY CLAUSE.

Section 8 of this tariff law provides that dutiable goods sent to Germany from countries treating German ships and German goods more unfavorably than those of other countries may be assessed at double the rates provided for goods, and that the full value of these goods, and that dutiable goods arriving from such countries that are on the free list may be assessed 50 per cent of their full value.

The text of the measure appeared too late for comment in the evening papers. It is expected that Berlin commercial circles, however, is that the agricultural schedules are monstrous, involving a great burden for Germany's industrial and commercial classes, together with a serious injury to foreign trade, tariff wars and hindrances to commercial traffic.

AMERICANS DISAPPOINTED.

Americans in business in Berlin regard the bill as exceedingly bad for both Germany and the United States, pointing out that the sharp agitation during the last few years against certain American products has borne fruit in the present bill. Besides the agricultural schedules, the Americans express keen disappointment at the heavy increase in machinery. The present duties, ranging from two and a half to eight marks per hundredweight, are in many cases more than doubled, and that of saws they are quadrupled. American woods are also hard hit.

The measure shows a reclassification of articles and a much more minute division. Comparisons, therefore, are often difficult. The tariff bill stipulates that in any new commercial treaties entered into by Germany the duties shall not be lower than five marks on rye, five and a half marks on wheat, three marks on barley and five marks on oats.

THE DUTIES ON IRON, PROVISIONS AND CATTLE AS PUBLISHED LAST WEEK BY THE "STUTTGARTER BEOBCHTER," AND ALREADY CABLED TO THE ASSOCIATED PRESS.

The Berlin dispatch referred to in the above message is dated July 26 and says:

A lively discussion of the tariff question has broken out as the result of the publication of the "Stuttgarter Beobachter," which asserts that it has authentic information in regard to the matter. The two tariff schedules, the minimum and the maximum, are the high duties. The minimum figures are to be the low duties. The minimum figures are to be the low duties. The minimum figures are to be the low duties.

There is no minimum tariff on animals and meat. The tariff on cattle has been raised from 9 marks, and on swine from 10 marks to 15 marks a ton. Meat, lard and calves are scheduled for a 50 per cent increase. Sausages are raised from 10 to 45 marks a ton; butter and cheese from 10 to 30 marks a ton, and eggs from 20 to 60 marks.

INDUSTRIAL TROUBLES IN GERMANY.

Berlin, July 26.—The attack of the bears upon the shares of provincial banks continues. Muehlheimer Bank shares fell to-day 5-10 points; Hannoverische, 3 1/2; Harren Bankverein, 3, and Duisburg-Ruhrort, 4 1/2. Some of these institutions were affected by the failure of the Terindden Company, of Oberhausen, whose managing director has also resigned.

Germany's pig iron production for June was 632,046 tons, as against 691,117 tons for the corresponding month last year. The output for May was 676,774 tons.

FOREIGN TRADE FIGURES.

STATISTICS OF THIS COUNTRY'S EXPORTS AND IMPORTS.

Washington, July 26.—The detailed figures of the foreign commerce of the United States in the year ended June 30, 1901, were completed by the Treasury Bureau of Statistics to-day. They show total imports, \$2,774,000,000, as against \$2,755,300,000, and exports of domestic products, \$1,699,630,000, as against \$1,699,630,000. The imports by great classes in the fiscal year 1901, compared with the preceding year, are as follows:

Table with 2 columns: Class of goods, 1900, 1901. Includes articles of food and animals, raw silk, hides and skins, wool and Indian rubber, etc.

The exports of domestic merchandise by great classes were as follows:

Table with 2 columns: Class of goods, 1900, 1901. Includes products of agriculture, products of manufacture, products of mining, etc.

Each of these great classes except manufactures shows a marked increase over last year. The apparent decrease in manufactures, which amounts to \$2,500,000, is due to a reduction in the value of exports to Hawaii and Porto Rico, which are estimated at about \$3,000,000 for the year, and a large increase in the value of exports of important articles of manufacture, however, the exports of 1901 fall below those of 1900. The total exports of 1901 were \$2,774,000,000, as against \$2,755,300,000 in 1900. The total exports of 1901 were \$2,774,000,000, as against \$2,755,300,000 in 1900.

The exports to the rest of the continent, except Asia and Oceania, show a marked increase over last year. To Oceania the apparent decrease of \$3,045,000 is entirely due to the absence of the Hawaiian figures from the export statement of 1901.

To Asia the reduction of \$15,500,000 is due in part to the temporary suspension of exports to China during the recent period of hostilities, and also to the reduction in the exports of cotton to Japan, as compared with abnormal exports in 1900.

The principal changes in the exports by countries are: A decrease of \$10,000,000 to Japan and \$5,000,000 to China, which are due to the causes above mentioned. The exports to Russia, which in 1900 were \$45,000,000, increased to \$10,885,000 in 1901.

The principal increases in exports are: To the United Kingdom, \$10,000,000; to Germany, \$2,724,000; to Mexico, \$1,500,000; to Chile, \$1,007,161; to Peru, \$844,000; to the Philippines, \$700,000; to the United States, \$288,410. The largest increase was to the United Kingdom, to which the exports were \$20,000,000 in 1900, and \$30,000,000 in 1901. The increase in exports to the United Kingdom was \$10,000,000, or 50 per cent of the total exports of 1900, and \$15,500,000, or 55.8 per cent of the total exports of 1901, in excess of those of 1901, ten years earlier. The total exports of 1901 were \$2,774,000,000, as against \$2,755,300,000 in 1900, an excess of exports over imports was \$1,074,370,000, as against \$623,327,000 in 1900.

WAKEMAN WILL SOON MAKE ANSWER.

THE APPRAISER WILL REPLY TO PRESENT ACCUSATIONS—CHARGES MADE IN THE PAST.

Wilbur F. Wakeman, the Appraiser of the Port, has declared that he will make an answer soon to the charges against him that have been filed with the Secretary of the Treasury by representatives of the New York Board of Trade and Transportation and the New York Crockery Board of Trade. His action in transferring some examiners to the public stores to the docks recently, which is the interest of the public and to prevent delays.

This is not the first time that charges have been made against the Appraiser. In December, 1898, there were reports that he intended to resign on account of influences which were being exerted against him at Washington. He had contacted the Secretary of the Treasury, although some pressure had been exerted by politicians to have Mr. Wakeman forced to resign.

In March, 1899, importers of this city who were connected with the Merchants' Association had a meeting and presented, in resolutions, to the Appraiser a list of needless delays in the appraisal of goods at the public stores. There was another report that Mr. Wakeman intended to resign, but he declared that he would hold on to his office.

In April, 1899, a committee of the Merchants' Association prepared formal charges against Mr. Wakeman. A commission to investigate the charges was sent to the Public Stores in the following month by the Secretary of the Treasury. The report of the commission in the following September declared that there was no ground for the charges. In the meantime, however, had been made in appraising St. Gall merchandise, that foreign prices should have been obtained, and that importers of tobacco should have been allowed to pay the duty on bacco had cause for complaint that goods were damaged at the Public Stores.

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