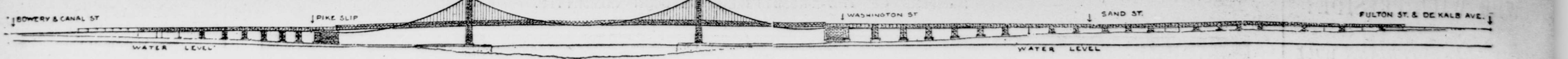


PROFILE OF THE MANHATTAN BRIDGE, SHOWING THE UNNECESSARILY LONG AND EXPENSIVE APPROACH IN BROOKLYN, THE LAND AT SAND-ST. BEING AS HIGH AS AT THE BOWERY AND CANAL-ST.

# MILLIONS FOR THE LAND.

## *WHAT BRIDGE APPROACHES WOULD COST.*

### MANHATTAN STRUCTURE WOULD TAKE MORE THAN $25,000,000 OF CITY MONEY—PLEA FOR TUNNELS.

Opposition to the movement to abandon the Manhattan Bridge in order to construct in its place a series of tunnels is gradually withdrawing before the fact that this structure will involve the city in an expenditure of much more than $25,000,000, instead of the modest sum of $16,000,000, the estimate of Mr. Shea when he was Bridge Commissioner. As has been pointed out in The Tribune, this bridge is to be built in total disregard to the direction of streets, a feature which is distinctly contrary to the plans of the Brooklyn Bridge and the Williamsburg Bridge, for in the case of the Williamsburg Bridge its Manhattan land span and approach is parallel to Delancey-st. and its Brooklyn land span and approach is nearly parallel with Fifth-st. The Brooklyn Bridge is aligned with the direction of the streets in Manhattan, and its diagonal position to the Brooklyn streets was to a great degree excused and the cost kept down by the fact of the short approach. The Brooklyn approach of the bridge, for example, is only 971 feet long.

The Manhattan Bridge, however, was laid out apparently much on the plan of a Russian military road. Two points were to be connected, a rule was laid between these points, and a straight line was drawn connecting them. Why just these terminals, which are Canal-st. and the Bowery, in Manhattan, and Fulton-st. and De Kalb-ave., in Brooklyn, were chosen still remains a mystery. Despite the fact that streets were crossed diagonally, blocks being cut in two or mutilated by having their corners chopped off, no effort was made to counteract the additional expense caused by such a plan of construction. On the other hand, the Brooklyn approach, instead of stopping at Sands-st. or High-st., which have the same height above the sea level as Canal-st. and the Bowery, is planned to go more than half a mile further.

Mr. Shea tried to excuse this long stretch of viaduct by saying that Fulton-st. and De Kalb-ave. would afford a better radiating point for travel. In other words, the city is building this enormously expensive structure for the benefit of the railroad company which is to run its cars over it. Instead of using the city's millions to build a viaduct to suit the convenience of the Brooklyn Rapid Transit Company, the people of Brooklyn, of Manhattan and of all the other parts of the city, who as taxpayers would have to pay for this "improvement," have indignantly replied that the railroad company should build its tracks to the bridge approach.

Comparisons with the length of the other city bridges show the extravagant length of the Brooklyn approach of the Manhattan Bridge. The approach of the present Brooklyn Bridge is 971 feet, that of the Williamsburg Bridge is 1,751 feet, while that of the proposed Manhattan Bridge is 4,230 feet, or more than four-fifths of a mile. Property will have to be condemned under the land span, for the purpose, so engineers of the Bridge Department say, of guarding the girders of the bridge from fire. As the land span on either side of the river is 850 feet long, this increases the stretch of land to be purchased by the city in Brooklyn from 4,230 feet to 5,080 feet.

The total amount of land for both the Manhattan and the Brooklyn approaches and land spans of the three bridges is as follows: Manhattan Bridge, 7,870 feet; Williamsburg Bridge, 5,600 feet; Brooklyn Bridge, 4,393 feet. These figures include both approaches and land spans.

It is thus seen that the Manhattan Bridge will necessitate for its construction the condemnation of a strip of land more than three thousand feet longer than that for the Brooklyn Bridge. The width of the Brooklyn Bridge is only 85 feet, while that of the Manhattan Bridge will be 120 feet. The land for the Brooklyn Bridge thus covers 373,405 square feet, whereas that for the Manhattan Bridge will take 944,400 square feet. The land for the former cost $8,000,000. At this rate the land for the Manhattan Bridge will cost nearly $21,000,000.

These figures do not even take into consideration that the bridge is to be built diagonally through the blocks of each borough. Furthermore, the land for the Brooklyn Bridge was bought nearly thirty years ago. On examination of the property to be condemned for the Manhattan Bridge it is found that some exceedingly valuable property must be condemned. The land to be condemned on the Manhattan side of the river is crowded with business and tenement houses. Speculative builders of six story and basement tenement houses have put up a dozen new buildings on this strip.

On the northeast corner of Monroe and Market sts. is a new public school, which will have to be cut in two if the bridge is built. The most serious property damages will fall on owners along Cherry and Water sts., who are chiefly manufacturers. The great seven story Hecker flour mills, 190 by 160, stand at Cherry-st. and Pike Slip. This property is assessed for $155,000, but it is believed it would cost the city as high as $200,000. No. 189 Cherry-st. is the property of Edward F. Keating, a manufacturer of plumbing supplies. It is six stories high. The S. Valentine flour mills are a few feet south of the Hecker flour mills.

Tunnels, on the other hand, would not destroy any property, except, perhaps, a few square feet at the terminals.

The Tribune received the following letter yesterday from W. K. Aston, of No. 41 Wall-st.:

> The discussion reported this morning between the members of the Rapid Transit Commission is well worthy the attention of every taxpayer in greater New-York. It appears that the older members of the Board, Alexander E. Orr, Charles Stewart Smith, Morris K. Jesup, Woodbury Langdon, John Claflin and John H. Starin, who have been members of that board from its inception, and who, with years of study, possess all the developed knowledge of the subject, take ground somewhat different from that sought to be taken by the newer members ex officio, Mayor Low and Controller Grout—the one side from its long experience and careful observation advocating the tunnel as a means for connecting Manhattan with Kings, Queens and Richmond, and the other advocating bridges for such connection. It is obvious that this question is of vital interest in respect to the matter of taxation. Bridges cost money, and twice or more the amount of money to establish a single line for such connection between two opposite shores than is the cost of a tunnel for the same purpose and the same work. It may be said also of the bridge that it may fall, but of the tunnel that it is surely established without any need of repairs or apprehension of failure from any cause whatsoever, free from all weather conditions and undisturbed by any use of the water which it serves to cross from shore to shore. As a structure, therefore, it is superior to the bridge. On the economic side, it is doubly superior, because it does not cost half as much.
>
> Let us sustain with all our influence the older and better equipped judgment of those in the Rapid Transit Commission who advocate the tunnel in preference to the bridge. If money were abundant to build both bridge and tunnel, who would object? But the cost of either structure must necessarily be met by taxation, already enormous for other purposes. Let us support the economical and useful.

### ONLY ONE SOLUTION.

From The Commercial Advertiser.

> It is less than a month since Mayor Low referred the bridge terminal and interborough transit problems to the Rapid Transit Commission for solution, and already that reference has begun to produce results that demonstrate the sagacity of his action. There can be no question about the outcome of this inquiry. It has for years only been necessary that this question of the relative merits of bridges and tunnels should be thus taken up and considered by some competent, conscientious municipal authority, to have an end made of the bridge folly. Under Tammany there was no such competent or conscientious municipal authority.
>
> The bridge folly still has its supporters, and some of these, anxious that all should be said for it that is possible, had the resolutions of the Rapid Transit Commission amended so as to call for a like report on the problem from the Commissioner of Bridges. Commissioner Lindenthal as an engineer has gained distinction in the designing of great bridges, and he will be able to say for them all that can be said in their favor. The vast majority of his profession in this country are of his way of thinking. They would build bridges universally even where tunnels would be cheaper, better and safer. But a judgment higher and broader than that of the mere technical expert is required for the solution of these great municipal problems. It is not so many years since the majority of civil and electrical engineers declared over their signatures that the cloud of electric wires that obscured New-York's view of the heavens could not be put underground and made operative. Yet they are underground now and are operative. But behind the bridge engineers on this question there will also be the elevated railroad interests, and it is going to require a strong effort of constituted authority and popular opinion to break down the bridge folly.

## *THE DEVELOPMENT OF AFRICA.*

### COMMERCIAL IMPORTANCE OF THE DARK CONTINENT.

Washington, May 11 (Special).—"Commercial Africa in 1901" is the title of a monograph which will be published by the Treasury Bureau of Statistics in its forthcoming issue of the monthly summary. It presents an elaborate study of the present commercial conditions in Africa, the growing demands of that great continent, and the market offered for American goods in its various sections.

Africa occupies fourth place in the list of the grand divisions of the world in its consuming power in relation to international commerce, the imports of the grand divisions being at the latest available date in round figures: Europe, $8,300,000,000; North America, $1,300,000,000; Asia, $900,000,000; Africa, $430,000,000; South America, $375,000,000, and Oceania, $325,000,000. Of this total of $11,630,000,000 the United States supplies 5 per cent in the case of Africa, 10 per cent of the imports of South America, 10 per cent of those of Asia and Oceania, 14 per cent of those of Europe, and 40 per cent of the imports of North American countries exclusive of the United States.

Within the memory of this generation the name of Africa was the synonyme for mystery, both as to history and condition. Physically, the African continent is in many respects unique. Five thousand miles in extreme length and more than four thousand miles in breadth, its area is greater than that of any other continent except Asia, the latest estimate being 11,874,600 square miles, and its population variously estimated at from 125,000,000 to 175,000,000. Its coast formation is peculiar in the absence of deep indentations, bays or harbors, and the small number of waterways which offer entrance to its interior. The fact that the greater part of the interior is an elevated tableland, extending on all sides to within a short distance of the coast, renders access to the interior by the few large streams difficult. At the points where the rivers pass from the elevated plateau of the interior to the lowlands of the coast the falls or rapids which there exist prevent navigation, and as a result travel to the interior by water developed more slowly in Africa than in any other continent. When these conditions were clearly established, however, modern ingenuity and energy soon found a means of transporting steamers in small pieces upon the backs of men through the forests, around the falls and rapids for scores and even hundreds of miles, and, putting them together, set afloat the steamers which penetrate thousands of miles into the interior and develop facts never before known, which could not have been developed by land exploration in the tropical climates and jungles for many generations.

Africa has within the last few years become the "hinterland" of Europe. Seven European nations now control territories in Africa, two of them having areas equal in each case to about the entire land area of the United States, while a few small territories remain as independent States. Beginning at the northeast, Egypt and Tripoli are nominally at least tributaries of Turkey, though the Egyptian Government, which was given large latitude by that of Turkey, has of late years formed such relations with Great Britain that, in financial matters at least, her guidance is recognized; next west, Algeria, French; then Morocco, on the extreme northwest, an independent government and an absolute despotism; next, on the south, Spain's territory, Rio de Oro; then the Senegal territories, belonging to the French, and connecting through the Sahara Desert with her Algeria; then a group of small divisions controlled by England, along the Gulf of Guinea; then Liberia, the black republic; Togoland, controlled by the Germans; Dahomey, a French protectorate; the Niger territory, one-third the size of the United States, controlled by England; Cameroon, controlled by Germany; French Congo; then the Congo Free State, under the auspices of the King of Belgium, and occupying the very heart of equatorial Africa; then Portuguese Angola; next, German Southwest Africa, and, finally, in the march down the Atlantic side, Cape Colony, British. Following up the eastern side comes the British colony of Natal; next, Portuguese Africa, and west of this the great territory known as "Rhodesia"; then German Africa, which extends almost to the equator; north of these, British East Africa, fronting on the Indian Ocean, and merging northwardly with the Egyptian Soudan, which was recovered from the Mahdi by the joint operation of British and Egyptian troops, and the British flag placed side by side with that of Egypt; next north, upon the coast, Italian territory, and a small tract opposite the entrance to the Red Sea, controlled by England, and, a few hundred miles west of the entrance to the Red Sea, the independent kingdom of Abyssinia.

Commercially, the development of Africa keeps pace with its development in transportation, mining and agricultural conditions. Wherever steam offers a method of prompt and inexpensive transportation, or wherever the presence of valuable minerals attracts mankind in large numbers, commerce quickly develops. The business of ports adjacent to the great diamond and gold mines of South Africa has increased rapidly in the last few years. The imports of Cape Colony, through which passes a large proportion of the merchandise for the mining regions in that part of Africa, have grown from $55,000,000, in 1894, to $100,000,000, in 1900. Those of Natal, through which also passes a considerable quantity of goods in transit for the interior, have likewise increased considerably, and into Portuguese East Africa, whose ports lie considerably nearer to the gold and diamond mines than those of the Cape, the imports have shown a marked increase, the importation of goods in transit for the gold fields in 1897 at Portuguese ports alone having been about $15,000,000 in value.

The total foreign commerce of Africa is estimated at $700,000,000, of which about $430,000,000 represents imports and $270,000,000 exports. Of the exports, especially those from the south, a large share is gold and diamonds; in the tropical regions, ivory, rubber, palm nuts and gums; in the north the exports are chiefly products of agriculture, cotton, coffee, cacao, spices, dates, etc.

Of the total recorded imports into Africa in the latest available year, aggregating $429,461,000, $157,575,000 went in British territory, $92,004,000 into French territory, $77,787,000 into Turkish territory, $20,795,000 Portuguese, $8,336,000 German, and $4,722,000 into the Congo Free State. Of this importation of $429,461,000 about 5 per cent was furnished by the United States, its total exports to all Africa being in the fiscal year 1900 $19,469,849, and in 1901 $25,542,618.

Railroad development in Africa has been rapid in the last few years, and seems but a beginning of a great system which must contribute to the rapid development, civilization and enlightenment of the Dark Continent. Railroads already extend north from Cape Colony about fifteen hundred miles, and south from Cairo about twelve hundred miles, thus making twenty-seven hundred miles of the "Cape to Cairo" railroad complete, while the intermediate distance is about three thousand miles.

## *HONORS PAID TO AMOS J. CUMMINGS.*

Washington, May 11.—Probably two thousand persons attended the memorial services at Chase's Opera House this afternoon in honor of former Congressman Amos J. Cummings, of New-York, held under the auspices of Columbia Typographical Union of Washington. The exercises took the form of personal tributes from intimate friends of the dead printer, editor, soldier and statesman. These friends were from all political parties. Addresses were made by the Rev. J. M. Robinson, of Indiana; J. C. Keller, president of the National Letter Carriers' Association; Representative Joseph V. Graff, of Illinois; former Representative Farquhar, of New-York; Samuel Gompers, president of the Federation of Labor; Samuel B. Donnelly and J. J. Murphy, representing Typographical Union No. 6, of New-York City; Mr. August, of this city, and former Pension Commissioner Tanner.

## *NEW HOLLAND-AMERICA LINER IN.*

The new Holland-America liner Noordam arrived here yesterday morning on her maiden voyage from Rotterdam. The trip was a successful though uneventful one, and the large number of passengers were pleased with the new vessel. She has a speed of seventeen knots, and accommodations for 300 first class, 150 second class and 1,200 third class passengers. The Noordam is the latest addition to the fleet of the Holland-America Line.

# WOODBURY TO THE C. F. U.

### ANSWERS COMPLAINTS ON BEHALF OF STREET CLEANERS AND PLEASES LABOR DELEGATES.

The fact that Dr. John McGaw Woodbury, Commissioner of Street Cleaning, had accepted an invitation to attend a meeting of the Central Federated Union to answer the complaints made on behalf of the street cleaners, drew a large attendance at yesterday's meeting of that body. When the Commissioner had left the hall it was evident that he had impressed the delegates favorably, and he was several times applauded while he was talking. Dr. Woodbury said he was prepared to answer any questions that might be put to him. James P. Archibald said that it was understood that the Commissioner intended to compel the street cleaners to parade, though many of them were opposed to it.

"I want to explain," said Delegate McMahon, of the Ecentric Engineers' Union, "that a committee had been appointed to see Commissioner Woodbury and others about this parade and other grievances. Some of the men who had seen better days did not like to parade before their friends carrying brooms on their shoulders. We learned that the Commissioner had it in his mind that the police and firemen were accustomed to parade as military bodies, and that therefore the street cleaners might parade."

Mr. McMahon admitted that Dr. Woodbury told the committee that he had not said definitely that a parade would take place.

"Anything else, gentlemen?" said Commissioner Woodbury, when Mr. McMahon had finished.

There was a rush for the floor, but Timothy Healey, of the Eccentric Firemen's Union, caught the chairman's eye. Delegate Healey has recently been appointed a deputy sheriff. He told Dr. Woodbury that among the complaints were blackmail, a "shake down" system among the street cleaners, transfers to distant parts of the city and arbitrary orders to some of the men to buy more uniforms than they needed.

"The man who should represent the street cleaners here happens to be sick," continued Healey, "but we will champion their cause. It has been charged that there are only 150 of them in the union, but we don't mind that."

Delegate Healey went on to say that some of the street cleaners had submitted to being "shaken down" often in order to avoid transfers and hold their positions. Some had been "shaken down" to the extent of $2 and $3 a week to avoid being transferred to long distances.

"It is true," admitted Healey, "that one man has been held in $1,000 bail on such charges as this. If you can get such men convicted, plenty of people will come forward with evidence."

Healey asserted that affidavits could be produced to show that some men in the department had paid as much as $60 to secure positions. He believed, he said, that Commissioner Woodbury was honest, and the Central Federated Union was proud to meet him.

Dr. Woodbury said he felt pleased at his reception and hoped the Central Federated Union and the public would help him in remedying abuses.

"One man," he continued, "could do little alone. If you will help me, we will add to the number of those who are indicted criminally. We can clean up New-York as it was never cleaned up before."

A round of applause followed, and Dr. Woodbury continued:

> When the community is back of a man he can do anything. I am surprised, however, that every organization but that of the street cleaners is represented here. Now, I want to tell any man who says my department is rotten that he is wrong. He puts his finger on me as the head of the department when he says so. I stand for the department as the master workman, and it stands for me. If you know of any one in the department, no matter who he is, who misbehaves, let me know of it. If it can be proved it will mean more than dismissal. It will mean also a cheerful summer for him up the river. I don't intend to take any half way measures with people of this stamp.

The Commissioner went on to say that the complaint which was made to Mayor Low that a street cleaner named Jones was compelled to buy eight uniforms in a year was untrue. The man bought four uniforms in 1901 by the department's orders, and he bought two more of his own free will. That was six, altogether.

"You who are engineers," he continued, "know that none of you can get along without four jumpers or sets of overalls at least in a year. When I wore overalls I needed four or five jumpers or suits of overalls every year, and couldn't get along with less."

Dr. Woodbury declared that no one could properly be ashamed of being a street cleaner. It was an honorable occupation.

"My heavens!" he said, "look at the children swarming in our streets. We must make the city healthy for them. We must wash the streets with the hose and brush them with the broom to get them clean."

The Commissioner declared that he felt proud of being a street cleaner, whereupon there was a burst of applause. He was of them and head of the craft, their master workman, in fact.

"Street cleaners," he went on, "earn a good as well as an honest living when they are paid $2 a day 365 days in the year. They ought not to kick. Their work will bear comparison for desirability with that of the engineers or firemen, who live among oil and cotton waste.

"Discipline, however, must be preserved in the department, and without rules it would go to pieces," he continued. "The transfers are necessary, in order that the cleaners may learn to work in the hard districts as well as the easy ones. I am going to Albany to get a bill through to pension the street cleaners who are too old to work."

More applause followed. Dr. Woodbury then referred to the complaint that street cleaners would have to parade who thought such a parade degraded them.

"It started the complaints, though I have brought it in last," he said. "For some reason, possibly personal advertising, people say I am going to degrade my men by making them parade whether they like it or not. I have not even said that there is going to be a parade. Other people have said it for me. If there is to be a parade, and I didn't say there was, I hope you realize that there is nothing degrading about it."

Frank McArdle, of the Foundrymen's Helpers' Union, said there was a complaint of a system of fines in the department. Affidavits could be produced to show that one man was fined twenty-eight days' pay, he said.

"That would be an impossibility," said Dr. Woodbury. "The highest fine for any misconduct is five days' fine. The next punishment is dismissal."

The delegate wanted to know if suspensions would not be better than fines.

"I think not," said the Commissioner. "When a man is suspended he is not working. He goes to the corner saloon and 'hunker slides,' as it is called, with his boon companions."

A storm of questions then broke on the Commissioner, to which he replied good humoredly, though he assured the delegates that his time was limited. Most of them were inconsequential, and he had finally to excuse himself and go.

"He's a brick," said a delegate as he went out.

"You bet," said another.

When he was seen as he left the building Dr Woodbury said:

"I am pleased with this experience. It will do some good."

He would say nothing on the parade question.

## *DWARF DIES IN BROOKLYN HOTEL.*

### HE WAS THREE FEET SIX INCHES TALL—NAME ON REGISTER CANNOT BE READ.

The body of a dwarf 3 feet 6 inches tall lies unidentified at the Brooklyn Morgue. The dwarf, who is supposed to be Thomas Everey, of Boston, died suddenly on Saturday afternoon at the Palace Hotel, Atlantic-ave. and Manhattan Crossing. He had rented a room on Friday night. Although he talked with a number of persons he did not tell any one his name. The name on the register cannot be deciphered.

He told some of the persons at the hotel that he was from Boston and was on his way to Rockaway, where he intended to start a place of amusement. On Saturday morning he called for several drinks and did not leave his room. In the afternoon he was discovered breathing laboriously, and before a doctor arrived he was unconscious, and died soon afterward. The physician said he thought death had been caused by enlargement of the heart.

The dwarf was about forty years old, and had dark brown hair and eyes.

## *WILL ARBITRATE STRIKE DISPUTE.*

### DETROIT STREET RAILWAY EMPLOYES WILLING TO HAVE THEIR DEMAND DISCUSSED.

Detroit, May 11.—After a session which lasted from midnight until 4 o'clock this morning, the street railway employes of this city resolved to submit the dispute with the Detroit United Railway over their demand for a raise in wages from 21 cents an hour to 25 cents an hour, to arbitration. The company last week refused the raise, but offered to submit the entire question to arbitration.

## *ASSAULTS MAN AND WIFE.*

### NEGRO GUARDED FROM MOB IN NEW-JERSEY JAIL.

Moorestown, N. J., May 11.—William Jackson, a negro, is in the jail here, strongly guarded and heavily shackled, charged with trying to kill Adam Wagner and criminally assaulting his wife. A negro, said to be Jackson, entered Wagner's house early this morning, and hit him on the head with a heavy weapon, inflicting a serious wound. After that he ransacked the house.

Mrs. Wagner, who was asleep in another room from that of her husband, awoke and started to investigate the noises she heard. The negro then attacked her. She fought him and screamed. While she was battling with the negro her husband regained conciousness and appeared, covered with blood from the wound in his head. Though weak, he went to the rescue of his wife and the negro fled.

The alarm was given at once, and the neighbors started on a hunt for the man. This afternoon Jackson, who was accused by the Wagners, was found hiding in a farm building some distance from the Wagner place. A lynching had been threatened, and he fought the officers into whose hands he fell. They had to shackle him in order to get him to the jail before the crowd could form.

There is still much excitement over the affair, but it is thought that all danger of mob violence has passed. The guard is maintained, however, to prevent trouble.

## *GUATEMALAN DISASTER.*

### HEAVY LOSS OF LIFE FEARED—MUCH PROPERTY DESTROYED.

San Francisco, May 11.—Further particulars of the terrible earthquake in Guatemala on April 18 were received here to-day in a letter from E. K. Pearse, special agent of the Kosmos Steamship Line at Guatemala. The letter, which is dated April 24, says that public subscriptions have been started by the Guatemala Government for the relief of the homeless. It adds:

> It is feared that the loss of life was very large, but it will be impossible to form any idea of the number of deaths until the ruins shall have been cleared away. The city of Ocos has been almost knocked to pieces, the coffee warehouses' agency house, hotel and other structures being destroyed. It is impossible for me to convey any clear idea of the true state of affairs. There is hardly a coffee plantation of any description that has escaped. Machine houses are down, and heavy losses have been incurred on every hand. The city of Quezaltenango is being practically abandoned, and it has been necessary to send in thousands of Indians from all parts with provisions, as the survivors are really starving.

Several prominent Germans are among the dead, the list including Oscar Debans, Enric Hermann and Mrs. Kildraer. Debans and Hermann were wealthy and influential coffee growers of Guatemala.

## *VOLCANO IN ACTION.*

### EVERY WESTERLY WIND BRINGS ASHES TO THE ALEUTIAN ISLANDS.

San Francisco, May 11.—The Alaska Commercial Company has received from its agent at Unalaska, Aleutian Islands, a letter dated April 10, giving information of volcanic disturbances in that portion. The letter says:

> Unalaska has been shaken up by earthquakes lately, and on several occasions the ground was covered with fine ashes from some volcano. Reports reach us from Unimak to the effect that with every westerly wind their village is covered with some kind of ashes, indicating that some western volcano is in action.

## *A WHITE WOMAN TURNS BLACK.*

### HERS THE THIRD CASE OF ADDISON'S DISEASE EVER RECEIVED AT BELLEVUE.

The third case of Addison's disease which Bellevue Hospital has had was taken there yesterday afternoon. The patient is Mrs. Catharine Blosisi, forty-four years old, of No. 333 East One-hundred-and-fifteenth-st. The disease affects the kidneys, and the sufferer turns first yellow, and then as black as a negro. Mrs. Blosisi's body is black now.

The woman was taken to the hospital in a coach by her husband, Dominick. He said the disease first became known about four months ago, when his wife's skin began to turn yellow. The skin was not affected in spots, but all over equally, and it turned gradually. She paid no attention to it for a long time, as no pain accompanied the change of color. Indeed, the woman suffers very little pain now, though she is weak. The doctors say this is from worry.

Blosisi says that after a time the skin became yellower and then inclined, more and more as the days went on, to a copper hue. The neighbors began to notice the change of color, and, being superstitious, avoided Mrs. Blosisi. She worried much, but it was not till a friend called on her last night and advised her to go to the Bellevue doctors that she consented to be removed.

Dr. Jones diagnosed the ailment as Addison's disease, the name coming from its discoverer, Dr. Addison. Dr. Jones said that the trouble was an affection of the supra renal capsules. It was generally fatal, he added, as no cure for it had been found, because of its rarity and the consequent lack of opportunity to experiment and study the disease. In the previous cases of the diseases, the patients wasted away slowly, without anything being of use to them in the way of medicine, until they died. There was seldom any pain, only weakness.

All the Bellevue doctors were greatly interested in the case. A study of the disease will be made.

## *AMERICAN CIRCUS CAUSES A RIOT.*

### EMPLOYES MALTREATED BY A MOB IN A FRENCH TOWN.

Beziers, France, May 11.—Barnum & Bailey's circus was the cause of a serious riot here this afternoon. The crowd seeking admission to the performance was greater than the tent could accommodate, and those who were unable to enter began stoning the circus employes, five of whom were injured. One had his skull fractured and will probably die. The crowd numbered about seven thousand. They cut the tent ropes, and several thousand persons forced their way to the arena. The police were powerless to check them. Troops were called out and restored order, finally driving the rioters away. The performance was concluded, but at its termination the tents were taken down and arrangements were made to start immediately for Carcassonne, the next place on the route.

The circus had trouble similar to that which occurred here at Cette and Narbonne.

## *RETIRED BANKER HELD FOR TRIAL.*

### IN AN AUTOMOBILE HE TRIED TO CATCH SOME FRIENDS.

For speeding his automobile at a high rate of speed along Pelham-ave., in The Bronx, on Saturday night, H. W. Whipple was held in $300 bail for trial by Magistrate Meade in the Morrisania police court yesterday. Mr. Whipple said he was a retired banker, living at No. 51 Prospect-st., East Orange, N. J. Bicycle Policeman Kupfrian, of the Tremont station, told the court that the prisoner and a friend came tearing along Pelham-ave. in a machine about 11 p. m., and that he chased the automobile more than a mile before he could arrest Mr. Whipple at One-hundred-and-seventy-eighth-st. and Webster-ave.

Mr. Whipple furnished a $50 cash bond in the station. He told Magistrate Meade that he accompanied half a dozen friends in their automobile to Nyack on Saturday, and, crossing to Tarrytown, proceeded to Glen Island, and that they were on their way home when his machine met a mishap in Pelham-ave., and he was obliged to stop for repairs. When he got under headway again, he said, he wanted to catch his friends, so as not to lose the 12 o'clock boat for New-Jersey. Bail was furnished by George F. Penhale, of No. 20 Broad-st.

## *CHAFFEE AT MINDANAO.*

### GENERAL DAVIS STARTS WITH HIM FOR LAKE LANAO.

Manila, May 11.—General Chaffee arrived this morning at Malabang, island of Mindanao, where he was met by General Davis, the commander of the American forces in the island. Generals Chaffee and Davis, with an escort, at once started to ride to Lake Lanao, in the interior, which they will reach to-morrow.

The American forces in the province of Batangas, Southern Luzon, have been concentrated at several towns in the province. This action is taken because armed insurgent resistance in the province has ceased.

### EDITOR'S TRIAL POSTPONED.

Manila, May 11.—The case of the Editor of "Freedom," who is charged with sedition for publishing in his paper remarks censuring the rule of the United States Philippine Commission, will not be tried before August. The defence has sent word to the court that it will probably summon one hundred witnesses.

### THE MORTALITY FROM CHOLERA.

Manila, May 11.—Another case of cholera has occurred on board the United States Army transport Warren. The ship and her passengers will be detained in quarantine for an additional five days. The Warren has already been quarantined for cholera for over ten days.

There have been 913 cases and 736 deaths from cholera in Manila, while the provinces report 2,710 cases and 1,970 deaths from the disease.

### A NEW LAW FOR DEBTORS.

Manila, May 11.—The United States Philippine Commission has passed a law abolishing imprisonment for debt after the debtor has sworn to bankruptcy. Until this law goes into effect the expenses of those persons who now are in jail for debt must be borne by their prosecutors and must be paid weekly.

### PASSPORTS NOT NEEDED.

Manila, May 11.—W. M. Shuster, Customs Collector for the Philippine Islands, has abolished the system which required travellers to obtain passports before leaving the islands, but the order compelling them to obtain permits to remove their baggage is still in force.

### PLEA OF MEDICAL COLLEGE.

Manila, May 11.—The records, pleadings and evidence in the case of the San José Medical College, amounting to 518 printed pages, have been put into book form and forwarded to the Civil Governor of the Philippines, William H. Taft, at Rome. These records are forwarded with the idea of their being available for Governor Taft's use while he is in Rome.

The San José Medical College case has been heard before the United States Philippine Commission in Manila. The point contested was whether the college was owned and controlled by the United States Government or the Church in the Philippines. The commission referred the case to the Supreme Court of the Philippines.

## *RECEIVER FOR OXFORD COLLEGE.*

### MRS. L. M. WALKER SUES FOR AN ACCOUNTING AND DAMAGES.

Cincinnati, May 11.—In the United States Court Mrs. Lillie M. Walker, of Philadelphia, has filed a petition for a receiver of Oxford College, Oxford, Ohio. The defendants are the directors of the institution.

Prior to 1897 Mrs. Walker owned the college property, and her husband, Dr. Faye S. Walker, was president of the college. A stock company was afterward organized, of which Mrs. Walker became a stockholder, and the present suit is for both an accounting and for damages. There are about one hundred young women at the college now.

## *OBITUARY.*

### DR. WILLIAM H. BODERHAMER.

Dr. William Houston Boderhamer died suddenly from apoplexy on Saturday night at his home, in New-Rochelle. He was a son of Dr. William Boderhamer, and was born in Paris, Ky., where he practised for twenty-five years. Twelve years ago the father and son retired and settled in New-Rochelle. Dr. William H. Boderhamer was sixty-two years old. He was unmarried. His father is ninety-five years old. He is still active and in rugged health. He and his son were constant companions.

### MRS. LIZZIE PAGE HILLHOUSE.

Mrs. Lizzie Page Hillhouse, wife of Mansfield L. Hillhouse, died yesterday at 5:30 p. m. The death occurred at the home of her sister, Mrs. Collis P. Huntington, No. 2 East Fifty-seventh-st.

# NEW-JERSEY NEWS.

## *ACCUSES BISHOP OF ASSAULT*

### GIRL MAKES CHARGE WHEN HE ANNOUNCES REMOVAL OF PASTOR.

Hackensack, May 11 (Special).—Bishop Alexander Walters, of the New-Jersey Diocese of the African Methodist Episcopal Church, was arrested in Hackensack by Chief of Police Waltermire this afternoon on a warrant issued by Justice Heath charging the Bishop with an attempted assault upon Sadie Billings, colored, seventeen years old, a member of the local Zion Methodist Episcopal Church. The Bishop came to Hackensack this morning to inform the trustees of the Zion Church that he had removed their pastor, the Rev. James D. Corrothers, because of the rumors regarding the pastor and the Billings girl.

Mr. Corrothers and the girl were sitting side by side in the church when Bishop Walters made his announcement. The young woman jumped to her feet and in a dramatic manner accused the Bishop of making improper advances to her. Instantly there was great confusion in the church. The majority of the congregation sympathized with the Bishop, and demanded of the girl a more explicit statement. She did not say anything further. The Bishop denied the girl's charge. As he stood on the platform of the Susquehanna Railroad station later he was arrested. He was released under $500 bail, furnished by Samuel B. Porter, a colored resident of Hackensack and a member of Zion Church.

Bishop Walters made the following statement:

> I feel as much for the church as I do for myself that such a monstrous charge should be made against me, but I am happy with the knowledge that I am innocent. On Wednesday last, when I told Mr. Corrothers that I had removed him from the Hackensack church, he threatened to make trouble for me, and he certainly kept his word.
>
> This girl says that I insulted her on March 28. On that day I left my home for Bethlehem, Penn., to dedicate a church, and I was not near Hackensack. I have only a slight acquaintance with her, and met her in the pastor's house. She makes a much more serious charge against me, but says it was committed in New-York on May 1. On that day I was at Conference in Burlington. I blame Mr. Corrothers for all this, and he has done it out of revenge.

Mr. Corrothers said that he was not responsible for the charge preferred against the Bishop. He denies all the rumors which were carried to the Bishop, and which were responsible for his removal. Mr. Corrothers was educated by Bishop Walters, and for several years was his private secretary.

Bishop Walters lives in Duncan-ave., Jersey City, and gave his age as forty-three years. His wife died a few weeks ago.

## *SHOOTS ENGINEER IN CAB.*

### IT IS THOUGHT SALOONKEEPER WAS ANGERED BY THE ENGINE'S BLOWING OFF STEAM.

Elizabeth, May 11 (Special).—Frank P. Bogart, an engineer on the Jersey Central, while sitting in the cab of his engine at Third-st. and Post-ave., was fired at to-day by John Schuster, a saloonkeeper, who threw open the side window of his saloon and emptied both barrels of a shotgun at the engineer. Bogart was struck in half a dozen places and the side of the cab was riddled. The gun was loaded with small shot. One passed through the engineer's lower lip, another lodged in his forehead, a couple entered his chest, and two or three lodged in his arm.

The engine was blowing off steam at the time, and it is supposed this angered Schuster. The engineer reported the shooting to Policeman Murray and then went to Dr. Whitehead, who dressed his injuries. When the policeman entered Schuster's place the saloonkeeper raised the gun to fire at him, but the officer was too quick and secured the weapon after a sharp struggle. Schuster was locked up.

## *MARRIED FOR FIFTY-NINE YEARS.*

Glen Ridge, May 11 (Special).—Mr. and Mrs. Joseph Muir, of Windsor Place, quietly celebrated the fifty-ninth anniversary of their wedding yesterday. Mr. Muir will be ninety years old on June 3. He was born in Kelso, Scotland. The couple were married in the old Allen Street Church, New-York.

## *SHARP SKETCH CLUB EXHIBITION.*

The Sharp Sketch Club, an organization of Jersey City Heights, held its annual exhibition at its studio, No. 89 Sherman Place, Jersey City, last week. Among the contributors were Albert Sonn, Gustav Lebscher, "Lou" Sharp, Walter Schmid, R. Alexander Lüders, John Faber, William Koeller, W. D. Schneider, Herbert Sonn, Benjamin Nash, Adolph Bierholz, Edward Stumpf, Eugene Bierholz, David M. Ache, "Joe" Hawkins, Otto Bierholz, Hugo Allioth and Horace Cramner.


The Wanamaker Store.

Some Superb Offerings of
BRIC-A-BRAC and CHINA

THOSE who wish to secure wedding gifts of unusual elegance and artistic beauty; as well as all with summer homes to supply, may profit today by an array of stirring economies such as are not often seen.

Our buyer of Art Wares and China sailed for home this week, and he warns us to be ready for the new goods following him. No other possible reason exists for selling these fine pieces from our Art Room than to make room for the newcomers. And in rare and artistic beauty, as well as permanent intrinsic value, the pieces offered today equal the new ones at their regular prices. The advantage of choosing from these is self-evident.

FINE BRIC-A-BRAC

Some very rich pieces at one-quarter to one-half under-price:

A very elegant Royal Vienna Vase—subject of painting "The Secret," now at $185, from $275.

Other Royal Vienna Vases—
At $70, from $110 At $30, from $47.50
At $65, from $100 At $22.50 from $35
At $50, from $75 At $18.50 from $27.50
At $10, from $17.50

Sevres Mounted Vases—
At $100, from $175 At $30, from $42.50
At $85, from $125 At $25, from $35
At $60, from $95

French Bronzes—
Were $110, $57.50, $70, $47.50, $30 and $18
Now $75, $40, $35, $30, $20 and $12

Royal Berlin Figures—
Were $3.50, $4.50, $5, $8, $9 and $14
Now $1.75, $2.25, $2.50, $4, $4.50 and $7
Basement Art Room.

DINNER SETS

At $10—American Porcelain Dinner Sets; 100 pieces, with soup tureen and three large platters. We have sold a large number of these sets for $12, and they are well worth $16.

At $10—American Porcelain Dinner Sets; 100 pieces, in three floral decorations and all pieces gilt; with soup tureen and three large platters. A regular $16 set.

DINNER SETS

At $13.50—French China Dinner Sets of 100 pieces; with soup tureen and three platters; floral decoration and all handles gilt. A regular $22.50 value.

At $18—Theodore Haviland Dinner Sets in a pretty border decoration; with soup tureen and three large platters; all handles gilt. Never sold for less than $25.

At $20—Theodore Haviland Dinner Sets; floral decoration and all handles gilt; with soup tureen and three large platters; from $25.

At $22.50—Theodore Haviland Dinner Sets; pretty border decoration and all handles gilt; with soup tureen and large platters; 113 pieces. Never sold for less than $30.

CHAMBER TOILET SETS

At $12.50, from $18.50—Complete Sets; 12 pieces, with covered slop-jar; decorated in deep shaded colors with flowers and heavy gilding.

At $12.50, from $20—Complete Sets of 12 pieces with covered slop-jar; heavy gold and shaded color decorations.

At $8, from $12—Complete Sets of 12 pieces with covered slop-jar; stripes and border decoration in four colors.

At $6.50, from $10—Complete Sets of 12 pieces with covered slop-jar; yellow and purple flower decoration.

At $3.45, worth $5—Complete Sets of 11 pieces with covered slop-jar, in a number of good decorations. Splendidly adapted for hotel use.

Basement.

JOHN WANAMAKER
Formerly A. T. Stewart & Co., Broadway, Fourth Ave., 9th and 10th Sts.