

THE HEARING ON THE IMPROVEMENT OF THE BRONX KILLS.

The Army Board of Engineers are, from left to right: (1) Lieutenant J. K. Slattery, (2) Captain C. H. McKinstry, (3) Major Edward Burr, and (4) Captain William V. Judson, together with (5) Dock Commissioner McDougall Hawkes and (6) Congressman J. A. Goulden.



BRONX KILLS HEARING.

NEED OF IMPROVEMENT.

Representatives of Business Interests Show Growth of Commerce.

Members of the United States Board of Engineers for Rivers and Harbors yesterday held a public hearing in the rooms of the North Side Board of Trade, One-hundred-and-forty-second-st. and Third-ave., on the proposed improvement of the Bronx Kills. Major Edward Burr presided. His colleagues were Captain C. H. McKinstry, Captain W. N. Judson, Colonel Alexander, Colonel Amos Suckey, in charge of the local district of rivers and harbors, and Assistant Engineer Alexander H. Weber, Dock Commissioner McDougall Hawkes and with the board. The North Side Board of Trade, the Taxpayers' Alliance, the Harlem Property Owners' Association, the East Side Citizens and Taxpayers' Association and the Mount Vernon Board of Trade were represented.

Congressman Joseph A. Goulden, who was the first speaker, submitted statistics as to the number of openings of the Willis-ave. bridge, the structure nearest to the kills, as tending to show the large numbers of vessels using the adjacent waterways. From August, 1901, when the bridge was opened, to December, 1901, 1,275 vessels passed through the bridge. In 1902 the bridge was opened on 1,179 occasions for 8,776 vessels, and during the eight months of 1903 there were 3,215 openings, to permit 4,753 vessels to pass through. Congressman Goulden said that, adding to these figures the number of barges and tows passing under the bridge without requiring the opening, the total would reach 52,956 vessels for 1902 and 24,653 for 1903.

Borough President Haffen followed Congressman Goulden. He said in part:

Whatever can be done to lessen the distance in traffic and freight transportation, by a shorter approach from the Hudson River through the Harlem River Ship Canal, the Harlem River and by the Bronx Kills to the deep waters of the Sound and the ocean, is an expenditure of a very much greater amount.

Tax Commissioner James L. Wells reviewed in detail the work that had already been done by the federal government and the city of New-York in improving the waterways of the city. Mr. Wells said, as a necessity for the improvement of the kills, the immense growth of Harlem and the Bronx, and submitted interesting figures showing the increase in population and valuation of real estate. In 1874, when the subject of improving the Bronx waterways was first taken up, the borough's population was 36,000 and its assessed valuation \$2,000,000. To-day 270,000 persons have homes in The Bronx, and its real estate is valued at \$426,000,000. Nowhere in the United States, said Mr. Wells, had there been such rapid increase in population and property values. The increase in the assessed valuation had done more than the United States in the improving of streams.

It had, to facilitate the improving of the Harlem, given up to the federal government land without pay and had loaned its credit to purchase the land, as well as giving the United States jurisdiction over it. Since 1874, according to Mr. Wells, the federal authorities had spent only \$1,000,000, or about \$32,609 a year, on the improvement of New-

gate, something the Dock Department wished to bring about.

Albert E. Davis, who was the next speaker, submitted the following statement to the engineers:

The North Side Board of Trade urges upon the United States Government the improvement of the Harlem, or Bronx, Kills, because in their present condition they are not navigable, even by a row-boat, in certain conditions of the tide, and because it would provide additional waterfront facilities, and would be a further reason that it deems it a commercial necessity, as, if made navigable, a saving of two and a half miles would be effected for the large and increasing commerce between the Hudson and all territory tributary to it and the coastwise traffic from the cities and towns of Long Island Sound.

What this commerce is in specific tonnage or value it is difficult to ascertain with any degree of accuracy, as this is not a port of entry and no records are kept of vessels passing through the Harlem River. But that it is of imposing proportions and would be still greater were this additional facility offered it will be borne out by personal observation, and by such facts and statements as will be filed with you to-day.

This commerce consists mainly of all products used in building operations, street improvements and railway developments, as is always the case in a rapidly growing community. And there is a constant interchange of lime, lumber, marble, granite, paving blocks and other products of the New-England States with brick, cement, sand, blue-stone, iron and other useful articles from New-York State. Then there is a great traffic in grain, dressed beef and other food products, and in coal, wood and ore.

Of the manufacturing industries located contiguous to the Harlem which would ship east via Bronx Kills are pianos and other musical instruments, iron work and machinery, plumbing supplies, sashes, doors and blinds, and other mill work from the bank.

With the rapid northward growth of New-York City commerce must seek new fields, and the next few years will witness a development in the vicinity of the Harlem River which will make of this great upper section an immense independent commercial center. The City of New-York is anticipating and providing for this growth in planning new docks and ferries and additional transit facilities and all of the various conveniences and improvements which are within the province of the municipality to provide.

With this development upon us, one of two things must be done—either the Bronx Kills must be made navigable or filled for it is inconceivable that they can be allowed to remain in their present primitive and dangerous condition with protruding rocks and dangerous currents. The continued existence of such a waterway between two of the principal boroughs of the greatest city on the continent is not to be seriously considered. The cost in either case would be great. If as a result of your investigation you decide that the Bronx Kills should be made a navigable waterway, as we believe you will, it remains then for you, sir, to determine by your own wisdom and ability whether relief from present conditions, the improvement which we ask, shall not be undertaken at the earliest possible time, but at some time in the indefinite future, whether, in fact, that portion of the physical development of this great city which depends upon the United States Government shall not keep pace with that which is provided us by the city government.

W. W. Niles, of the Taxpayers' Alliance, brought out the fact that, as Manhattan would in a few years be unable to accommodate the natural increase in population The Bronx would have to

CARRIE NATION, FOUNDER

Signs Deed to First Drunkards' Wives' Home.

Carrie Nation was a happy and an optimistic woman yesterday afternoon when she signed a deed to a \$10,000 brick house in Kansas City, Kan., and founded the first in the Nation homes for drunkards' wives, mothers and children. The second home will be founded in Topeka soon. Mrs. Nation deeded an old hotel building for which she paid \$8,000. The Kansas City home has twenty rooms; the Topeka one will have forty. Already Mrs. Nation has applications from more drunkards' wives than ten such homes could hold. She made the purchase money on the lecture platform in the last two years.

It was at 4:47 o'clock, in the law office of William Klein, No. 348 Broadway, that Mrs. Nation scribbled her signature to the deed. The property went to the Associated Charities of Kansas. She explained that it was organized especially to conduct her homes for drunkards' wives.

Having signed the deed, Mrs. Nation outlined a novel plan of endowment, which she formed entirely herself, and in which she has entire faith.

"We will support the home by the sale of souvenirs," she said. "I've ordered thousands of two different kinds. A Pittsburgh axe factory is making me a lot of hatchets on which will read: 'Carrie Nation's Loving Home Defenders: Smash the Saloon and Build Up the Home.' Then I am getting a quantity of water bottles, all finely decorated in gold gilt. The water bottles say, 'Drink as Adam Drank and Vote for Prohibition.' They cost me \$1.68—rather expensive, but it's gold gilt and everlasting—and we will sell them for \$3.

You see how easy it will be to support the home. Why, it will just support itself. Think of the last thing these homes will be to my name! Why, in front of each one there will be an iron arch with 'Carrie Nation's Home for Drunkards' Wives.' I'll have them all through Kansas before I get through, and then I'll build them in other States."

Her big eyes snapped as she told a thousand details of the management of the home. Then, settling her jaunty white duck skirt, straightening her tiny bonnet of black straw and folding her arms under her blue cape, she launched out on another subject.

"I'm going on the stage," she asserted, without blushing. "Yes, sir, I'm going on the stage in a play I wrote myself. It's name is 'Hatchetation,' and it will be in four acts, for I don't think we can get any more in, though I've got no end of things to say. Mr. Wheelock is going to play the Republican gentleman villain in my Prohibition,

DEATH OF F. S. GIBBS.

LONG ILL AT ASBURY PARK

Funeral on Friday at Church of the Transfiguration.

Asbury Park, N. J., Sept. 21 (Special).—Frederick Seymour Gibbs, the well known New-York Republican politician, died shortly after noon to-day at his summer home, No. 307 Eighth-ave. His wife and children were at his bedside when the end came. Death was due to aneurism



SOME OF THOSE AT THE BRONX KILLS HEARING.

of the aorta. Mr. Gibbs' illness dated from about a year ago, when he suffered from a severe attack of the grip, which left him with a troublesome cough. Six months ago he suffered a temporary paralysis of the throat, and was unable to take anything but liquid nourishment. Later the aneurism developed. Mr. Gibbs came here with his family this summer, as had been his custom for years past.

Soon after his arrival in Asbury Park the aneurism became more pronounced, and it finally affected the bronchial tubes and rendered useless his right lung. He suffered great pain for a time. He took to his bed on August 13, and never left his room after that day. He saw few friends, although he was daily in receipt of telegrams of inquiry from friends.

Dr. James F. Ackerman, the attending physician, did all in his power to prolong Mr. Gibbs' life. He held numerous consultations with eminent New-York and Philadelphia specialists. Of late Mr. Gibbs had been improving to such an extent that it was thought possible he could be removed to his New-York home by September 28, but it was known that a collapse might occur at any moment and no definite plans were made. The funeral services will be held on Friday at 10:30 a. m. at the Church of the Transfiguration, New-York City. Burial will be in Greenwood Cemetery.

Frederick Seymour Gibbs was for many years well known in the politics of this city and State, acting in accord with the Republican machine, and also in direct opposition to it. He had served as



FREDERICK S. GIBBS.

The Republican district leader, who died yesterday.

State Senator, as a member of the Republican National Committee and as a member of the executive committee of that committee. He once ran for Mayor of New-York on the Republican ticket.

Mr. Gibbs was born in Seneca Falls on March 22, 1842. He received his education in the public schools of the town. In the Civil War he served with the 14th New-York Regiment, and at the close of the struggle was brevetted lieutenant. He was wounded in one of the early battles, and carried the scar hill his death. At the close of the war he went into the employ of the Gould Manufacturing Company, and worked there until that concern, finally becoming its manager in this city. He afterward branched out for himself, and, lately, as president of the Metropolitan Water Company, had a large business here. He married Miss Carrie A. Mynderse, of Seneca Falls, in 1867, and in 1885 Miss Daisy M. Meade, a daughter of Magistrate Clarence W. Meade, of this city.

Mr. Gibbs was about forty years old when he first went into politics. In 1882 he began his career as State Senator from what was at the time the only Republican district in this city. He became popular in Albany, and was active in the efforts to elect him, serving on the committee which was appointed to inquire into Mayor Grace's conduct of affairs in this city. In 1884 he ran for Mayor on the Republican ticket against Hugh J. Grant and William R. Grace, when Mr. Grace was elected. He was, in 1888, elected to the Assembly; was re-elected the following year, and was also a member of the Board of Aldermen. During the Morton-Evarts Senatorial fight he had his first clash with Senator Platt, and they have since spent much time quarrelling and making up. In the next few years he gained steadily in influence in the county, city and State organizations, but in 1890 he was expelled from all. It was charged that as a member of the legislature he had "trampled the senatorial way in the interests of the Democrats," and he was denounced as a traitor over the signatures of Louis F. Payn, Timothy L. Woodruff and George W. Aldridge. It was later charged that he received the reward of his "treachery" in the shape of power from Tammany, but by 1894 he had returned to the fold and became a member of the Republican National Committee. He remained a member until the time of his death, acting as an aid to Senator Platt and having much influence with the Republican local organizations. Since 1900 he had been a member of the executive committee of the Republican National Committee.

He would never accept an appointive office. On several occasions a box of large enough to hold your valuable papers, jewels, etc., can be rented in the

FIRE AND BURGLAR PROOF VAULTS OF THE MADISON SAFE DEPOSIT COMPANY (LINCOLN TRUST COMPANY BUILDING) 203 Fifth Avenue, 1128 Broadway, Madison Square.

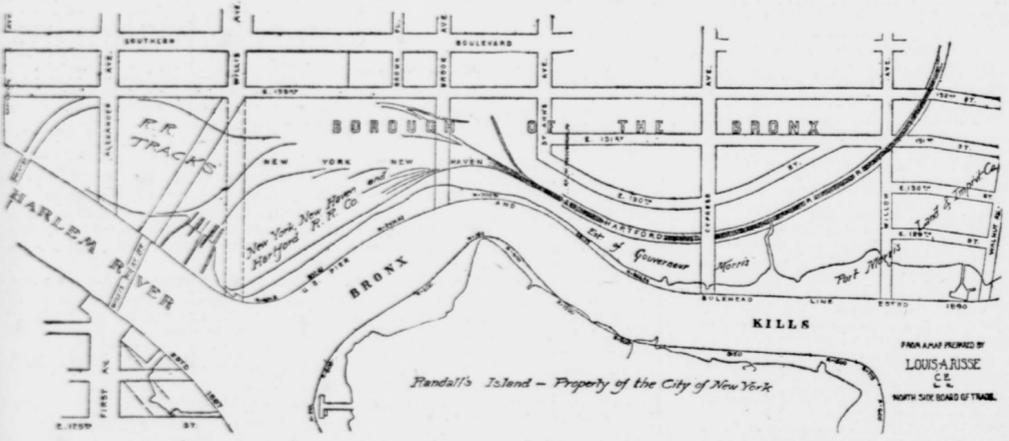
Advertisement for Wall Papers and Other Wall Coverings by W & J SLOANE, BROADWAY @ 19TH STREET. Includes text about exclusive designs and unique collection.

Advertisement for THE NORTH-WESTERN LINE, St. Paul Minneapolis Duluth. Includes details about train routes and schedules.

Advertisement for B'way 31st, featuring English Walking Coats and various suits.

Advertisement for Smith, Gray & Co., featuring Grape Welch's Juice.

Advertisement for THE C. H. BROWN CO. CARPET CLEANING, featuring a Tribune Index for 1902.



York City's waterways, and he thought that a section which had grown so amazingly was entitled to consideration at the hands of the government to the amount of between two and a half and three million, which, it was estimated, the improvement of Bronx Kills would cost. In Manhattan, on the southern side of the Harlem River, said Mr. Wells, seven hundred thousand people lived and did business, and property was valued at \$160,000,000. Dock Commissioner Hawkes gave his hearty endorsement to the proposed improvement, saying it was in accord with the plans of the city for providing increased facilities for shipping. It was a natural sequence of the building of the Harlem Ship Canal and would enable the city to carry out its plan of establishing a large canal basin in The Bronx, and would also split up traffic above Hell

serve as an outlet, and the borough should be prepared to meet this increase with proper facilities for the transportation of freight, etc. President W. C. Gotschal of the New-York and Port Chester Railroad said: I desire especially to bring to your notice the fact that the territory affected by the improvement is now on the verge of an extensive and stable development on account of the fact that it will shortly be supplied with adequate transportation facilities, and that such development will require and necessitate the provision of deep water transportation facilities for the Bronx Kills, the Bronx River, Westchester Creek and the Harlem River and various points along the East River shore of the Borough of The Bronx, in order to facilitate and provide for the increased commercial and economic conditions which are already commencing to manifest themselves in connection with the provision of proper railroad transportation facilities, and the consequent development of the eastern part of the Borough of The Bronx.

and I'm looking for some one to take the Democratic role. Now, if I could just get Mr. Devery. Did you know we met once? I asked him to sit beside me, and we had our pictures taken into the same camera. I'd just love to play with that man, and I'm going to offer him an engagement, perhaps. There'll be one drunkard in the play and some love business"—Mrs. Nation has acquired the vernacular of the "profession," and uses it with much ease. "Mr. R. S. Johnson will manage me, and there will be a lot of pretty girls to help out. The Senate Saloon, the first one I smashed, is coming into the first act. We begin rehearsing on October 12, and the first night will be early in November. I want every one to come. I'll do them good."

CHARGES HOTEL WITH LARCENY. Woman's Goods Are Kept Because Husband Didn't Pay Bill, It Is Alleged. The Marie Antoinette Hotel Company, represented by its attorneys, Bowers & Sands, appeared in the West Side Police Court yesterday before Magistrate Deuel in response to a summons issued by the magistrate on the complaint of Mrs. Stella P. Darrah. The complainant gives her address as New Milford, Conn., and she charges the hotel company with grand larceny. The Magistrate set the examination down for September 25. The complainant states that she is the wife of James N. Darrah. She says that she lived at the Marie Antoinette, from May 23 to August 1, with her husband. The bill at the hotel has not been paid and the management is keeping the goods of the husband and wife. Mrs. Darrah states that the value of her belongings is \$6,000.00, and that the management has no right to keep them, as she did not rent the apartment. Attached to her affidavit is a long list of property which she states is in the hotel and belongs to her. The list covers six typewritten sheets and the articles mentioned are mostly wearing apparel.

Advertisement for Residence Service, featuring a telephone number and details about the service.

Advertisement for MARRIED ON ADIRONDACK EXPRESS, featuring a story about a minister and a barber.