

BARGE CANAL SCHEME.

Reasons for Opposing It Set Forth by John I. Platt.

To the Editor of The Tribune. Sir: The undersigned has the honor to be the secretary of the State Executive Committee in opposition to the barge canal scheme. That committee was appointed at a State convention, held at Rochester, in response to a call from the Rochester Chamber of Commerce, which was largely attended by industrial men, impelled to come together by a regard for the welfare of the State of New-York, and because they believed that the incurrence of an indebtedness of over a hundred millions for the construction of a barge canal would impose a burden upon all the interests of the State far in excess of any possible benefit that could be derived from it. Their motives have been grossly misrepresented, and so far as appears, there has been a systematic effort to keep their representatives from obtaining a hearing in the city which is most interested, because it will have to pay nearly 70 per cent of the cost. I therefore wish, at the outset, to express my thanks to The Tribune for giving me the opportunity to address its readers on the subject. On Monday, October 25, I mailed to Henry W. Hebert, chairman of the Canal Association of Greater New-York, the following letter:

State Executive Committee in Opposition to the Barge Canal Scheme. Office of the secretary, Poughkeepsie, N. Y., Oct. 25, 1903. Henry W. Hebert, Chairman Canal Association of Greater New-York. Dear Sir: The question of the barge canal is a business question, having to do with the investment of money. If that investment produces an adequate return, it will benefit the State of New-York, just as every other investment produces a loss, it will be an injury to the State and city of New-York, just as every other investment produces a loss, it will be an injury to the investor. The question is not a question of partisanship or of sentiment or of ethics; it is purely a business question, and it should be treated as such. You think that it will pay, and therefore will benefit New-York. I believe it will not pay, and therefore will not benefit New-York, and will therefore injure the State of New-York, and the State as well.

NOT A GOOD BUSINESS PROPOSITION.

The above sets forth the ground of our opposition. We believe that it can be demonstrated that the barge canal will not return, either to the State or to the city, the money that is invested in it. Mr. Hebert has not chosen to reply to my invitation, and it is not the first one that he has ignored. When, at his request, the Produce Exchange appointed a committee on the subject I sent to him, and to most of the members of that committee, a similar letter, asking the opportunity for a fair and impartial discussion. To that I received two replies courteously calling me a liar, another from one of the most prominent members stating that he had declined to act on the committee because he agreed with me in opposing the barge canal scheme, but otherwise there was no notice taken of the matter. It was thus refused me the opportunity to undertake briefly in The Tribune, though the subject is so large that it can only be fairly discussed in a series of articles or a treatise that will far exceed the space allowed me.

The whole question depends upon the relative cheapness of transportation. The argument of every advocate of the barge canal is based upon the claim that "water transportation is cheaper than railway transportation." But we observe that it is always "water transportation" of which they speak, not canal transportation, and our reply is that while water transportation is cheaper on the lakes or on the high seas, there is no canal that can transport merchandise as cheaply as the American long distance railway freight train.

At the outset I inquire into the reasons for this difference. A comparison of the arguments furnishes the key at once. The difference is summed up in another question: What constitutes cost of canal transportation? When the tolls were removed from the canals of this State the proposition was presented to the people and argued by the promoters that full possession of the canal proposition to establish "free waterways." "Free canals" was the slogan of the day. That word "free" had an alluring sound. It captured the popular fancy and won the popular approval. The fact that the burden thus taken off the canal traffic must be assumed by the people in general was carefully kept in the background. The fact that canals "free" to the traffic which was to use them meant canals to be paid for by the property and the business enterprise of the State at large which were not to use them was allowed no place in the discussion. And the view then taken was so assiduously inculcated, has been so steadily maintained, and even insisted on, that it appears to have taken such full possession of the minds of advocates that they never on any occasion or under any circumstances recognize the vast sums which have ever since been taken out of the pockets of the taxpayers and paid out of the treasury of the State for the support of the canals as any part of the cost of transportation.

You may search their written arguments and their speeches, but you will never find any allusion to the cost of the canal itself or of its maintenance as having any relation to the question before us. Having declared the canals to be "free," they complacently assume that they maintain themselves, or that the money that is poured into them by millions comes without labor or sacrifice or pain, as the rain falls upon us as the rain falls upon the just and upon the unjust. We hold, on the other hand, that what is paid for construction of an artificial waterway, for its repair, its management, its maintenance and its superintendence is part of the cost of its business. We assert that to ignore and disregard it, as the canal men do, is as absurd and as misleading as would be to ignore the cost of the machinery of a manufacturing industry, the cost of its plant and the maintenance of its machinery.

COST OF TRANSPORTATION. The question, then, is whether, when the State paid \$2,333,022, as it did in 1870, to enable the canal to transport 3,571,635 tons, it was the cost of the cost of canal transportation or not? If it was not, then the claims made by the advocates of this new canal stand. Canal transportation is cheap, and it can very readily be made still cheaper by the same process, by letting the State pay more and the traffic less. Indeed, I see no reason why it may not be made to disappear entirely by letting the State pay for the freight. That on the other hand, the idea of their advocates, would be "free" in the fullest sense, free, for instance, as are the paupers in the almshouses, who eat and drink and enjoy life in their way and contribute nothing to their own support. If this which the State pays is no part of the cost of canal transportation, then we have no canal. The claims of the canal advocates must be conceded. The benefits to follow from the construction of the new and greater canals are proved. But if what the State pays for the canals is part of their cost, then canal transportation is not cheap, and no possible sophistry can make it appear so, then it costs twice as much to transport a bushel of wheat or a ton of coal or a thousand feet of lumber from Buffalo to New-York by canal as it costs by rail; then the whole structure of canal argument falls in utter ruin, as a house built upon the sand, when the rains descend and the floods come and its foundation is dissolved and it disappears.

CHEAPEST AND LEAST PROFITABLE CLASS OF FREIGHT KNOWN TO THE TRANSPORTATION BUSINESS.

On what the railway rate was 5 cents a bushel, including the charges for handling both, which is to place this at 2 cents, it leaves 3 cents for actual transportation, or exactly 2 1/2 cents. While the State paid out of its treasury for the canals, and less than one-third of the total cost of carriage by canal.

NOT CHEAP TRANSPORTATION. We might rest our case here, for this is our unanswerable argument. The State of New-York wants cheap transportation—it needs, for its commercial prosperity, the development of its industries and the growth of its commerce, cheap transportation. Therefore it does not want canal transportation, for it costs more money to carry a ton of coal, a bushel of wheat, a thousand feet of lumber or any other quantity of any other sort of merchandise by canal than it does by the same merchandise by railway. The figures are undeniable, the conclusion is irresistible. It does not cost the transportation of a ton of coal, a bushel of wheat, a thousand feet of its cost is paid out of the State treasury. It cannot be less than the State or any part of it to do so. On the contrary, such payment is a loss only.

As to the applicability of the arguments already set forth to a barge canal, let us consider some interesting but quite simple figures. The annual contribution which the taxpayers must make for interest and sinking fund required by the pending bill is \$3,375,000 a year. By the terms of the bill the annual contribution of the State, which is to be as this tax must be kept in effect proportionately as the bonds are issued, we shall have to meet during the term of the canal, the interest on the bonds and during a considerable part of which there will be no canal in existence, because the bill provides for the payment of the interest on the bonds of the proceeds of the new one, a series of bonds, for which the State is to contribute, in addition, or between thirty-six and thirty-eight millions of dollars, for which there can be no return.

ANNUAL COST OF NEW SCHEME. As to the applicability of the arguments already set forth to a barge canal, let us consider some interesting but quite simple figures. The annual contribution which the taxpayers must make for interest and sinking fund required by the pending bill is \$3,375,000 a year. By the terms of the bill the annual contribution of the State, which is to be as this tax must be kept in effect proportionately as the bonds are issued, we shall have to meet during the term of the canal, the interest on the bonds and during a considerable part of which there will be no canal in existence, because the bill provides for the payment of the interest on the bonds of the proceeds of the new one, a series of bonds, for which the State is to contribute, in addition, or between thirty-six and thirty-eight millions of dollars, for which there can be no return.

SAVED BY LIVING CHAIN.

Continued from first page. the roof, while the air was filled with screams and cries from the fighting mob of men, women and children inside the house.

MANY DARING RESCUES.

Fireman Murray, of Hook and Ladder Company No. 21, climbed a ladder to the second floor and mounted to the window sill on the third floor front of the building, where a window was filled with a seething mass of humanity fighting to get out and jammed together. Murray, when he reached the window, struck all the heads of the men he could see with his fists and drove them back. He then handed down to the firemen on the ladder below him three women and a baby.

HALLOWEEN CELEBRATOR'S DEATH.

On the second floor lived Alexander Quinn, his wife, Mary Jane, and a young son. The man and his son ran down the main stairway, and thought the mother was following. Instead, the woman grew pale-stricken and rushed to the rear window. She stood for a moment on the windowsill, when a sudden burst of flame set fire to her dress. With a scream she jumped into the yard and lay stunned.

MISSISSIPPI DOWN TO \$2.10.

King Cotton Comes to the Rescue at a Critical Juncture. (BY TELEGRAPH TO THE TRIBUNE.) JACKSON, Miss., Nov. 1.—This State struck hard pan in its finances yesterday. At one time the actual cash in the treasury was only \$2.10, but late in the day \$2.00 was received on account of the sale of a lot of the State's cotton. The State officials are much encouraged to believe that they will be able to pull through because of the sale of cotton and the receipt of taxes. When Governor-elect Vardaman takes hold next January he will be confronted by a hard financial problem.

LOSES HIS LIFE, SAVING HIS HORSE.

Utica, N. Y., Nov. 1.—Eugene Paumer, seventy years old, died at midnight as the result of being struck by an electric car near Home while trying to get his horse out of the track.

THREE MEN BURNED TO DEATH.

Chester, Penn., Nov. 1.—Three men were burned to death early to-day in a fire that destroyed a boat-house at Reesey-st., Delaware River. They were James Pitzer, Samuel Smith and James Campbell. It is supposed that one of the men in his sleep struck a table upon which a lamp was burning. The bathhouse was used as sleeping quarters.

THE ELEVENTH-AVE. FIRE.

Flathouse in centre is the burned building.



SAVED BY LIVING CHAIN.

Continued from first page. Chief Owen McKiernan of the 8th Battalion was riding. Battalion Chief Duffy was being driven in another buggy, by his driver, Thomas Cunningham, directly in front of that in which Chief McKiernan was riding. The buggies were going west through Thirty-fourth-st. At Tenth-ave, the motive power of the surface car lines is being changed to electricity. There is a great amount of debris along the block from Tenth to Eleventh ave, and Cunningham drove on the sidewalk at Tenth-ave. Chief McKiernan, who was driving in his buggy, did not see the excavation and drove into it. He and a fireman who was with him were thrown out and severely bruised. The horse landed against a channel rail, and was killed by electricity. Chief McKiernan and his aid went on to the fire, leaving the body of the horse and the wrecked buggy in the trench.

COFFINS MADE ON SIDEWALK.

A gruesome sight was presented in the front of the house. The bodies were laid on the sidewalk, and as fast as a patrol wagon would arrive it would be loaded with bodies and driven to the West Thirty-seventh-st. station. There the bodies were piled on the sidewalk, each one tagged. As fast as an identification would be made, the name would be written on the tag. As soon as it became known that one body or more had started to get up, the police would arrive in droves. None were allowed to enter the station or talk to the relatives of the dead.

CONVINCED FIRE WAS INCENDIARY.

The more I find out of the origin of the fire, the more convinced I am that it was the work of an incendiary," he said. "The fact that it started at that hour and at no one else had any occasion to go into the woodshed shows that there is something suspicious about it. I learned that the woodshed was full of barrels that the boys in the neighborhood had put there for a bonfire on election night. Mrs. Canfield, the janitor's wife, who was in the house at the time she was locked when she went to bed, and that no one could have entered it except from the main hall on the ground floor. It was also found that paper and rags had been stuffed into the woodshed. I inquired of many of the tenants as to whether there had been any quarrels between any of them, but could not find out that there had been. I also learned that there had been no trouble with any of the tenants because of non-payment of rent, which might have been a motive for some one to set the house on fire. Altogether the origin of the fire is a mystery, and it will be hard work to find out anything concerning it.

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A PLAY BASED ON POE'S LIFE.

A dramatization of the life of Edgar Allan Poe, under the name of "The Raven," has been written by George C. Hazelton, the author of "Miss Nell," and will be produced soon under the direction of Maurice Campbell. The play was accepted more than a year ago, and Mr. Campbell has been waiting to find some one to take the character of Poe. He has finally chosen Frederick Lewis, and is expected that rehearsals will begin at once. Mr. Lewis last year played Oswald in "Ghosts," and has since appeared with Miss Crossman in "As You Like It," playing Orlando.

GROUT VERSUS GROUT.

His Extraordinary Change of Mind Regarding Tammany.

"Grout Roasted by Grout" is the title of a folder which has been distributed by the Republican Club. It tells in extracts from Mr. Grout's speeches in the last campaign and this, his extraordinary change of mind regarding Tammany, and condemns him out of his own mouth. It attacked Mr. Shepard in those days, declaring in his first speech of the campaign, Cooper Union, October 5, 1901:

Mr. Shepard was an admirable man, but his nomination did not mean that Tammany had been converted to a belief in the Ten Commandments.

In his second speech, at Grand Central Palace, October 9, 1901, he said:

Mr. Shepard tries now to make this a party issue. I question Mr. Shepard's sincerity in raising the party issue. I propose to question it out of his own mouth. Mr. Shepard said last Monday night, "The Mayor should represent the welfare and sentiment of the people, and not the welfare and sentiment of a plan of State politics." That is in his speech of acceptance. The Mayor of this city "should represent no necessity or plan of State politics." If that be so, whether a Republican or a Democrat in State politics?

At the end of one of his speeches in the Clermont Avenue Rink on October 14, 1901, he was asked:

"Who elected you four years ago?" After the uproar that followed this had subsided Mr. Grout said:

I tell you, sir, that I was elected in the Borough of Brooklyn; not by Tammany Hall. I never had an alliance with Tammany, and I never will.

At Carnegie Hall on October 16, 1901, he said:

I would not be on the platform to-night if it were a contest between the Republican and Democratic parties. I take the position of the Tammany Hall is not the Democratic party of New York.

I believe it will be possible to elect Sen. Low, or another good man, and a great New-York, not for a day or two, but for a generation.

Even this year, at the beginning of the campaign, he wrote to Mr. Cutting:

The approaching municipal contest is not a fight between Republicans and Democrats, but between citizens and upon purely local issues.

QUESTS OF SIR HENRY IRVING.

Sir Henry Irving gave a dinner to some of his friends last evening in the blue room of the Mastic Antoinette. Among his guests were Mr. and Mrs. Joseph Clarke, Mr. and Mrs. Laurence Irving, Mr. and Mrs. Loveland, John Ford, Miss Lawrence and Miss Edwards.

The Wanamaker Store

Store Closes at 6 o'clock

Rich French Silks

Fine Staple Silks \$30,000 Worth for \$16,000

The importer's selling-time often ends before the great popular buying-time begins—because his customers must naturally be ready quite a while before the public demand commences.

That is exactly what happened in this case. The chiefest part of today's quiet stirring silk news is occasioned by our securing three thousand yards of choice French Novelty Silks, from a famous importer, who had them left on his hands, and wanted immediate sale for them. They are exclusive patterns, as well as elegant and sumptuous silks—most of them being in only one or two dress lengths. They include rich silk-and-velvet novelties, and double width printed Broches, divided into these two groups:

French Novelty Silks at \$1.50. Worth \$2.50 to \$4 These include Pekin Moire, Taffeta Broche, Louise Broche, Louise Imprime Moire, Pekin Plisse, Ondoyant Faconne, Louise Plquette, Satin Vignone and other rich plain weaves, as Podd Silk and Peau de Gant, Louise Cameleon—about twelve hundred yards in all. All are new and fresh, and in choice colorings.

French Novelty Silks at \$2. worth \$5 to \$7 These are some of the finest silks that come to America, such as Pekin Velours, Impreme Taffeta with velour stripes and figures, and 45-inch Louise, Tricotine, Damasquin, Liberty Satins, and similar weaves with medallion and other broche figures, and various rich printings over all; these in a great variety of designs and colorings. Also rich Shantung applique in elaborate floral designs with choice art tints.

168 yards, were \$6 1000 yards, were \$5 638 yards, were \$5.50 52 yards, were \$7; note all \$2.

Then here are the more staple Silks, on which the reductions, while not so large, are equally remarkable:

White or Black Peau de Cygne at 95c, instead of \$1.25 Just from the looms—seven neat styles of Jasper or Gun-metal Silks that have been big sellers at a dollar a yard. There are only twenty-five hundred yards to offer, and judging by the demands for them we could sell a hundred thousand yards or more at this low price.

All-black Pekin Moire at 75c, instead of \$1.50 Fine, rich-looking Black Moire with satin stripes in various widths. Some quite neat, others with equal rich stripes. Six styles in all; about fourteen hundred yards—all new and perfect; and, of course, all silk, being regular dollar-fifty quality; suitable for entire gowns or skirts—now half price. Rotunda.

Crepe de Chine at 65c, instead of 85c Forty-six hundred yards, in plain black, white, light blue and a dozen other choice, rich and soft colors. They are 23 and 24 inches wide.

Three thousand yards of a splendid quality of 36-inch Black Taffeta, from one of the best manufacturers in America. These have the guarantee woven in the selvage; an entirely new lot just from the looms. An excellent, bright and durable silk.

They're just as fine Carpets, in their various grades, as the best mills in the land are turning out today—same qualities, perfect in every particular; handsome patterns, in harmonious colorings, and wide variety of designs. The only reason in the world for selling them under-price is because of the newer patterns that are coming, and demand the space they occupy. Not one person out of a hundred could tell which were new patterns, if all were mixed together; and not more than five people out of ten would select new patterns, if they were all the same price.

But we must keep stocks constantly new; hence these are to be hurried out at these decisive cuts in the prices: 25 Patterns of Axminster Carpets At \$1.25 a yard, from \$1.75 36 Patterns of Velvet Carpets At \$1 a yard, from \$1.50 and \$1.60 At 85c a yard, from \$1.10 and \$1.15 63 Patterns of Tapestry Carpets At 40c a yard, from 60c and 70c At 60c a yard, from 90c

This offers a saving of anywhere from five to fifteen dollars on the carpet for each room, according to the quality selected, and the number of yards required. A saving quite worth while.

JOHN WANAMAKER Formerly A. T. Stewart & Co. Broadway, 4th ave. 9th and 10th sts.