



TO USE, JERSEY SWAMPS. PLANS BIG BOULEVARDS.

Newark Board of Trade Would Connect N. Y. and N. J. Parks.

A special meeting of the Newark Board of Trade, the most influential commercial organization in Northern New-Jersey, has been called for March 8, at which will be discussed plans for an elaborate utilization of the vast tract of swamp land, the Newark Meadows, and the building of a series of boulevards to extend from the Hudson River to connect the park systems of New-Jersey with those of this city.

A commission of merchants has been appointed to investigate this subject. Engineers have looked over the ground, and their ideas of the improvement will probably be given at the meeting, to be discussed by members of the board. Great benefit to the trade relations of that section and of this city would result from the carrying out of such plans, the men who are behind this meeting believe.

The Board of Trade, which includes in its membership most of the largest merchants and manufacturers of Newark, has been considering for some time the problem of satisfactory transit relations which would assure adequate connection with this city, and the great benefit which would result from an adjustment of the terminal connections of railroads and steamship lines. Essex, Hudson and Bergen counties represent a great manufacturing district which is virtually a part of the metropolis. All the great trunk railroads pass through that section save the New-York Central and its connections.

In the large cities, Newark, Jersey City, Paterson and Passaic, are important factories, but land there is dear and hard to acquire, so growth in the cities is limited to a great extent. The Newark meadows, lying between the Passaic, Hackensack and Hudson rivers, are practically waste land. At present the United States Government is spending large sums on the dredging of the Passaic and Hackensack, and there is a prospect of a ship canal to connect with the Passaic. Land in the meadows section is cheap at present, and the Board of Trade believes that there should be laid out a consistent development plan which would provide for the proper recognition of public and private interests in the building up of that district.

The using of the rivers for commercial purposes at present is interfering with the free use of the railroads, which have to cross both the Hackensack and Passaic on drawbridges. Trains frequently are held up, and commuters have protested often against the resulting delays. A remedy for this is contemplated, and an arrangement by which the railroads might have adequate freight yards and terminal facilities. No better place than along the rivers and Newark Bay could exist for steamship connections with the railroads, the Board of Trade believes, and the working out of this idea will be talked over.

Essex County has a magnificent park system, to which extensions are contemplated. Probably the most important part of the project which the Board of Trade is outlining is a set of boulevards across the meadows, to pass through Newark and the Oranges into this city system. These roads, while having all the essential features of parkways, could be devoted also to commercial purposes. They would prove a great relief to the two poor roads—the turnpike and the plank road—which now cross the meadows. The Board of Trade has found a great public sentiment in favor of these boulevards. All the automobile associations particularly want such an arrangement.

TALE OF A TALKING TREE

Kentucky Citizens Scared by Mysterious Voices.

[BY TELEGRAPH TO THE TRIBUNE.] Paducah, Ky., Feb. 5.—Out on the farm of Will Albert, near Heath, this county, the people are wrought up over the "talking tree" that has been there for some time. Enormous crowds continue to gather there almost every Sunday to hear the strange noises that come from the tree. The voice can be distinctly heard, and says "There are treasures buried at my roots." A party, comprising most trustworthy citizens of the county, visited the tree to make a thorough investigation for themselves as to a thorough investigation for themselves as to the noise being heard. They listened patiently for several hours when a sudden crash, which has been given many times before the marvelous production of the human voice, came. The mystery yet remains unsolved, and so great has the number of people who have gone there in the last several months that the tree is now dead, caused by the continuous tramping on the earth surrounding the tree.

The only theory that has been suggested is that a man was killed under the tree in 1862, and while many do not believe in "spirits" the facts are so plain and the voice can be so distinctly heard that they cannot dispute the fact. A family of people who lived there several years ago became so frightened at the voice that they sold their farm at a sacrifice, went West and are now living in Texas.

TENDERLOIN STATION TOOK HIM IN.

Hotels Refused to Let Yale Man Enter, so Cabman Tried Police.

Joseph Patterson, who said he was the son of a Pittsburg man who owned hotels and a steamship line, was driven up to the Tenderloin station by a cabdriver, who declared he could not collect \$20 due him for fare. The cabman said he was engaged to drive from the Hotel Vendome to the Hotel Manhattan, but admittance was refused the young man at the latter hotel, at the Waldorf and at the Herald Square.

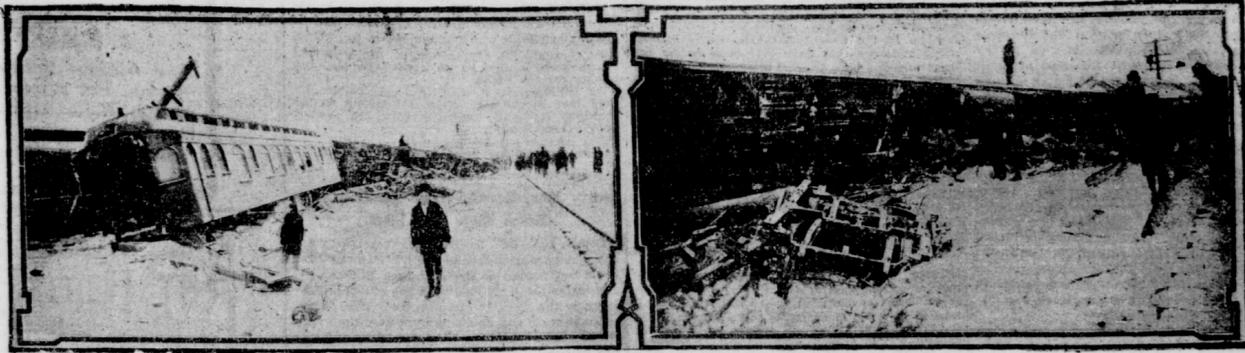
After three hours the cabman tried the police station with better success. The police said Patterson wore jewelry worth \$700. He said he was twenty-one years old, and a student at Yale. He was locked-up upon a charge of intoxication.

HORSES UNABLE TO DRAW HEARSE.

Sixty Negroes Take Their Places and Draw Corpse Over Slippery Streets.

Columbia, S. C., Feb. 5.—The unusual spectacle of men drawing a hearse containing a corpse was witnessed here this afternoon. This was made necessary by a sleet storm which has prevailed for twenty-four hours, making it almost impossible for horses to keep their footing. After several futile attempts to draw the hearse with horses, sixty negroes, members of fraternal orders to which George McFee, the dead man, had belonged, heaved ropes, which they fastened to the tongue of the hearse, thus drawing the body to the cemetery. A distance of over two miles.

SCENES IN THE NEW-YORK CENTRAL WRECK AT WHITESBORO, N. Y.



HEDLEY DEFIES THE CITY.

SOME SIGNS TAKEN OUT.

Interborough Officials Do Not Explain Clearing of Two Stations.

No signs were in the subway stations at 145th-st. and 157th-st. last night, but both Frank Hedley, general manager of the Interborough Company, and Artemus Ward, head of the advertising concern which introduced the signs into the subway station, denied that advertisements had been removed from any stations. They could not explain just why no signs were visible in these two stations, but said that what signs had been placed there probably had not been nailed to the walls, as in other stations, but had been standing along the base of the walls.

In answer to a question, Mr. Hedley said that the Interborough company had no intention of removing any signs from the stations. In this he was borne out by Mr. Ward fervently. Mr. Hedley would not talk about what legal steps the company intended to take. That was Mr. Belmont's concern, he declared, and what Mr. Belmont had said about that phase of the discussion had "hit the nail on the head exactly." The signs, meantime, were in the stations, and the Interborough had taken no steps to have them removed, and did not expect to take any.

The station walls at 157th-st. and 145th-st. bore every trace of the hasty removal of signs which had been nailed fast, and the hurried substitution of new titles for those broken by the nails which had held the signs in place. At 145th-st. the walls in places were discolored. New tiles were set in cement almost fresh from the trowel last evening. In some places on the walls could be traced the forms of the signs by the holes which had been plugged with cement.

At every other station along the line, however, were the signs as usual, in all their glory. Incumbances, the Interborough has to-day in order to comply with the Mayor's order. If the signs and slot machines, which did a flourishing business yesterday, are not removed then, they go to a public storeroom. The chances are, though, that the Interborough company will begin some kind of legal process to-day to stave off such action by the Bureau of Incumbances, unless the company has decided to let the city take its own way, and then bring suit for damages. Nothing could be learned on that subject.

CHADWICK VICTIM DEAD.

C. T. Beckwith, the Oberlin Banker, Will Not Face Trial.

[BY TELEGRAPH TO THE TRIBUNE.] Oberlin, Ohio, Feb. 5.—C. T. Beckwith, president of the Citizens National Bank, which was ruined through loans made by him to Mrs. Cassie L. Chadwick, died late to-night. Arrangements for the funeral had not yet been made.

When the Chadwick bubble burst it was found that Beckwith had involved his entire personal fortune, as well as the bank's funds, and his wife is left practically penniless. He suffered severely from the shock of the exposure, and from his subsequent arrest on indictment for violation of the federal banking laws, and felt keenly the distress he brought on the depositors of his bank. His health failed rapidly. It was thought at one time that he would go insane, but it became evident some time ago that he would not live to stand trial. He had been unconscious for two days.

MADE INSANE BY FRIGHT.

Woman Believes Horses and Truck Are Crushing Her to Death.

Sarah Roth, eighteen years old, was removed from her home, No. 728 East 9th-st., to Bellevue Hospital last night, a raving maniac. A week ago last night she slipped on ice in front of her home and fell. Just as she hit the sidewalk a heavy truck passed, and just shaved the sidewalk where she was lying. She said afterward she thought the horses had trampled her to death and that the wagon had passed over her. A policeman picked her up and carried her into her home. All that night she screamed, and again and again said she believed the horses had run her down and that the truck had passed over her.

A doctor said the girl had been frightened into insanity temporarily. He thought she would be all right the next day. On Monday she grew worse. She repeated hundreds of times her fears that she was being run over and crushed to death. She did not go to sleep until Friday, and then only for a few hours. "The horses are crushing me! The wheels are grinding me to death!" she cried incessantly.

BOYS "TRADED" MEASLES.

Epidemic Spread in School by Innocent Youngsters.

Paterson, N. J., Feb. 5 (Special).—Through the inherent desire of the small boy to trade anything he has, an epidemic of measles has broken out in Little Falls. Two of the schools have been closed, and the attendance in others is less than 50 per cent of the average. It was not until last week that the nature of the trouble was discovered. The mother of one of the boys who had complained of being ill and asked permission to remain alone in his hands and body covered with scales. The boy when questioned said that they amounted to nothing, and every boy in the school had them. It was a common practice for the boys to swap the scales. If they happened to find one of their companions who was so unfortunate as not to be favored like the rest, they would give of their abundance so that he, too, might be in the game of barter. An investigation showed that nearly all the children in the neighborhood were affected in the same way.

STORM THE WORST IN YEARS.

MIDDLE WEST DELUGED WITH RAIN, SLEET AND SNOW—WIRE COMMUNICATION CRIPPLED.

Long Island Sound Almost Made Unnavigable by Ice Packs—Drifting Fields Shift Buoys, Placing Vessels in Danger.

Washington, Feb. 5.—The unusual atmospheric conditions of the last few days culminated to-day in one of the most general and widespread rain, snow and sleet storms of recent years. The area of precipitation covers the entire country east of Kansas City, Mo., save only New-England, New-Jersey, and the extreme eastern portions of New-York and Pennsylvania.

The fall of snow in Iowa, Missouri, Northern Indiana and Northern Illinois and Michigan was rather heavy, but the temperatures were not unusually low. Snow or sleet is falling to-night in the upper Ohio Valley, the Lake region, and the Mississippi Valley north of Missouri; also in the Middle Atlantic States north of Virginia.

THE ICE GIRDLE GROWS.

Skippers Say Navigation Is Most Dangerous in Years.

New-York Harbor's ice girdle continues to grow. This is not due to exceptionally low temperatures, but rather to the continued cold. Ice in large quantity is forming in and about the harbor on all sides, north, south, east and west, and each rise and fall of the tide detaches large floes, which in turn become part of the floating ice in the harbor. Thick and heavy cakes of ice are also coming into the bay from the Hudson, and Long Island Sound is supplying the East River with like grinding packs.

Yesterday's heavy winds kept the Manhattan side of the harbor open for the last four days. For the most part the ice remained in the middle of the North and East rivers. This fact, coupled with the normal six-foot rise and fall of the tide, has prevented New-York from completely surrendering to an ice embargo. Otherwise the ferry service and harbor traffic would be completely tied up.

Ferry service on both rivers was maintained yesterday with little difficulty. Along the Brooklyn south shore and the Staten Island waterfront, however, the ice packs are still heavy. An attempt was made to keep the 39th-st. ferry to South Brooklyn running early in the day by sending the boats over the outside course to the westward of Governor's Island, but this plan had to be abandoned after two round trips had been made, owing to the ice in the upper bay.

The Staten Island boats were forced to crush and break their way through the ice in reaching St. George. The captains of all the boats report that the ice conditions are the worst that they have experienced in the last fifteen years. In the upper bay little open water was to be seen. The harbor is completely filled with ice floes. Each day is adding to the compactness of the fields and the thickness of the ice. The trier either up or down the bay by incoming and outgoing vessels is slow and dangerous.

The Narrows is continually full of large ice packs. Incoming vessels have literally to plough their way through, breaking and splintering a course through the ice cakes. The trip up the bay consumes from three to four times as long as it usually does. Navigation has become exceedingly dangerous, as the ice is shifting about the buoys that mark crooked and narrow ship channels in the harbor. In the last four days the ice floes have broken and carried away a large number of spar and can buoys. Captains of coastwise steamers and the Sandy Hook pilots have been extremely worried over this, and have reported narrow escapes from severe accidents, owing to the absence or misplacement of these buoys.

Captain Shepard, of the Lighthouse Board, said yesterday that last week was the worst ever known in the history of the department. For the last three days the Lighthouse Department has had two tenders at work day and night chasing runaway buoys and replacing them in their proper positions. The ice has caused these buoys to drift from one-half to three-quarters of a mile from their moorings. In some cases the buoys have drifted from two to three miles out to sea.

Although the buoys are lighted early every night, the service is merely perfunctory, as the ice promptly extinguishes the lights. All of the Sound steamers arrived safely yesterday, but all were hours late. The captains reported navigation barely possible and fraught with great danger. Several times on yesterday's trip the fleet of New-York bound vessels was obliged to join forces and, forming a wedge, unite in efforts to break a way through the ice. The Metropolitan Line, owing to the ice, has abandoned sending steamers to Boston by the Sound. The Herman Winter, which arrived yesterday from Boston, came by the outside course around Long Island.

ZERO WEATHER AND SNOW UP STATE.

Poughkeepsie, N. Y., Feb. 5.—The mercury reached 19 degrees below zero this morning. At Vassar College the thermometer registered 15 degrees below. Saratoga, N. Y., Feb. 5.—The thermometer here to-day registered 18 degrees below zero. In outlying towns temperatures of 20 and 22 degrees below were reported. Binghamton, N. Y., Feb. 5.—The official thermometer here this morning registered 14 degrees below zero, the coldest by six degrees this winter. Toward noon and all afternoon the weather moderated and to-night a severe snowstorm is raging.

QUICKEST LINE TO CLEVELAND.

Leave New York 5:25 p. m., arrive Cleveland 7:15 next morning. Cincinnati 1:20 p. m., Indianapolis 3:30 p. m., St. Louis 9:45 p. m., by New York Central Fine Service. No excess fare.—Adv.

A PAVEMENT GRAB BILL.

Fitzgerald's Would Allow Return to Old "Graft" System.

Albany, Feb. 5.—Drawn in the interests of a specific patented pavement company and aimed to break down the existing charter prohibition against patented pavements, Senator Fitzgerald, "Big Tim" Sullivan's successor in the State Senate, has introduced a grab bill which would permit a return to the old "graft" system under which city pavement cost \$3 a square yard, where it now costs 70 cents, and when Tammany officials grew rich.

The Fitzgerald bill is reported to be one that would benefit a Boston corporation manufacturing a patented pavement for which it holds the exclusive right of production. The present law forbidding patent pavements is clear and absolute. It says: "Except for repairs, no patented pavement shall be laid." The Fitzgerald bill eliminates this prohibition and says: "No patented article not a pavement shall be advertised for, contracted for or purchased."

The effect of this amendment, of course, is to make it possible for Tammany officials to make contracts and advertise specifications which just cover the qualities of a certain patented pavement, and then, of course, there can be no competition, and the contract must go to the company in whose interest it is drawn. The amendment provides that no patents covering shall be contracted for without the consent of the Borough President, but this provision is vague and ineffective.

Before the present law was made Tammany officials "stood in" with pavement companies, and the result was poor pavements and high prices. The present bill would mean an increase in the paving expense to the city of many millions and break down the present safeguards.

A GAS INVESTIGATION?

Malby Promises One if Information Is Held Back.

[BY TELEGRAPH TO THE TRIBUNE.] Albany, Feb. 5.—Senator Malby, chairman of the joint committee which has been considering the gas situation in New-York, declared to-night that there would be a legislative investigation if the gas companies and the city authorities did not give the committee the information it needed.

"It seems to me that the city is entitled to some legislation, but the question is how relief should be applied," Senator Malby said. "The committee has heard from the city and the gas companies, but we have not received all the facts. We must have the facts, and we will get them some way. It seems that the city authorities have some powers which they are not disposed to exercise. Here is an instance: I learn that a representative of a reputable lighting company has been making an effort to get into New-York. The company tried for weeks to get some one to introduce a resolution that would give a franchise. Now, there was a chance to give the public and private consumers a chance to get light under competition. It seems that the city is disposed to do the shouting and let the legislature do the work. But we will go over the matter thoroughly and present a measure if it will give the remedy that is called for."

SOUTHERN WIRES DOWN.

Telephone, Telegraph, Street Cars and Electric Lighting Suffer.

Louisville, Feb. 5.—Telephone and telegraph service over a wide area of the South was almost completely crippled by heavy sleet to-day. Railroad service also suffered, and in some towns the lighting and street car facilities were suspended. The tie-up was the most complete in many years, and although the telegraph companies and railroads have large forces of men at work it may be two or three days before normal conditions prevail.

The storm, which covered Kentucky, Tennessee, Arkansas, Oklahoma, Indian Territory, Mississippi, Alabama, Louisiana and Georgia, had prevailed intermittently for three days, and the wires broke under the accumulated ice. The fall of snow and sleet, varying from one to three inches, extended as far north as Louisville.

For several hours Atlanta and New-Orleans were cut off from the rest of the country. All wires were down from Memphis to Natchez and New-Orleans, and the telegraph companies sent messages for those points to New-York and down the coast, but even this service was interrupted for a time. Two hundred poles went down in Mississippi. In Chattanooga the streets were filled with broken wires, and a lineman was killed by a live wire. The lighting and street car currents were turned off to avoid further danger to pedestrians and linemen.

TIGHT IN GRASP OF ICE.

Condition on Southern New-England Coast Severe.

Boston, Feb. 5.—The New-England coast south of Cape Cod was to-night tight in the grasp of one of the most extensive ice embargoes of recent winters. While in Boston Harbor the only inconvenience was caused by floating ice, south of the Cape conditions were far different. Nantucket Sound being almost completely closed over, while Vineyard Sound was filled with ice. The island of Nantucket is cut off from the outside world, and until the embargo is lifted there is little probability of the steamer being able to proceed to Wood's Hole. At Vineyard Haven the harbor was frozen, and vast fields of ice extended for miles out into Vineyard Sound. Buzzard's Bay is frozen over practically all the way from the Elizabeth Islands to New-Bedford.

Narragansett Bay is full of ice, and at Newport the harbor is frozen over, and shipping is practically at a standstill. The small harbor launches and ferries were obliged to cease operation, and only the larger steam vessels could move at all. Throughout the day the weather was cold, but the temperature rose gradually toward night, though it remained too low to warrant hopes of an immediate thaw.

PORT OF PHILADELPHIA BLOCKED.

Vessels Unable to Sail Because of Ice—Little Coal Being Received.

Philadelphia, Feb. 5.—An almost complete suspension of the eastwise trade out of this port has followed the general freeze-up of the harbor. There are a number of vessels here, but none will charter until there is some probability of their being able to get out of the Delaware River, which is impossible at this time. Very

DOMINICAN AWARD HOLDS

NO ACTION UNDER TREATY.

State Department Will Take Charge of Ports Under Arbitration Decision.

[FROM THE TRIBUNE BUREAU.] Washington, Feb. 5.—Despite the lucid statement given out at the State Department regarding the situation at Santo Domingo, there still seems to be considerable misunderstanding of the real conditions. A fiscal agent appointed by the United States is now in charge of the customs house at Porto Plata, as shown exclusively in The Tribune of December 4, and additional agents may take charge of the customs at Sanchez, Monte Cristi and Samana at any time, entirely irrespective of the negotiation of the prospective treaty or its ratification by the Senate. Control of these ports has been or will be assumed under the arbitral award rendered July 14, 1904, by John G. Carlisle, Don Manuel de J. Galvan and George Gray, and is in no way dependent on the "agreement preliminary to a treaty" recently made between President Morales and Minister Dawson.

The proposed treaty, it may be asserted on the highest authority, will guarantee the territorial integrity of Santo Domingo, and will therefore be submitted to the Senate for ratification. The treaty, as modified in accordance with instructions from the State Department, is now expected in Washington almost daily, and action under its provisions will not be taken until it is ratified by the Senate, provided the Senate is in session when it reaches Washington.

It is declared by high officials of the government that, whether the treaty stands or falls, the provisions of the arbitral award will be carried out, and emphasis is laid on the fact that the State Department is acting solely within its prerogatives as provided by the court of arbitration.

BUENOS AYRES QUIET.

Rebellion in Provinces Reported Practically Quelled.

Buenos Ayres, Feb. 5.—In the course of attacks on police stations Saturday morning several rioters were killed, about thirty were injured and some 250 arrested. Order has been completely restored, and to-day the city presents a normal aspect.

Ex-President Roca has telegraphed to President Quintana offering his services in aid of the restoration of order. The Province of Santa Fe is reported tranquil. With a view to avoiding bloodshed, the government has sent a sufficiently large force to Mendoza and Cordoba to overpower easily the few hundred insurgents. It is hoped the rebels will be forced to surrender without fighting. There are 5,000 men marching on these two towns by different routes.

The revolution being practically crushed, the government has annulled the decree calling out the reserves. All the newspapers here strongly condemn the revolutionary movement.

10 p. m.—Owing to the partial interruption of telegraphic and railway services, precise information concerning the insurgent movement in the provinces is not obtainable. The government evidently is in possession of favorable messages. The movement is now limited to the provinces of Rosario, Santa Fe, Mendoza, Cordoba and Southern Buenos Ayres and sections south, between the Plate River and Bahía Blanca, where it is reported Colonel Momenbello, commanding the government forces, has inflicted a severe defeat on the rebels.

President Quintana declares that he will not interfere between the law and revolutionary revolutionary prisoners, of whom there are 300 already in the hands of the government.

Prices on the Stock Exchange here have been fully maintained, in the belief that the outbreak will be suppressed within a few days. The revolutionary leaders, Drs. Piro, C. Molina, Camillo Cretto and Hippolite Irigoyen, are represented as being men of no political influence, but they are assisted by a portion of the military forces, rendering the insurrection more of a mutiny than a revolution.

REVOLT ENDED, SAYS QUINTANA.

Paris, Feb. 6.—Manuel Quintana, son of the President of Argentina, has sent the following dispatch to the "Figaro": Buenos Ayres, Feb. 5.—Revolt abortive. Order re-established. The threat of this insurrection, which might have cost the country for three years. The people are now reassured, and unanimously condemn the attempt. Public life is in full activity. Greatest confidence in the future.

IMPORTER FINED \$30,000.

Curio Dealer Ruined by Being Caught Undervaluing His Purchases

[BY TELEGRAPH TO THE TRIBUNE.] San Francisco, Feb. 5.—Nathan Bentz, a curio importer of Santa Barbara, has found it expensive to undervalue his importations from the Orient, as the government has practically bankrupted him by exacting a fine of \$30,000. Bentz is a Jew who has been doing a good business in Japanese and Chinese curios and fancy goods at Santa Barbara for many years. He sold thousands of dollars' worth of goods every year to wealthy tourists. He had always been honest and the government officials trusted him.

On the steamer Doric last fall Bentz brought from the Orient a large consignment of goods, and several times since he has had big invoices. The goods were manifested at such low figures that the customs officers asked Bentz what it meant. He returned an affidavit that these were the prices he paid, as all Oriental curios had fallen fully one-half in price because of the Japanese desire to convert goods into ready money.

One of the customs officers here, however, wrote to a friend in Yokohama and gave some of Bentz's figures. The reply contained figures indicating that Bentz, since early last fall, had undervalued his importations from 40 to 60 per cent. A quiet investigation was started, which resulted in showing that Bentz had cheated the government of a sum twice as great as the appraised value of the goods. Bentz was summoned here by the Collector, and when confronted with the facts he faints. He agreed to give up all his property if the government would remit penalties. Bentz will have to pay \$30,000, which will sweep away all his savings of years.

BELGIAN MINERS TO STRIKE.

Congress Decides by a Large Majority to Cease Work on Monday.

Charleroi, Feb. 5.—The Miners' Congress by a large majority has decided to declare a general strike on Monday.

SAVANNAH LINE.

New ships, large docks, no dust, no crowded cars; a delightful trip South.—Adv.