TRACKS GO AT LAST.

FIGHT OF 25 YEARS WON.

Amsterdam Avenue Menace Must Vanish in Ninety Days.

After a fight of more than twenty-five years, the exterior tracks of the four-track system in Amsterdam avenue were ordered taken up yesterday and the street restored to its normal condition. This was the decision of Justice Bischoff, in the Supreme Court, yesterday afternoon, and it means a victory for hundreds of public spirited citizens of the upper West Side who have waged their war as members of the West End Association, the Morningside Heights Association and the Independent Club.

The defendant was the Forty-second Street, Manhattanville & St. Nicholas Avenue Railroad Company and the order affects its tracks on Amsterdam avenue between 72d and Manhattan streets. There have been many battles waged, but this latest and, in the absence of an appeal, decisive action was begun last December by Julius M. Mayer, who was then Attorney General. He alleged that the company had not complied with the railroad law of 1867, because it had not begun the construction of the road within five years after it was incorporated, in August, 1878, and that it had not completed the construction within ten years after its incorporation, the penalty being the forfeiture of its corporate existence.

The company admitted that it had not complied with the railroad law, but said that it had not done so because the streets through which it was to run had not been opened as public highways. After Attorney General Jackson took office he continued the action. His special counsel here has been A. Walker Otis, of No. 60 Wall street, a member of the West End Association.

An agreement was finally reached whereby the Attorney General withdrew the contention that the franchises had lapsed, on the promise that the company take up its tracks within ninety days. Justice Bischoff, in his decision yesterday, said that his decision had no bearing on the validity of the franchises.

Among the many citizens who were glad to hear the news was the Rev. Dr. John P. Peters, rector of St. Michael's Protestant Episcopal Church, at 99th street and Amsterdam avenue. Dr. Peters is president of the Independent Club and vice-president of the Morningside Heights Association. "Well," he exclaimed, when told by a Tribune reporter of the court's decision, "it does look as if we had at last gained something. Why, ever since 1881 this fight has been going on. My father was then rector of the church, and the extra tracks have been recognized and combated as a menace all these years. When one thinks of the number of churches and schools along the avenue and adjacent streets it is no wonder that we have tried to eliminate this peril to little children and to the aged and infirm.

"The West End Association has been in the forefront of it all, and great credit is due to Charles De Hart Brower, of that organization, who was chairman of a special committee of the Independent Club. More than a year ago, through Mr. Otis, he asked the Attorney General to bring action on behalf of the state against the company. And long before that we had many actions and legal encounters. I can say this much: If anybody wants to learn the intricacies of the law, let him get into a dispute with a railroad lawyer. I have learned so much law that I am not confident they won't appeal in some way. But, since they agreed to this, it looks as if the tracks were really to go. That means, too, that the residents along the avenue will no longer see the two canals after every rainstorm. The tracks have become so sunken that the roadbeds fill with water and make canals which are picturesque but very difficult to cross."

Mr. Otis, in discussing the latter days of the long continued efforts for track removal, said yesterday:

As the fight for the removal of the exterior tracks on Amsterdam avenue, which has been waged for some five years, has now been decided in favor of the people, it occurs to me that the citizens of the West Side would like to be advised of the result. The facts are briefly as follows:

In 1898, when the Forty-second Street, Manhattanville and St. Nicholas Railroad Company, which owned these exterior tracks, began to install a trolley system on its line in Amsterdam avenue, between 72d street and Manhattan street, the danger of the situation so appealed to the people of the West Side that there was a public uprising on the subject which resulted in the passage of what is known as the Ford act, being Chapter 371 of the Laws of 1899, the effect of which was to prohibit the use of any motive power other than that of horses on these exterior tracks.

The railroad company ceased then to operate cars over these tracks, except one car a day to hold its franchise. In the mean time, no repairs being made on the tracks or the pavement immediately adjacent, the surface of the roadway soon fell into a deplorable condition and demands were made upon the railroad to remove the unused tracks.

Acting on this public demand, Borough President Cantor, in June, 1902, served notice on the railroad company that if it did not forthwith remove these tracks the city would do so at the expense of the railroad. The company at once brought an injunction in the Supreme Court to prevent the city from interfering with these tracks. The city was victorious in the court of first instance, but the decision was reversed by the Appellate Division in April, 1905. The action is still pending, and the injunction against the city still continues.

In December, 1906, the West End Association appointed a special committee to see what could be done toward the removal of these tracks. I had the honor of being appointed chairman of the committee, which committee has steadfastly tried to perform the work assigned to it.

It was as a result of this committee's work that the final action was brought which terminated yesterday.

TO CONFIRM KELSEY ACCOUNTING.

Arguments Heard in Manhattan Fire Insurance Company Case—Decision Reserved.

Albany, June 22.—Arguments were heard to-day before Justice Fitts, at Special Term, on the motion to confirm the accounting of Otto Kelsey, State Superintendent of Insurance, as receiver of the Manhattan Fire Insurance Company. Ex-Justice G. D. B. Hasbrouck represented Mr. Kelsey, Russell S. Johnson, of Utica, of the former firm of Hasbrouck & Johnson, attorneys for the receiver, and Robert Van Iderstine some of the creditors of the defunct insurance company. Alfred A. Hayes, jr., the new receiver, was represented by Edward P. Ward. Deputy Attorney General Mott also appeared in opposition.

Messrs. Van Iderstine and Mott filed objections to the accounting of Mr. Kelsey, asserting that certain allowances were excessive and unwarranted. Ex-Justice Hasbrouck defended Mr. Kelsey's position and criticised the attorneys who opposed the confirmation of the account. Decision was reserved.

BRAZILIAN LOAN OF $15,000,000.

Money To Be Used for Maintaining Valorization Plan in Sao Paulo.

Rio de Janeiro, June 22.—Congress to-day authorized a loan of $15,000,000 to be used for the payment of the debt of the State of Sao Paulo and to maintain the stock of coffee held abroad for the account of that state.

MORE FIGHTING IN PERSIA.

St. Petersburg, June 22.—A dispatch from Teheran says the situation in the northern part of Azerbaijan Province is becoming serious. The bandit chief Martuz Khuli Khan, assisted by Kurds, is waging war on the population and destroying villages. Fighting is going on in the city of Maku, 132 miles from Tabriz. Two companies of Persian troops, with six field guns, are being sent to Maku from Tabriz.

"KAYSER" There is a reason why more "Kayser" gloves are worn than all others together. Made of PURE silk & PURE dye. The tips outwear the gloves. A guarantee in every pair. GLOVES

LAWSON FOR ROOSEVELT.

Boston Financier Predicts Third Term for President.

After a long trip through Germany, France and Italy and a short rest in London, in which time he had had heart to heart talks with peasants and men of millions, Thomas W. Lawson is convinced that nothing can or will prevent President Roosevelt from succeeding himself as President of the United States. Mr. Lawson even went as far as to insinuate that Mr. Roosevelt himself is not sufficiently powerful to set aside a public clamor for his re-election.

Mr. Lawson arrived here yesterday on the White Star liner Celtic from Liverpool. "The President," he said, "is known all over Europe. The idea of the 'big stick' has invaded Europe. The financial interests, of course, know the strength of 'the system,' but they are also aware of the President's strength and they are awaiting with great interest the outcome of the struggle. In many places it is believed that he will eventually throttle and break 'the system.' Europeans realize that two great forces are facing each other and that one must give way before the other. They think as I do that Mr. Roosevelt will gradually weaken the enemy. They know he is the strongest man in America to-day, the only man capable of carrying to a successful end the big policies advanced and maintained by him throughout his administrations."

When Mr. Taft's name was mentioned as a possible candidate, Mr. Lawson replied rather ponderously: "It matters not how strong Taft may be, how good Root is or what Fairbanks is doing. The Republican party must nominate and elect Mr. Roosevelt. The 'big stick' is in the air; its aroma has infused itself over Europe. If the Republicans do not put up Mr. Roosevelt the Democrats will surely nominate him. As proof of my confidence in his re-election, more than a year ago I made a bet of $5,000 with Samuel Untermyer that Mr. Roosevelt would be nominated and elected in 1908."

Mr. Lawson said that while in Rome he had the pleasure of sitting for his portrait by the Italian painter Mancini whom he described as "the greatest colorist of the day, but none the less a madman." The Boston financier said he was in excellent health throughout his trip except for one day; that was when he was returning on the Celtic. He succumbed to the effect of the ocean roll and was unable to deliver an address he had prepared as chairman of the ship's concert committee. The ship's stewards said that as Mr. Lawson was unable to deliver his address "he delivered the next best thing—a check for $100 for the fund of widows and orphans of seamen."

IMMIGRATION CONTROL.

Busy Week in Store for Steamship Lines Under Investigation.

The active work of investigating the so-called conferences of the steamship companies, which are alleged to divert and restrict the channels of immigration for their own benefit, seemed to be resting yesterday. This week, however, promises to be a busy time for those who are attempting to prove that immigrant transportation is carried on in a manner to make its directors liable to prosecution under the interstate commerce laws.

Hugh Gordon Miller, the lawyer who has been investigating the case for a client, said last night that he is satisfied with what has come to light so far. "I expect further developments next week," he continued, "and I believe it will be possible to show how far reaching this combination of carriers has been in apportioning shares in immigrant transportation."

At the office of the Transatlantic Steamship Conference, No. 19 Broadway, Lawson Sanford, the secretary, was not in yesterday, and nobody could be found who was willing to discuss the order printed in The Tribune yesterday which was sent out under the letterhead of the Transatlantic Passenger Conference in November, 1905. The order declared that the ticket agency of Frank Zotti & Co. was disqualified, and that "lines are required to cancel this agency at once." At the office of Frank Zotti, No. 108 Greenwich street, it was learned that Mr. Zotti was out of the city and will not return for several days. No one at the office would affirm or deny the alleged attempt to discriminate against him.

Immigration Commissioner Watchorn, who has caused action to be taken against seven railroads for violation of the provisions of the Hepburn law, said: "After next Tuesday we will know just where we stand and where the railroads stand." He had reference to the conference that he and Mr. Wise, Assistant United States District Attorney, are to hold with counsel of the railroads at the office of the Trunk Line Association, No. 143 Liberty street, on Tuesday morning. The request for the conference came from the railroad lawyers after the hearing last Thursday before Commissioner Decker.

CROWD IN THIEF CHASE.

Woman with Revolver Aids Thirty-two Policemen in Capture.

Thirty-two policemen and a crowd of citizens joined in the chase when two Italian burglars were discovered in the neighborhood of Eighth avenue and 4th street, Brooklyn, early yesterday morning. More than forty shots were fired.

The two men, who gave their names as Frank Vito, of No. 341 Carroll street, and Emilio Morelli, of No. 87 Mulberry street, Manhattan, forced an entrance into the home of Isidore Polamer, at No. 217 Seventh avenue. Mr. Polamer made an outcry and the thieves left hurriedly without their plunder. A chase of several blocks followed, but the thieves hid themselves from their pursuers. A call for the reserves was sent to the Bergen street station, and a search of the neighborhood was begun. The two men were captured in an empty house at Eighth avenue and 4th street.

Justice O'Keefe, of the Supreme Court, who was returning home at the time, joined in the chase with Dr. Hurd, of the Fire Department. Dr. Elizabeth Palen, of No. 508 3d street, was awakened by the fusillade of shots and, rushing to the window with her revolver in her hand, fired several shots at the fleeing burglars.

INGALLS ON RAILWAYS.

Former Big Four Head Sees Slack but Not Hard Times Coming.

Chicago, June 22.—"What do I think of the railroad situation?" demanded M. E. Ingalls, former president of the Big Four, to-day. "The railroads are looking up. The reason is that the railroad people have finally got so they can wake up in the morning and think of President Roosevelt without having nervous dyspepsia or stage fright, and that helps a good deal."

Mr. Ingalls is spending a few days with his son, George Ingalls, general freight traffic manager of the New York Central lines west of Buffalo. Yesterday he visited many railroad officials and discussed with them the general situation.

"It was this way," continued Mr. Ingalls. "For some time the railroad men were afraid the President was going to swallow the railroads or confiscate them. Now they are beginning to find out it is not so bad as that, and a more healthy condition is the result."

"What do you think of the President's plan for the regulation of railroads as outlined in his recent speech at Indianapolis?"

"How can we judge it? He talked both ways. Evidently when he thought of Harriman he let a little vitriol flow out of his pen, and when he forgot him his disposition toward the railroads grew real sweet. So you can see you can take that speech both ways if you are a railroad man; but one thing is evident, and that is that the railroads have got to obey the law. And this will be good for them."

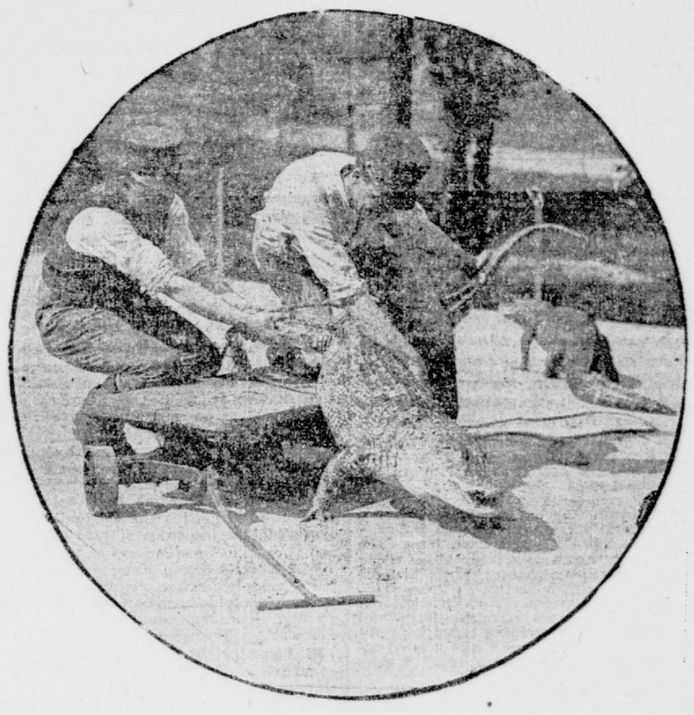
"Do you see any hard times headed this way?" he was asked.

"Can't say that I do; but there will be a general slackening up of business everywhere. This will not hurt the railroads, however, as they have got more than they can take care of now."

CENTRAL INDICTED; RATES NOT FILED.

Rochester, June 22.—The jury in the federal court late this afternoon returned a verdict of guilty against the New York Central Railroad Company, on trial for failure to file rates with the Interstate Commerce Commission on a shipment of oil from Norwood, N. Y., to Burlington, Vt.

MOVING AN ALLIGATOR IN THE BRONX ZOOLOGICAL PARK.



WOULD ANNUL MARRIAGE.

Colonel W. A. Stokes Says Wife's First Husband Is Not Legally Dead.

Colonel William A. Stokes of the 23d Regiment, N. G. N. Y., has brought suit against his wife, Elizabeth W. Stokes, for the annulment of their marriage on the ground that Mrs. Stokes's first husband is not dead. Their marriage took place a year ago. Mrs. Stokes has been served with the papers in the action, which will be brought in Rockland County.

Before their marriage Mrs. Stokes was Mrs. John Hitchings, of Lynbrook, Long Island. Her husband went to the Klondike during the gold rush ten years ago, and has not been heard from since. Mrs. Stokes, it is said, consented to her marriage with Mr. Stokes in the belief that her husband was legally dead. The wedding took place in a Manhattan church and she and Mr. Stokes have been living at No. 884 St. Mark's avenue, Brooklyn.

Mrs. Stokes has engaged counsel and will fight against the annulment. She was unable to see any one yesterday. It is said that she is prostrated over the action. Colonel Stokes's first wife, Matilda Maitland Stokes, died nearly three years ago. Since his marriage to Mrs. Hitchings his three daughters and two sons have not lived with him.

Both the Hitchings and the Stokes families have been prominent in Brooklyn for many years. News of the suit caused much comment yesterday among their friends. Colonel Stokes has engaged Major H. D. Hamilton as counsel.

RECORD WEEK FOR GOLD EXPORTS.

The Russo-Chinese Bank increased its shipment of gold for London by yesterday's steamer from $1,100,000, as previously announced, to $1,750,000. This with the $1,500,000 shipped to Paris yesterday by Heidelbach, Ickelheimer & Co., and the $5,000,000 consigned to the Bank of France earlier in the week, made the week's total gold exports to Europe from this port $8,250,000, a larger amount than has been shipped in any one week for several years past.

The current outgo since the movement began on May 27 is $19,150,000, which is close to the limit of $20,000,000 predicted by bankers at the time the first shipment was made. Both the Bank of England and the Bank of France pay interest on the metal while in transit, which alone has made gold exports possible under present conditions.

Notwithstanding the large outgo the market for sterling stood yesterday at substantially the highest point reached since Europe began drawing on this country's gold supplies. The general opinion among bankers yesterday was that the end of the movement was not yet in sight, and that the exports would continue until enough gold had been sent to Europe to give material strength to the financial situation at London, Paris and Berlin.

TO DEAL IN MINING PROPERTIES.

The North American Exploration Company has recently been organized under the laws of Delaware, with an authorized capital of $20,000,000, divided into 4,000,000 $5 par value shares. H. C. Brown, a member of the New York Stock Exchange, is president. The purpose of the organizers is to form an exploration company for the purchase, sale, development and working of mining properties and the operation of mills, smelters or other works for the reduction of ores and refining of metals. The company owns a valuable option on a controlling interest in a large property in Montana, and to take up the same has authorized the issue of 200,000 shares of its stock. H. C. Brown & Co. are offering 100,000 shares of stock of the North American Exploration Company at $5 a share.

KEANSBURG BEACH PROSPERING.

Keansburg Beach is growing. In ten months it has been transformed from an unimproved piece of land to a flourishing summer resort, with twenty-six houses under construction, six miles of sidewalks being laid and streets being finished. An artesian water plant has been installed, with mains to all parts of the property.

FOR BOARDWALK AT LONG BEACH.

One of the proposed features at Long Beach which is hoped will make the place as well known as Atlantic City will be a boardwalk, which will be fifty feet wide and will extend for five and one-half miles along the ocean front. Large hotels and business properties, it is understood, will front on the walk. It is planned to install a large number of electric boardwalk chairs.

TRANSATLANTIC TRAVELLERS.

Among the passengers who arrived yesterday from abroad were:

THE CELTIC, FROM LIVERPOOL.

Mr. and Mrs. Collin Armstrong.	Mr. and Mrs. Arthur B. Emmons.
Mr. and Mrs. C. H. Bunker.	Mr. and Mrs. O. G. Jennings.
Mr. and Mrs. A. H. Clarke.	Mrs. Sarah C. Price.
The Right Rev. J. P. Brady.	
Thomas W. Lawson.	

THE LUCANIA, FROM LIVERPOOL.

Mr. and Mrs. Frank L. Brown.	Howell R. Owen.
A. F. Carlisle.	Mr. and Mrs. A. M. Talbot.
Robert Dalrymple.	Mr. and Mrs. E. Walpole Warren.
Mr. and Mrs. Robert C. Lane.	Mr. and Mrs. H. W. Spicer.
	George H. White.

LA SAVOIE, FROM HAVRE.

Mr. and Mrs. George V. Cartwright.	Alvey A. Adee.
Mr. and Mrs. Alexander J. Hemphill.	Mr. and Mrs. Charles M. Moore.

BROOKLYN TOO WET.

T. De Q. Tully, of Law Enforcement Society, Asks Police Aid.

Asserting that the Brooklyn police had not acted on evidence against excise violations furnished them, T. De Quincy Tully, secretary of the Law Enforcement Society of New York, had a long conference yesterday with Third Deputy Police Commissioner Hanson and asked him to see that the excise violations were stopped. The Rev. Charles F. Taylor, president of the society, accompanied Mr. Tully. After his conference Mr. Tully announced that Deputy Commissioner Hanson had promised to see that the Brooklyn police act on the evidence furnished them.

"Several weeks ago," said Mr. Tully, "the Federation of Churches of Brooklyn obtained evidence against fifty-eight places in Brooklyn where the excise regulations were being violated. This evidence, with affidavits covering every place, was turned over to the Law Enforcement Society. We put it in the hands of Sheriff Flaherty, District Attorney Clarke and Deputy Police Commissioner O'Keeffe. No action was taken. To-day the Rev. Dr. Taylor and I went to Police Headquarters. We were told there to see Third Deputy Commissioner Hanson.

"Commissioner Hanson at first said that, as they were old violations, the police could take no action. He asked us just what we wanted done, and I asked that Deputy Commissioner O'Keeffe be asked to act and get out warrants and make arrests in the cases covered by our affidavits.

"We were asked by Commissioner Hanson if we had any evidence, and I turned over to him fifty-eight affidavits covering that many saloons which are violating the excise regulations. Commissioner Hanson then told us that he would turn over all the evidence we had to Deputy Commissioner O'Keeffe and ask him to take action.

"So we feel confident now that action is going to be taken against these places in Brooklyn which are so flagrantly violating the excise laws."

CONFER ON MERGER BILL.

Lodge, Cole and Faxon Discuss Certain Amendments.

Boston, June 22.—Henry Cabot Lodge, United States Senator from Massachusetts; John N. Cole, Speaker of the House of Representatives, and State Senator William Faxon, chairman of the Legislative Committee on Railroads, held a conference at the State House to-day in reference to the anti-railroad merger bill, which passed its third reading in the House yesterday. The conference was occasioned by certain amendments which have been proposed to the measure, and by the objections made by President Charles S. Mellen, of the New York, New Haven & Hartford Railroad. Mr. Mellen is said to be especially opposed to the section of the bill prohibiting the president or director of one road from being an officer in another.

After an all day discussion of the matter Speaker Cole announced that no action had been taken, but he added his opinion that an amendment to meet the chief objection raised by Mr. Mellen would be offered in the House on Monday, and that there was likely to be little opposition to it.

Three other amendments to the anti-merger bill were filed in the office of the clerk during the day, the most important being one by Representative Luce, of Somerville, seeking to prevent any loss of revenue to the state in the event of a merger being accomplished.

TO RUN EIGHTY MILES AN HOUR.

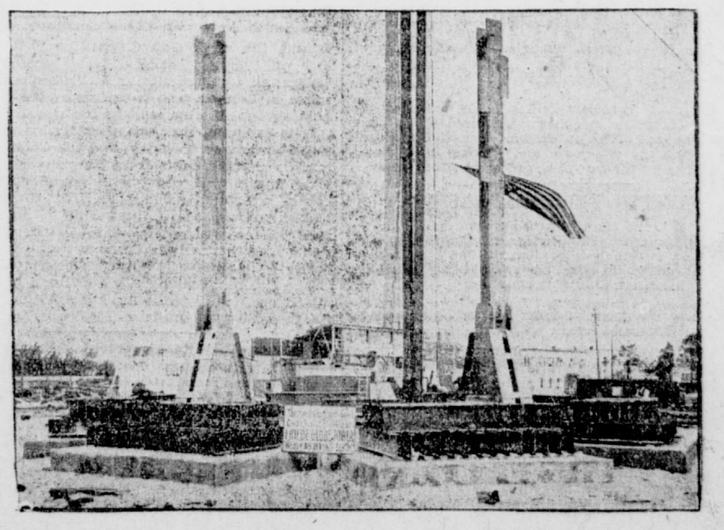
Americans in Electric Road Scheme to Connect Budapest and Vienna.

American interests are planning the construction and operation of a record speed electric railway between Budapest and Vienna, according to private advices received in this city yesterday. The train is expected to attain a speed of eighty miles an hour. The building of the projected road will call for an expenditure of about $25,000,000.

Negotiations are now under way with Austria-Hungary regarding the enterprise. The third rail system controlled by the Detroit Construction Company, of Detroit, is to be used. John Winter is president. Representatives of the American concern are now in Europe pushing the proposition.

Starting from an underground station under the Rokus Hospital, in Budapest, the line will cross the Danube between Kaposztasmegyer and Bekasmegyer, and then proceed along the right bank of the Danube, and cross that river again in a direct line from Komaron, and enter Austrian territory at Deveny. After leaving Deveny the railway will cross the Danube once more, between Grosz Enterstorf and Frendenau, and will terminate at the Karlsplatz, Vienna.

The road will be 160 miles long, and some of the trains will make the run in two hours, or in half the time consumed by the Hungarian state steam road now operating between the Hungarian and Austrian capitals.



The first structural steel columns of the great Friede Globe Tower now building at Coney Island, each weighing eight tons and standing thirty feet high. There will be sixteen of these columns forming the base of the centre portion of the tower in which the ten large electric elevators will be placed. It will require over 8,000 tons of structural steel to complete the tower to the height of 700 feet, with a circumference of 900 feet. The detail drawings for 5,000 tons are now in the shops, and the work of erection will be pushed forward as rapidly as the steel is delivered.

ALLIGATOR MOVING DAY

Lively Time Transferring Them to Summer Pool in Bronx Park.

Yesterday was moving day for the alligators and crocodiles in the Bronx Zoological Park. Preparations were begun early for the task. Mr. Ditmars, curator of the snake house, marshalled his force, consisting of Charles Snyder, a keeper, who looks after the welfare of the crocodile family; a form of wheelbarrow, several lengths of stout rope and pieces of burlap.

The winter home of the alligators and crocodiles is in the reptile house, where they have a large, deep pool of warm water in which to while away their dreary time and dream of happy days spent on the Nile and among the Florida Keys. While engaged in this pleasant and effortless pastime their serenity was disturbed yesterday. First, Old Mose, dean of the settlement, suddenly became aware of a mighty heave on one of his left legs, and by the time he could persuade his sleepy eyes to open he found himself on the flat of his back. A lasso, skilfully handled by Snyder, had been thrown over his head and around his left leg, and, pull and tug as he might, he could not shake himself free. While all the other members of the numerous family looked on in horror as they saw their respected "dad" lashing their quiet pool into a miniature maelstrom with his powerful tail, Old Mose was gradually drawn, tail first, from his beloved pool and relatives.

Once outside the wire netting, the troubles of Mr. Ditmars and Snyder began to multiply. Just when they were sure they had their victim tightly bound, and had manœuvred with the wheelbarrow so as to bring it into position under his body, he gave a dexterous sweep of his tail and upset his captors, after which he proceeded to walk hurriedly back to "that dear pool." Quickly recovering, Ditmars and Snyder again advanced to the attack. After a desperate struggle they managed to pass an end of the rope around the long nose of the crocodile.

Before the big fellow was finally landed in the abandoned sea lion pool, which will be the summer home of the family, he had managed to slip off the little car which conveyed them five or six times, and was recaptured only after strenuous exertions upon the part of Mr. Snyder.

It required more than two hours in which to transport the family from the winter to the summer quarters, every crocodile and alligator, big or little, emulating the example of their illustrious dad. After several baskets of herring had been dumped into the large pool in the new home and each member of the family had supped bountifully, peace reigned.

Many of the alligators were raised in the Zoological Park from eggs which were got in Florida, and other sections by Mr. Snyder. These eggs were found in large bunches of decayed grass and weeds and were sent up North in that state, where they were allowed to lie in the rays of the sun until the tiny alligators pecked their way through the shells.

The smaller of the alligators are not allowed in the same pool with the older and larger species, for they would be used as a breakfast food in short order by their hungry relatives. To do away with this difficulty, Mr. Hornaday, the park director, has had a partition of wire netting constructed at one end of the pool, and there the little fellows are safe from attack.

CITY TREASURY FAVORS BROOKLYN.

Metz's Figures Show That Borough Gets More Money than Returns in Taxes.

In refutation of the charges, repeated many times by Borough President Coler, that Brooklyn was not getting a square deal, Controller Metz issued yesterday the following statement, showing that Brooklyn got a larger revenue from the city treasury than that borough turned into it in taxes. The figures are as follows:

RECEIPTS.

Taxes, 1906 and previous years	$15,803,830 23	
General Fund	4,330,594 23	
Special and trust and bond accts.	8,340,351 84	
		$28,474,776 30

EXPENDITURES.

Appropriations of 1906 and previous years	$28,815,323 18	
Special and trust and bond accts.	23,717,384 37	
		$52,532,707 55
Excess expenditures over receipts		$24,057,931 25

The excess of expenditures of special and trust and bond accounts over the receipts of said accounts arises principally from the fact that because the sales of bonds for various municipal purposes, etc., are in bulk, this item cannot be readily apportioned, and therefore is not included as a receipt. And as the budget is not set up and the bond accounts are not run strictly on borough lines, the apportionment in many cases has had to be based on the best judgment of the Controller's office.

CERTIFICATES AS TO VALUE OF GOODS.

Papers of Chambers of Commerce in France, Austria and England To Be Accepted.

Washington, June 22.—It is learned at the State Department that the documents in regard to the organization of the French Chambers of Commerce recently produced by Ambassador Jusserand have satisfied the American customs officials that these bodies are competent to issue certificates as to the market value of French goods exported to America, and formal notice to that effect will soon issue.

Austria-Hungary has inquired of the State Department whether such certificates issued by Austrian chambers of commerce would be accepted by American Treasury officials, and informal notice has been given that government that the certificates would be accepted, in view of the fact that the bodies are similar in organization to the German chambers of commerce.

It is understood that there will be no distinction made by the State Department in the case of British exporters, for even though the British chambers of commerce, as at present constituted, are regarded as lacking in official character, the State Department is perfectly willing to recognize as sufficient for customs purposes any certificate as to the market value of goods which has behind it the credit of the British government.

CASSATT RAILS $33 A TON.

Pennsylvania Said To Be Willing to Pay Advance for Better Steel.

The United States Steel Corporation and other steel companies, it was learned yesterday, have advised the railroads that rails made after the so-called "Cassatt specifications" could not be rolled for less than $33 a ton. The Pennsylvania Railroad replied, it was said, that the price was not objectionable, as the company's chief aim was to get a better rail, and that it was prepared to go to any reasonable length to get it.

Heretofore the steel companies have not definitely said that they were willing to undertake orders under the "Cassatt specifications," and, although it was announced on May 11 that the Pennsylvania Railroad had placed orders for 142,000 tons of rails for next year's delivery, it was stated yesterday that the contract for these rails had not yet been confirmed.

ACID ANTIDOTE TO RELIGION.

Alliance, Ohio, June 22.—A crowd of professional and business men and students from this city, numbering about thirty, attacked the "gift of tongues" religious camp, just outside of the city, late last night, and scattered more than three hundred worshippers with acid. The attackers were armed with "squirt guns," loaded with diluted sulphuric acid. When the crowd reached the camp the Rev. P. Lupton and many of the more devout of the worshippers were kneeling on the "mourners' bench," and at a signal the acid was thrown all over the mourners, especially the Rev. Mr. Lupton, who was deluged. Lupton was badly burned. The camp has been objected to by many people in Alliance.

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"There's a Reason"

The Financial World.

Dullness is chief of the stock market's current characteristics. Brokerage offices are empty. Stock Exchange transactions are at a standstill. Efforts are made, some of them hysterical, occasionally to help along a bear raid; but such performances accomplish nothing. This week we have had two or three Japanese wars, a Reading dividend mystery and daily bulletins of new litigation aimed at the Union Pacific—all the stuff accomplishing nothing. Two or three freakish "operators" are hiring lawyers to undertake lawsuit campaigns; and these same performers are more or less committed on the short side of the stock market. But the doldrum drift of quotations shows how insignificant is the speculative following which the tacticians command. It used to be different when the United States Steel Corporation and Northern Pacific and the Sugar Trust were under fire—by these same representatives of reform finance. At present what actually summarizes the Wall Street situation is in a statement made yesterday by the head of an important banking house.

"Most of us have gone to sleep; and few of us want to be waked up."

That there is some retrenchment in business shows clearly in many ways. We have, however, none of that disturbance which was so much predicted a couple of months ago—whatsoever contraction is evidenced representing conservatism which would seem to be amply justified by circumstances operating in special quarters. Copper consumers, for example, have been naturally restricting purchases and contract commitments—in view of the fact that interests which financially seem to be of the first importance, and whose representatives are directly identified with the control of the Copper Trust, are distributing cooling potions.

In some conspicuous places it is bulletined that Thomas W. Lawson has returned from Europe to become the representative of the Standard Oil—the Copper Trust—in the security market. This sort of information does not come from Lawson sources. Its apparent authority claims Standard Oil relationships. In all probability the representation is as false as it seems to be foolish. It is well enough for the free and easy critics of T. W. Lawson to accuse him of multitudinous wickednesses; but nobody so far has been able to disclose him as stupid.

There are indications that they who are most powerful in the Copper Trust's affairs sold the stock by wholesale (and even at recent declines) in order, perhaps, to amass cash funds wherewith to fortify a relatively weaker position in Union Pacific, St. Paul and New Haven commitments. The New Haven security issuing campaign refuses, somehow, to work smoothly.

In contrast with copper trade snarls (or copper trade "uncertainties," if euphony may be required) there are inspiriting records in the iron and steel situation. Despite the fact that crowding prophets have been foretelling disaster for the United States Steel Corporation, there is daily registration of actual improvement there. It is not impossible that within the next year we may see important independent properties combining and entering upon campaigns which in Wall Street will be denominated as warlike against the Steel Trust; but Mr. Gates and Mr. Schwab (should they bring together their Republic, Bethlehem and Tennessee properties) will occupy a position exceptional to the extent that they will not be new intruders in the field, will not have to attempt to make headway at the expense of the premier corporation. It may be that in the financial world there will be even general exploitations of the theory that the Southern and Western properties will be willing to consent to absorption; but even among those who are most conservative in forecasting American steel trade development there will be no acceptance of any calculation that taking over the control of lusty independents will represent for the United States Steel Corporation any departure from progressive policy. The Gates-Schwab properties (independent, as yet, of each other) are beyond the experimental stage; they pay their way; they have made good; they are expanding—all of them.

It is but the tittle-tattle of Wall Street's silly season that affects to see any danger in the iron and steel corporation quarter.

Still another contrast commands the attention of even the most cursory students of the Stock Exchange situation in mining stock affairs. Last year, inspired by prevailing optimism out West, many Wall Street brokers permitted themselves to become sponsors for Western gold, silver and copper properties. Nevada was having a boom. And so it came to pass that local firms (some of them of high credit) were willing to identify their names with mining stock issuing propositions. Most of these new introductions were given conspicuousness in the market upon the Curb, were manipulated there after all the traditional fashions, boomers being hired to cry the new wares—with the result that shares of a par value of tens of millions of dollars were "distributed." Stocks brought out at a dollar or two per share were jumped up arbitrarily to three or four times that figure, and as thus made to look attractive were huckstered abundantly. But, unable to stand tests, those same stocks now go begging below their original low price; and it is not inspiriting to hear that there is in contemplation an official inquiry into what in these particular premises some Stock Exchange brokers last year (as unloaders) were willing to do.

There is to be a Smelting Trust investigation by the United States Bureau of Corporations.

Wall Street had a new shudder yesterday at the announcement that St. Louis & San Francisco is to ask authority of its stockholders to issue $100,000,000 new stock and $115,000,000 5 per cent. general lien bonds. A little investigation proved this spook terrorless. Under Missouri laws there can be no bond issue unless there is an equivalent stock issue. The $100,000,000 stock is merely a legal formality. And of the bond issue, but little more than one-half is to be marketed. This reduces the transaction, so far as the money market is concerned, to $63,000,000—and official statement comes that this money is to be solely used to add to equipment for handling the tremendous traffic pressing upon the road's present capacity. Its fiscal year ending this month will show an increase in business never approached before in its history. As to this particular property, what every well informed critic will bear in mind is that never yet was there committed to Frisco management a single dollar that did not forthwith earn what two dollars could on an average do elsewhere.

Chesapeake & Ohio is to be absorbed by the Big Four. And this (when finally official announcement is ready) will amply account for much that for a long time has been a mystery.

Of bargains in the market there are plenty. One that especially looms is the stock of the Distillers' Securities Company. It pays 6 per cent.—earns twice as much. It sells around 63—yields over 9 per cent. to the investor. During the coming week a regular quarterly dividend of 1½ per cent. will be declared. At the close of this fiscal year the company is $1,000,000 better off than it was a year ago. Every element in the property represents profit expansion.

To an investor who buys the stock this month there will be paid five quarterly dividends of 1½ per cent. each within the space of less than twelve months and a half—7½ per cent. upon the stock's par value—$750 upon each hundred shares. Allowing 6 per cent. as an interest charge, the purchase price at 63 will call for barely half of what the dividend amounts to. And this takes no account of the sure appreciation which in any normal stock market must follow the tremendous increase of profits which is sure to come from the virtual monopoly in manufacture of denaturized industrial alcohol. Expert opinion estimates that this new business alone will be worth within a year an additional 6 per cent. dividend.

H. ALLAWAY.