THE ARCTIC MYSTERY.

An English Friar's Voyages in the Northern Seas.

FRERE NICHOLAS, OF LYNN.

How Mediaeval Cartographers Exaggerated and Moderns Slighted an Explorer.

FRANZ JOSEF LAND FIVE CYCLES AGO.

In 1360, or nearly five hundred years after Other, the Norwegian navigator, while living in England, related his Arctic voyage to King Alfred, by whom it was recorded, an English monk sailed to the seas at the north of Norway for discovery. This navigator, Nicholas de Linna, was a Franciscan friar and famous mathematician of Lynn in Norfolk. He was the possessor of great learning, being well known for his astronomical calculations as well as for his daring explorations toward the Pole. He made a calendar or almanac covering the years from 1387 to 1463 and wrote a treatise upon the astrolabe, a form of astronomical instrument invented by the Arabians and used in determining points of latitude. Chaucer and De Linna were contemporaries and possibly scholastic rivals, since Chaucer himself wrote a treatise upon the astrolabe and was a mathematician of some repute. Being ambitious in mathematics as well as poetry Chaucer may have regarded De Linna unfavorably as a rival in scientific work; it appears probable from the ill use he made of an opportunity—very likely imaginary—to injure the ambitious monk by a reckless exercise of poetic license and an unscrupulous pen. It is believed that De Linna was made the unsavory hero of the Miller's Tale—in the "Canterbury Tales":—

This clerke yclipid was hend Nicholas.

On the other hand it has been concluded that the father of English poetry was really a jocose friend and associate of De Linna, since it appears that the poet in his "Astrolabe" mentions the monk as "a reverent clerk frere N. Lenne."

Whatever the acquaintance and relations existing between the early English poet and the well-nigh forgotten English navigator of the Arctic seas, there is no denying that the voyages of De Linna were as real as the military exploits of Edward III., to whom the monk presented a manuscript account of his voyages. De Linna's book was entitled "Inuentio Fortunata" (Fortunate Discovery), and was accepted authority for geographical statements and cartographical delineations made from three to four hundred years ago, as well as more recently. De Linna's narrative, being written and presented to the great King during the exciting times following Edward's war with France, and while a terrible pestilence had hardly ceased raging in England, was necessarily a tame relation compared with recitals of the terror of battle and pestilence; hence it was overlooked by the British public. The English people were then, as a mass, exceedingly illiterate, and, while the scholars were unduly interested in the vulgarities of Chaucer, cared only for accounts of continental conquest and bloodshed. So ignorant, especially of geography, were the English in the fourteenth century that Robert of Avesbury declared that the British Ambassador, merchants and others residing in Rome in 1344, hearing that Pope Clement VI. had granted Louis of Spain the title of "Prince of the Fortunate Islands" (Canaries), and becoming "firmly persuaded that Louis was thereby appointed Prince of Britain, they immediately made haste home in disgust to give information thereof."

DE LINNA IN FRANZ JOSEF LAND.

Ranulfus de Hyggden should here be mentioned as a geographer of note who was a contemporary of De Linna and Chaucer. He produced a map of the world, exhibiting an island discovered in the Polar Sea by De Linna in 1360. The island, from its location and description, seems to be that now called Gillis Land, and Hyggden declares that De Linna explored it. Beyond De Linna's island is set down a land where a monastery was located. The land of the monastery—now so recently discovered, and named Franz Josef Land—at the northeastward from the Spitzbergen islands, was visited and described by Nicolo Lyeno, a Venetian navigator, but a few years after De Linna was there. King Edward may have done something to commemorate De Linna's voyages. It is not unlikely that the compass displayed upon the coin called the "golden noble" of that King refers to the discoveries of Nicholas at the north. This coin, bearing on one side a representation of the King standing in a ship as the ruler of the seas, was issued after De Linna's first voyage and his most important discovery of islands and floating icebergs. Hence, possibly, the emblems—little winged globes—appearing at the extremity of the compass. These might refer to the newly discovered islands of fixed land or floating ice.

HIS VOYAGES KNOWN IN NORWAY.

In Norway, during the fourteenth century, men of learning possessed the substance of De Linna's general theory of the situation of the Arctic seas and lands as well as a knowledge of his voyages, and they communicated their information to investigators. Jacob or James Cuox, of Basche, in Brabant, wrote, in the fourteenth century, a work entitled, "Historie of a Voyage Through All Asia, Africa and the North." This book was used, and its De Linna relation adopted by Gerhardt Mercator, the great geographer and map constructor, in fixing the leading features of the Arctic regions on his great map of the world in 1569, but he made strange mistakes in the polar parts of his great map through a misunderstanding of De Linna's statements.

HUYLIN'S QUAINT ACCOUNT INTERPRETED.

Huylin, the old cosmographer, gives a version of the monk's discoveries differing somewhat from that of Hokluyt in his voyages. Huylin says:—"Under the Arctick Pole * * * is said to be a black rock" (Gillis' Land), "of wondrous height, about thirty-three leagues in compass the land adjoining being torn by the sea into four great islands." (These appear to be four divisions of Greenland, which continent proper really extends from Cape Farewell to some undetermined point eastward of the present Wilczek Land. A map of the Arctic seas and lands to be found in Ruscelli's Ptolemy Geography, 1561, sets these divisions clearly forth. One division lies south of Boictfiord, the second between this long gulf and St. Thomas gulf, the third from this gulf of islands to the strait or river of Zeno and the fourth eastward therefrom.) "For the ocean violently breaking through it and disgorging itself by nineteen channels" (the various straits among the islands about Gillis Land) "maketh four Euripi or fierce whirlpools by which the waters are finally carried toward the north and there swallowed into the bowels of the earth." (The "Euripi" or whirlpools are to be understood as the four great Arctic basins where the Gulf Stream and other currents sweep around in curves. These basins are properly the great gulf at the northwest of Spitzbergen, the sea southwest of Spitzbergen, the Barentz Sea between the North Cape of Norway, Spitzbergen and Novaya Zemlia, and the Arctic Ocean at the north of Siberia or the "Scythic Ocean." It is not at all probable that De Linna used the designation "Euripi." The wide Scythic Ocean would not be called Euripus. The term possibly came from the misunderstanding of Cuox of Brabant.) "That Euripus or whirlpool which is made by the Scythic Ocean hath five inlets and by reason of his straight passage and violent course is never frozen." (These five inlets seem to be the two passages south of Novaya Zemlia into the Kara Sea, which is a part of the Scythic Ocean, the Matochkin Schar or strait dividing that great land, the broad passage between the north part of Novaya Zemlia and the part of northeast Greenland called Wilcek Land, and the great fiord through that land discovered by Nicolo Zeno in the fourteenth century. It seems, from the accounts of the most trustworthy investigators, that the great Scythic Ocean at the north of Central Asia is rarely if ever frozen excepting along the south coasts and islands.) "The other, on the back of Groenland, being thirty-seven leagues long, hath three inlets and remaineth frozen three months yearly." (Groenland was a name applied to Spitzbergen, which was accounted a part of Greenland in the Middle Ages—and long before the English after its rediscovery by Willoughby and by Hudson called it Greenland. The length of the smallest of the four basins, estimated at thirty-seven leagues, seems likely to be the northerly extent of the old Norse "North Bottome," or gulf from the headland of the main above Gillis Land. This cape is called, "Ther promont," on the Zeno map of the locality (1380). The three inlets to the great gulf at the northwest and north of Spitzbergen are the great opening between West Spitzbergen and the Greenland coast, Hinlopen Strait, and the strait between Northeast Land and Gillis Land or De Linna's Island. The sea about Spitzbergen is known by all to be frozen at least three months each season.

"UNDER THE POLE."

The phrase "under the Pole," when used by ancient writers, does not mean "at" the Pole, as Mercator seems by his map to have understood De Linna's mention and location of the mountain island. Hecateus of Abdera, the Greek historian, in the fourth century B. C., considered the inhabitants of Albion Hyperboreans, and said, "They inhabit a great island in the sea opposite to Gaul and under the North Pole."

De Linna never reached the geographic pole, as Ruysch upon his remarkable map (1507-8) and Mercator on his great map (1569) indicated, and as they believed. The learned monk's farthest northing was at our present Franz Josef Land, then well known by Norsemen and others, and the resort of traders from Iceland, Norway, and Scarborough, in England. De Linna passed the height or the latitude of the magnetic pole, as he determined it. Cnox, Ruysch, Dee and Mercator evidently mistook De Linna's mention of the magnetic for the geographic pole, and therefore naturally fell into the errors of statement that have until now, by gross mistake, puzzled students and geographers.

A COLD DEVIL'S HELP.

According to Huylin, an ancient writer named Blundeville declared that he did not believe "that the Oxford friar, without the assistance of some cold devil of the middle region of the air, and consequently able to endure all weathers, could approach so near as to measure these cold countries with his astrolabe."

MISINTERPRETATIONS—FIVE VOYAGES.

The voyages of De Linna from Lynn and Scarborough to the northern seas were altogether, so far as known, five or six in number. This fact was ascertained by the careful investigations of Dr. John Dee in the sixteenth century. No reasonable doubt that the voyages were made can exist when the geographical misconceptions in regard to them are explained. All geographers of repute in the three centuries following the voyages accepted them as trustworthy relations. Mercator's map (1569) has been believed to be a correct cartographical delineation of the monk's statements, and, as in modern times the map is found not to harmonize with an increasing knowledge of the polar regions, De Linna has been charged with ignorance or deception. It is not difficult to appreciate the points of misunderstanding. De Linna was right, Mercator was wrong. The latter's map exhibits the high rocks of Gillis Land as a mountain peak of vast dimensions situated at the polar centre. This mountain is surrounded by a gulf connecting with the northern ocean by four long straits with numerous subdivisions at their southern extremity. Nothing appearing from De Linna ever warranted such an astounding piece of map drawing.

THE LIMIT OF HIS EXPLORATIONS.

Johan Ruysch was the first cartographer who attempted to show the entire voyages and discoveries of De Linna upon a map. In the Ptolemy geography of 1507-8 appears a map by Ruysch exhibiting the four islands of De Linna, the four straits and the nineteen channels. All these geographical features set down upon the Ruysch map are, however, as arbitrary as those of Mercator, though both were honestly devised to delineate the statements of De Linna. Had either of these authors ever visited the polar seas he would have realized his mistake in supposing De Linna could survey the entire circle of the polar ocean and determine the whole number of its straits and channels by personal observation during no more than five or six brief voyages. The explorations of De Linna were in reality limited to the region of and route to Franz Josef Land. His topographical descriptions, as preserved by Cnox, the German author, clearly point to these localities alone. De Linna may have been the discoverer of the extinction of the colony on the west coast of Greenland, which had occurred about 1349. He received credit for vastly more work than he ever accomplished or claimed, and his enthusiastic admirers, by their zeal to enlarge his field of work and magnify his fame, unhappily succeeded in robbing him—in the eyes of superficial modern readers and investigators—of all credence and approbation. His really great discoveries have been obscured too long. A vindication of the brave and learned old monk is not too late. "It is better late than never."

WHY DE LINNA WENT NORTH.

Lynn, in Norfolk, was the seat of commercial enterprise in the remote seas of the North as early as the time of Edward II., in the fourteenth century. Haquin, King of Norway, according to the accounts of that time, complained to Edward that "certaine sonnes of iniquities of the towne of Lenne," trading in the North, had murdered one of his subjects.

In 1380 there was established a considerable fishery trade between England and Iceland, Bristol being one of the points of departure for merchants. Columbus, in 1477, sailed, it is believed, from Bristol to Iceland, when he made his notable Arctic voyage. Scarborough was an English port whose traders went to the furthest North in the fourteenth century, according to the "Policie of the Sea," a mediæval poem, relating to British commerce. But why did Nicholas De Linna, a friar, undertake the exploration of polar seas and the determination of topographical conditions at the furthest attainable limits of navigation? The monks of the Middle Ages were the scholars and scientists of their time. De Linna was especially notable among those men to whom we are indebted for so large a part of the remains of ancient literature and learning. An undoubted student of Ptolemy's great geography or catalogue of places with reported latitudes, he seems to have desired to fix the latitude of regions not well known to the ancient geographer. By the loss of De Linna's work we are doubtless deprived of his table of latitudes in the North. He probably stated them, as the suffix to the title of his work suggests. This declared his range of voyages to be between 54 degrees north and the Pole. Lynn Regis lies below 54 degrees north, but, sailing for the Lafoden Islands off the Norway coast, as it appears from the Norwegian relation that the navigator did, he bore from the English coast at 54 degrees and not far south from Scarborough. A part of his voyages are believed to have been made from Scarborough.

COMMERCE AND RELIGION.

De Linna's Northern voyages do not appear to have been undertaken for scientific investigation alone; there were substantial commercial motives for his efforts. At the period when the scholar sailed to the high North many of the monks in Britain were engaged in trade of various sorts. In fact, some of the monks were the most enterprising English merchants of that age. They united in a trade organization called the Brotherhood of St. Thomas Becket in 1358, and extended their enterprises to the continent, where they established "Staples" or branch agencies, and to the remotest accessible coasts of the Northern Ocean. There they engaged in trade in "stock" or dried and powdered fish, oil, walrus ivory, sealskins and eider down. The great "Staple" of the Brotherhood for the cloth trade was at Bruges, where Count Louis of Flanders gave them leave to traffic, and it was long famous. So early as 1380 the northern trade had attained considerable importance. In 1406 King Henry IV. granted a charter to the trading monks. The "Company of Merchants Adventurers" grew out of this association many years later. De Linna probably made several of his voyages in the interest of the St. Thomas Brotherhood. Astonishing as the assertion may be, it is nevertheless true that there was a little colony of fishermen and monks located and well established at the region now called Franz Josef Land when De Linna went there in 1360. The settlement was afterward called Alba. Here existed a monastery in 1360. A Venetian navigator visited the place in the latter part of the same century, and, to his surprise, found a little community of active and hospitable people, engaged in various fisheries and holding commercial and other communication with several countries at the south. The little church at Alba was dedicated to St. Thomas, and the monastery existed in the early part of the sixteenth century.

DOES HIS FULL STORY EXIST?

It will be a matter not more surprising than desirable if Nicholas de Linna's book, "Inventio Fortunata," is some time found in one of the many English collections of manuscripts, where it probably lies, practically lost under some changed title. Fortunate, indeed, was the old Oxford scholar when he ascertained the latitude of the Arctic lands and places and arranged commercial relations with the people living near Mount Richthoven. He was unfortunate as well in his failure to receive from modern historians and geographers the recognition his remarkable enterprise and labor deserved. More of his history will some time appear from a search in dusty nooks and among neglected archives.

With care they still recording tablets keep
Of all the limits of the land and deep,
Wherever rivers flow or storms prevail,
Wherever men can march or ships can sail.

GEORGE JACOB HOLYOAKE.

PUBLIC FAREWELL BANQUET IN HIS HONOR AT THE ST. JAMES HOTEL—ADDRESSES BY EMINENT CITIZENS.

Mr. George Jacob Holyoake, a distinguished advocate of co-operation, is about to leave this country for England during the present week. A number of friends and acquaintances of Mr. Holyoake, together with many believers in the principles which he has spent his life in advancing, concluded to give him a parting banquet in testimony of their appreciation of his services to mankind in his earnest support of the cause of liberty and in his efforts on behalf of the working classes. These gentlemen met at the St. James Hotel at noon yesterday and tendered Mr. Holyoake a public farewell breakfast. The affair was rendered more agreeable by the presence of Mrs. Holyoake and many lady friends. Among the guests were Dr. H. W. Bellows, Peter Cooper, Whitelaw Reid, R. Heber Newton, Parke Godwin, Dr. Felix Adler, E. V. Smalley, Robert Collyer and E. E. Barnum.

After the solid comforts of the meal had been disposed of, Rev. Dr. Bellows, who presided at the feast, explained the objects of the gathering, and Mr. Holyoake replied in an address, in which he set forth the progress already made in England toward co-operation among the laboring classes. Farewell addresses by many of the gentlemen present followed.

"Ladies and gentlemen," said Dr. Bellows, "we are here gathered to do honor to the presence of our friend Mr. Holyoake, a man whose life has been devoted to the public good, and especially to the good of those whose cause, because it is out of the sight of the more fortunate portion of the world, is so little studied and so little understood. I had expected to meet here a man whose face was hacked by the sword, a sort of warrior who had always stood up stoutly and bravely to do a man's work, but here I see one of the very mildest of men. It seems as if meekness and gentleness inhabited this old war horse. Somehow I always found when I was in England that nobody liked to say a word against him; he was an entirely honest man, and such men are the scarcest in the world. His efforts were directed to the great problem of how to help those who are so slow to help themselves, and how to abate the poverty and misery of the world, while so many men are content to live in luxury and yet know that millions of their fellow-creatures, with just as good a claim as theirs, are by some misfortune, caprice, illegality, or crushing power of external things, kept permanently in misery, in ignorance, and even in sin."

Mr. Holyoake, in his reply, showed what great progress had been made in England in the cause of co-operation. Although he did not exactly see things as Dr. Bellows and other ministers saw them, he did not hesitate to recognize the disinterestedness with which they sought to maintain the highest truths which they knew. All the co-operatives asked was that government should keep its hands off, and leave labor alone to work out its own destinies. So great had been the progress of the movement in England that its success was already secured, and in this country, too, the speaker thought, the prospects of co-operation were excellent. In the days of the civil war there were in England no more sturdy defenders of the Union than the co-operatives of Rochedale. (Applause.)

Letters of regret were then read from President Hayes, Josiah Quincy, Dr. H. C. Potter, A. S. Hewitt and Colonel Ingersoll. Farewell addresses were made by Parke Godwin, Peter Cooper, Whitelaw Reid, Felix Adler and others, after which the assembly dispersed.

GENERAL THOMAS' STATUE.

DEPARTURE OF DELEGATIONS FROM NEW YORK TO TAKE PART IN THE UNVEILING CEREMONIES.

Delegations from the members of the Army of the Cumberland and the Army and Navy Club, and a number of veterans and invited guests, left Jersey City at four o'clock yesterday afternoon in two palace cars to attend the unveiling of the statue of General Thomas in Washington and the meeting of the Army of the Cumberland to-day and to-morrow. On the train were General E. A. Merritt, General H. A. Barnum, General A. S. Webb, General Underwood, Surveyor of the Port of Boston; General Graham, General Anson G. McCook, Colonel Henry Stone and Colonel C. Goddard. The Army and Navy Club was represented by General James McQuade, Captain W. L. Prieschel, Captain Kennett and Captain Miles. Both cars were well filled and there was quite a number of ladies among the party. General Hancock and staff, who were expected to leave in the afternoon, postponed their departure until ten o'clock in the evening. Secretary Evarts, however, accompanied the delegation from the Army of the Cumberland and the Army and Navy Club. The David's Island Band also left in the afternoon and it was expected that one or two other bands, especially the West Point Band, would leave for Washington later in the evening. The reunion of the Army of the Cumberland will be formally held to-morrow morning at ten o'clock in a large tent erected for the purpose on the public grounds south of the Executive Mansion. The unveiling ceremonies of the statue will take place this morning.

The demonstration which will be made in Washington to-day on the occasion of the unveiling ceremonies will, it is expected, be the largest and most imposing that has occurred since the close of the rebellion. There will be in the line of procession not only a large delegation from the Army of the Cumberland and a quantity of regular troops, but a number of State troops from New York, Pennsylvania and Maryland. The procession will be reviewed by the President, and Generals Sherman, Sheridan and McDowell, with their respective staffs, will occupy places in the line. The city of Washington has made great preparations for a grand display, and nearly every building along the line of march will be profusely decorated with flags and bunting.

"KITCHEN GARDEN" TEACHING.

The first of a brief series of receptions was held at the Wilson Mission, No. 125 St. Mark's place yesterday afternoon, and there was a numerous attendance. The reception was given for the benefit of the Mission, and the entertainment consisted of illustrations of Miss Emily Huntington's "Kitchen Garden," a system of teaching housework to classes. There were some twenty-five little girls, ranging in age from five to eight years, dressed like little housemaids, with tidy French caps on their heads, who went through a great variety of domestic work in the course of an hour, Miss Huntington acting as guide and instructor. The little ones entered the room to the music of a piano, and showed the proper way to use the broom over the floor. Then they answered in chorus at the same time the questions of the instructor. She would ask, for instance, "What is the first thing a girl should observe in waiting at table?" and the chorus of little ones would respond, "Not to notice what the people at the table say." Every branch of housework, except cooking, was gone through to both vocal and instrumental accompaniment, some of the songs being quite bright and lively.

OFFICIAL AMENITIES.

Essex County Prosecutor Abeel, of Newark, N. J., openly declares that Colonel Johnson, of the County Jail, shows so much sympathy for important prisoners that the interests of justice are materially interfered with. He furthermore charges that Colonel Johnson does not obey the orders of his superiors with regard to the discipline of prisoners. The Prosecutor is still more severe on the Police Department of Newark, declaring that the chief, W. H. Meldrum, is a "man of putty," without any knowledge of his business, and that the detectives are sometimes working in opposition to public justice, and cannot be relied upon at any time. Chief Meldrum and Colonel Johnson are indignant and pronounce false the charges made affecting their official capacity and characters. The public watch the quarrel with a keen relish.

THE LATE ADMIRAL GRAU.

BOSTON, Nov. 17, 1879.

TO THE EDITOR OF THE HERALD:—

Your Lima correspondent is a little in error about Admiral Grau's first voyage. The latter told me personally, in 1878, that he learned English in his first (six months') voyage, when nine years old, on board a New Bedford whale ship, commanded by Captain ——, of Nantucket. He (Grau) said he was cabin boy. It may be of interest to some one to know this fact, though of no great importance. I am, with respect, &c., MATTHEW CROSBY,

Consul of Peru in Boston, Mass., U. S. A.

"ONLY A NOMINAL PRESIDENT."

MR. HARRIS' ELECTION TO THE HIGHEST POSITION IN THE MANHATTAN COMPANY MERELY TEMPORARY—WAS IT A COMPROMISE?

It will be remembered that last summer the HERALD foretold a possible struggle for supremacy in the directory of the Manhattan or Consolidated "L" Railway Company between Mr. Field and Mr. Garrison, and it will also be remembered that, according to admissions or statements made to a HERALD reporter at that time by different officers of the company, the advantage in any such struggle, if one should occur, was supposed to lie with Mr. Garrison, since the Loan and Improvement Company, controlling the Metropolitan "L" Railroad, controlled more than one-half of the consolidation, or, in other words, held more than one-half of the Manhattan stock. This fact resulted from the Loan and Improvement Company having held in one "block" the 65,000 shares of Manhattan awarded to the Metropolitan in the formation of the pool and from the purchase in open market of a few additional shares by certain directors of the Loan and Improvement Company. It was, therefore, supposed and openly said on the street that Mr. Field and his party of the New York "L" Company would receive no consideration beyond one of courtesy or indulgence in the November election of officers of the Manhattan Company, since the balance of power lay in the hands of the gentlemen interested in the Metropolitan Company, and presumably attached to the Garrison interest.

NO SMALL SURPRISE.

In the face of these facts it was a matter of no small surprise that at the election on Monday Mr. Garrison was not re-elected to the presidency of the Manhattan Company. Since the 65,000 shares or one-half the stock is still in the treasury of the Loan and Improvement Company, and at least a tie vote was thus secure for Mr. Garrison, or supposed to be, the election of Mr. Robert Harris to the presidency gave rise to all sorts of rumors. Among others the one told with the most confidence was that Mr. Pullman, the president of the Loan and Improvement Company, had failed to cast his 65,000 votes for Mr. Garrison, as it was expected he would do, and that he was inclined to vote in Mr. Field's interest. Another story, which was credited by many, was to the effect that no one properly qualified was willing to hold the office, Mr. Garrison least of all. Mr. Harris' election, it was generally understood, was merely a temporary makeshift, and the probability of a new election was generally mooted. Mr. Garrison could not be found yesterday either at the office of the Manhattan Railway Company or at his own office in Bowling Green, where a reporter sought him. Mr. Harris, however, was found busy in the performance of his duty as general manager of the New York, Lake Erie and Western Railway Company, formerly known as the Erie Railway Company. He smiled pleasantly when he was asked if his election to the presidency of the Manhattan in place of Mr. Garrison would mark any change in the policy of the company.

"Not at all," he said. "The real meaning of the change is indicated by the names on the rest of the ticket. Mr. Winslow, the new first vice president and general manager of the company, will be practically the president. I am too thoroughly occupied with the duties of my position here to pay the attention required to the affairs of the Manhattan Company. I am chained here and can't get away, and Mr. Winslow will take charge of the business. Of course, I suppose he will come down here and consult me when he thinks it is necessary, but aside from that I am only a nominal president."

"Are you a heavy stockholder in the elevated roads?" asked the reporter.

"No, oh, no," replied Mr. Harris, with another smile.

"It is said openly that your election was only a temporary one. Is that true?" asked the reporter.

"Yes; I am ready to retire gracefully whenever the gentlemen of the Board of Directors are ready to elect anybody else."

"It is also said," persisted the reporter, that your election was the result of a sort of compromise in the contest between Mr. Field and Mr. Garrison. What is the truth in regard to that?"

"I really cannot reply to that question," said Mr. Harris. "It would manifestly be in bad taste for me to talk on the subject. The best way to get information about that would be to interview some of the other gentlemen on the Board of Directors. They will probably tell you about it."

WHAT MR. FIELD SAYS.

But the reporter was unable to obtain any official information in regard to the matter excepting from Mr. Field, who said that all the other directors besides Mr. Harris were so occupied by their interest in other enterprises that they were unable to fill the position of president of the Manhattan Company satisfactorily. This was especially true of Mr. Garrison, who retires from the place. He has his father's vast interests to manage in addition to his own business, and, Mr. Field supposed, did not feel able to undertake the duties of president any longer.

General C. F. Winslow, who it is expected will be the next president, is the president of the Burlington, Cedar Rapids and Northern Railroad; but his road has lately been leased to the Chicago and Rock Island Railroad, and it is expected that he will attend chiefly to elevated railroad matters in the future. The other officers elected, as announced yesterday, are N. Guilford, second vice president; F. E. Worcester, secretary, and John E. Body, treasurer.

MR. DUDLEY'S DENIAL.

REPLY OF THE SUPERINTENDENT OF BUILDINGS TO THE CHARGES PENDING AGAINST HIM BEFORE THE GRAND JURY.

A reporter of the HERALD yesterday questioned Superintendent Dudley as to the charges made against him before the Grand Jury by the Taxpayers' Association, and asked him if he was disposed at the present time to say anything in defence of his department. After stating that he believed the taxpayers who made the charges to be discharged employés of the department, and that the accusations are merely a rehash of those made before the Supreme Court, the Superintendent said:—"The statement that I am guilty of repeated violations of the city charter and the building ordinances, of fraud, bribery, misappropriation, misapplication and squandering the funds of the department are false in every particular. The charge that I have exceeded the appropriation of $68,000 is also false. The books of the Finance Department will show that at the present time I have a larger balance than at any time since 1874 at the same advanced period of the year. The number of clerks, messengers and other employés, as stated, is scarcely sufficient to properly complete the labors of the department. The charge that parties rejected by the Board of Examiners have been appointed is false, as is also the statement that the bill of Julius Poerschke is fraudulent. It is a proper bill, and the work was done under authority of section 3 of the Building law. Mr. McGinnis, who is said to be deputy superintendent, does not now and never did have that office or draw the pay thereof. The statement that Messrs. McGinnis and Hyde were rejected by the examiners is absolutely false. The charge that I did not publish in the *City Record* the names of my employés, and especially that of A. Bedell, is false, as his name appeared in that paper on April 25, on page 612. Neither does he get more salary than the chief clerk. His pay is $2,500 and Bedell's $2,000. No eight-inch walls have been constructed, as stated, until their construction has been approved by the examiners, and our records will show that the charge that I have not enforced the law relative to iron shutters is signally false. I desire to state most emphatically that I have too much work in the department to permit me to practise my profession as an architect. I desire to state that I rejoice that my traducers have mustered up the courage to go before the Grand Jury. Since I have been the superintendent I have faithfully endeavored to discharge the duties incumbent upon me. I have nothing to hide from public view, and my official career will bear the test of investigation at all times and in all places."

"AS PURE AS AN ANGEL."

THE HARLEM MILKMAN SUES THE POLICEMAN WHO SHOT HIM TWO MONTHS AGO.

James Warren, the milkman who two months ago was shot through the right lung by Policeman Charles O. Dooley, of the Eighteenth precinct, appeared yesterday in the Harlem Police Court to prefer a complaint against his assailant. Mr. Thomas Kilvert appeared for Warren, Mr. Douglass A. Levein, Jr., for Dooley and Mr. Charles Blandy for the District Attorney. Warren testified that on the morning of September 17 he called as usual at Dooley's house, No. 102 East 121st street; not finding the can in its customary place he noticed that the door of Dooley's sleeping apartment was ajar, and saw the can on the sewing machine within. He cautiously entered, and after filling it opened the hall door and found himself face to face with Officer Dooley. On seeing him the latter cried, "Now, Warren, I've got you, and intend making short work of you." With these words he fired his revolver at Warren, and the noise aroused Mrs. Dooley, who had been asleep. Warren gained his wagon and drove rapidly until he reached the corner of Third avenue and 123d street, where he fell from loss of blood, and was afterward picked up in the cellar of L. A. Ware's bakery. He solemnly denied having ever been on intimate terms with Mrs. Dooley, and said he had no remembrance of the ante-mortem confession alleged to have been made by him while in the hospital. He had always been on intimate and friendly terms with Officer Dooley, and thought the latter must have been intoxicated.

Dr. C. H. Grube, the resident surgeon at the Ninety-ninth Street Hospital testified that when Warren swore to his ante-mortem deposition he was very low, and had just been subjected to a hypodermic injection of morphine. The Doctor thought that Warren was not in his right mind at the time, and therefore considered his confession of illicit intimacy with Mrs. Dooley was of no account. Coroner Ellinger and a reporter of a German paper were alone present.

Policeman Dooley repeated his story already published. He said that entering his room he saw in the dim light a man standing near the mantel. Knowing that his wife kept her jewelry on the mantel he thought the intruder was a burglar and fired at him. He did not know it was Warren until he saw the latter wounded and in the station house. Had always been on good terms with Warren, and the first intimation of his wife's alleged infidelity reached him through Warren's confession. In answer to a question, Dooley stated that he had always considered his wife to be "as pure as an angel." The further hearing in the case was adjourned.

WHY THE STREETS ARE DIRTY.

COMMISSIONER MACLEAN ACCUSES HIS BROTHER OFFICIALS OF HAMPERING HIS ACTIONS—MR. MORRISON PAINED.

The notoriously filthy condition of the streets, repeatedly complained of in the HERALD, has at last aroused the attention of the Police Board. Commissioner MacLean, chairman of the Street Cleaning Committee, in a recent newspaper interview stated that he was hampered in his action by the three other Commissioners, who were combined to thwart his measures of reform. He is credited with saying that he has been interfered with and "reduced to be a mere clerk for the performance of duties that might just as well be attended to by anybody else in the department, while the other Commissioners, for reasons of their own, assume the functions and authority of which he has been deprived." Mr. MacLean has stated that soon after his appointment to the Board as Police Commissioner he made an effort to rid the department of incompetent employés. He was desirous of dispensing with the services of decrepit, lazy old men, and accordingly discharged them. They were, however, reappointed, he claims, against his wishes, by his colleagues of the Board. Some of these men were so feeble that they were compelled to use their brooms as crutches whenever they made a pretence of cleaning the streets. This condition of affairs has caused Mr. MacLean to exclaim against the present system. He states that inasmuch as his colleagues are representatives of political organizations they are obliged to distribute the patronage of their office according to the dictates of the wirepullers who control their particular parties. On the other hand, Mr. MacLean holds that in consequence of his not belonging to any such political bodies his judgment is uninfluenced. He charges that the other three Commissioners, Messrs. Morrison, Wheeler and French, are combined against him to overrule his objections and to defeat his plans.

NEITHER JUST NOR COURTEOUS.

Regarding this alleged conspiracy in the Police Board a HERALD reporter sought the other Commissioners yesterday. Mr. Morrison was found in his office at Police Headquarters, and when his attention was drawn to Mr. MacLean's charges he expressed his annoyance thereat. "I don't know upon what he bases his charges," said Mr. Morrison, "particularly so far as I am concerned, as I have never thwarted him in his duties as chairman of the Street Cleaning Bureau in any shape or manner. When Mr. MacLean states that it only requires the combination of three Commissioners to render his action powerless to make the Street Cleaning service effective, he thereby charges that I have entered into an alliance with the republican members of the Board to render his action ineffective as a democratic Commissioner. This is not just or courteous to me. In reply to these allegations I would say that I have never suggested or named a person for appointment in the Street Cleaning Bureau except after consultation with the chairman, Mr. MacLean. I have always maintained that it was good policy to give Mr. MacLean full power in the matter of removals, provided the places of such persons removed should be filled by the Commissioner who had appointed the former incumbent. So far as I am personally concerned, I have never recommended a man I did not think competent in every respect. Mr. MacLean should know better than to make such allegations. I have gone so far as to sustain him even when he recommended the removal of my own appointees, and have never questioned his motives for so doing. Perhaps, after all, he does not wish to be understood as giving utterance to these uncomplimentary opinions reflecting upon the actions of his colleagues. I know that he said to me he had been misquoted, but in what particular he did not specify. He said in a general way that if he had thought he was being interviewed he would have been more guarded in his expressions."

"Is it true that Mr. MacLean is not a member of any political organization?"

"If he says so I suppose he has stated the truth. All I know is that at the time of his appointment to the position of Police Commissioner by Mayor Cooper his name appeared on the list of the General Committee of what is known as the Irving Hall democracy from the Sixteenth Assembly district; and I also know that his appointment was then regarded by politicians generally as a compliment to that organization. So far as I know to the contrary his name still appears as a member on the list of the General Committee of that organization, but I can't see for the life of me what the appointment of street sweepers has got to do with politics. I think that Mr. MacLean has regretted his hasty utterances. I for one disclaim being a weight on his actions. I shall always render him all the support in my power to give the citizens of New York an efficient police force and well cleaned streets."

Messrs. French and Wheeler were not to be seen.

LIBERAL CHRISTIANITY.

At Unity Chapel, Fourth Unitarian Church, 128th street, near Fourth avenue, Rev. Robert Collyer delivered a discourse last evening on the "Interest of Liberal Christianity in Harlem." Mr. Collyer took for his text the sixteenth verse of the sixth chapter of Jeremiah, "Ask for the old paths." He commenced by saying that "the history of the liberal faith for 100 years is a very touching story. It steals into the heart of men as silently as the sun steals back from the South, and is so gradual that you think of the faint flush of green on the grass and the early snowdrops in nooks of the woods as you watch the first bud of its promise. Those who were touched by this liberal spirit held on just as long as they could to what was still the good old way, worshipped in the same churches, held together in social life and had no mind for a separation. The separation came from the other side when the churches called orthodox said, "How can two walk together unless they be agreed?" The separation was painful for a while, but there was no need for it if we could have agreed to disagree, to walk in the same path, in the sun or shadow as it suited us. We believed in God alike, in Christ, the Bible and in immortality; but the liberal Church tried to give these a fairer and more liberal interpretation. We are essentially one still, and, while the liberal church has not gone back toward orthodoxy, it is not unfair to say that orthodoxy has made great strides toward us. Nor is it unfair to say that in numberless orthodox pulpits there are men preaching whom Channing and Parker would clasp by the hand and call brethren, if they were alive, for the broad and free spirit which they evince. The whole march has been in the direction of liberality, and we have a right to claim credit for this most cheering result."

NOT WILLING TO PAY.

The stevedores met yesterday morning in the committee room of the Maritime Exchange and discussed the question of payment of the increased rate of wages to the 'longshoremen. After several of those present gave expression to their opinions it was seen that no definite action could be arrived at then. A committee, consisting of Messrs. Roberts, Beverly, Sinclair and Donald, was appointed to consult with the merchants as to whether they would pay an advance per ton equal to the advance in wages. This committee will report on Thursday. The 'longshoremen generally were getting their demands yesterday, but Messrs. Hogan & Donald are still holding out. It is necessary for the stevedores that the rate be settled for a future basis of contracts between themselves and the merchants. Most of them will pay the wages this week, and probably until the large number of vessels now in port are ready for sea.

FUNEREAL EMBARRASSMENTS.

The Health Commissioners were waited upon yesterday afternoon by a delegation of undertakers, who presented a petition complaining of the treatment they receive from the clerks in the burial permit office connected with the Bureau of Vital Statistics and also of being put to considerable inconvenience by having to supply information which the doctors should furnish. It was stated that funerals are often delayed on that account and that transit permits could not be obtained at night. The hearing of the undertakers' complaint was secret, and the Health authorities refused to make the petition public. The undertakers say that the Commissioners promised to look into the matter and make some changes.

LUNATIC ASYLUM ABUSES.

Commissioner Cox sent a despatch to his associates yesterday announcing that he could not return to the city before this morning. In consequence of his absence the resolutions offered on Monday by Commissioner Hess for the removal of Dr. Strew and his assistant, Dr. Kingston, from the Lunatic Asylum management, goes over to to-day's meeting. Dr. Strew yesterday sent a letter declining to resign and asking a hearing. Believing that he (Dr. Strew) may be induced to withdraw his letter, the Commissioners for the present decline to permit its publication.

LECTURE BY MR. PARSONS.

Mr. William Parsons, who has been one of the most successful as he has certainly been one of the most eloquent and scholarly of our lyceum lecturers, will reappear in New York to-morrow evening at Steinway Hall. His subject—"Old Homer; Troy and Professor Schleimann"—will give Mr. Parsons a fine opportunity for word painting. The lecture is under the auspices of the General Society of Mechanics and Tradesmen of the city of New York.

THE STEAM PILOT BOAT.

COMPLAINTS MADE AGAINST PILOTS CISCO AND NOBLE—THE NEW JERSEY COMMISSIONERS OPPOSE STEAM.

The Board of Commissioners of Pilots met yesterday in secret session, President Ambrose Snow in the chair. Many pilots were in attendance anxious to learn what action the Commissioners would take in the case of Pilots Cisco and Noble, of the steamboat Hercules, who piloted two ocean steamships into port since the last meeting of the Board. At the opening of the meeting John W. Stanton, who is attached to pilot boat No. 12, made three complaints against Pilot George H. Cisco, of the Hercules, charging him with violation of the bylaws 39, 41 and 42, as follows:—