# GOTHAM GRONAING FROM DUST CLOUD

Veritable Plague of Dirt Has Assailed City—No Relief in Sight.

## OFFICIAL BOOTBLACK DEAD

An Immense Insurance Upon Charles M. Schwab's Riverside Palace.

(Special to The Times-Dispatch.)

NEW YORK, April 27.—A veritable plague of dust and dirt has assailed the city, and there does not appear to be any relief in sight. When Woodbury first assumed the reins in the street cleaning department he did well, but it would seem that it was the old, old story—"a new broom sweeps clean," for his falling down has been most lamentable and complete. During the winter he failed to handle the snow with anything like satisfaction.

Now that the spring and summer season is well upon us with all the annoyance that is bound to arise when the streets are full of dust, even if the sprinkling carts are in action, the inability of Woodbury to properly conduct his department becomes more and more manifest. There are no sprinkling carts at work, and Woodbury calmly informs the public there will be none—if the citizens want the streets sprinkled, it is up to them as individuals. In a word, they must dig into their pockets and pay for sprinkling on private contract.

When one considers that it costs this city more than a million dollars to conduct the street cleaning department it is strange that we can get no more for this vast sum of money than we do.

* * *

Since the tax transfer bill was first agitated in the State Legislature there have been rumors and rumors that if it became a law the "big" and "little" exchanges would take up their abode in New Jersey where the iniquities of the law could be avoided. It would seem to the unthinking that it is just this and nothing more that is now to happen, for incorporation papers for a stock exchange have been filed with the Secretary of State of New Jersey.

I hardly think that such a course is likely to see fruition, however, for the reason that there is little or no reason why the brokers should go to all the expense and inconvenience of doing business in Jersey, to avoid this tax, when it is perfectly feasible for the brokers to make the speculators pay the tax. If the brokers decide to charge the tax up to their customers, their customers will have to stand the charge, and grin for the simple reason that they will have to do their buying and selling wherever the brokers hold forth.

* * *

When "Johnny" Day died of consumption in St. Joseph's Hospital this week there passed away a unique character of the criminal courts building. For more than thirty years, "Johnny" has been the "official" bootblack of the judges of the courts and many famous lawyers. He was the bootblack most favored of all in the days of Boss Tweed and the old "Tweed Courthouse."

Daly began his career as a bootblack in the county courthouse when it was first opened and remained there until a few months ago when the ravages of the disease, with which he suffered, compelled him to abandon work. Besides polishing the boots of the justices he often carried notes for them, and through this was dubbed "Tim McClue," by which name he was better known to many who frequented the building than by his own. In fact, there were many of the younger generation of lawyers who did not know that his right name was John Daly.

* * *

Besides establishing some records in the granting of divorces this city has now gone on record as fixing the largest amount of alimony arrears ever set by a court. The case is that of a wealthy iron manufacturer, Ferdinand Hofele, who has been ordered by the courts to pay his divorced spouse the sum of $15,185 in alimony arrears.

Hofele was divorced from his wife twenty-three years ago and ordered to pay her $60 per month, and, according to the papers filed in the recent suit to compel him to pay his arrears, he has never paid Mrs. Hofele but $1,875. Hofele has been successful all this time in making many people believe that he is a poor man, solely to avoid the payment of the alimony due his ex-wife. But it would seem that she has finally caught up with him and at the same time established a new record for alimony judgments.

* * *

When Emma Eames recently sang for "Charity" and her manager, Henri Conreid, collected the neat sum of $2,500 for her kindness in so doing, there was a considerable protest. When it was learned that the net result of this charity had amounted to only a few hundred dollars for the promoters, everyone who understood the circumstances was of the opinion that Mr. Conreid had "rubbed it in." Now Conreid has made a contract for two more of his opera singers to appear in concert once more for "charity," and that the price fixed is the neat sum of $4,230.

The singers who are to appear are Nordica and Caruso and the division of the spoils is said to be $2,500 to Signor Caruso and $1,750 to Mme. Nordica. As Victor Herbert's orchestra will also appear it remains to be seen how much there will be left for the charity. But the people will flock to hear great opera singers and it may be possible to make such an event, with such an expense, show a handsome profit.

* * *

Everyone is more or less willing to admit that there are many drawbacks to being a millionaire, though all will say that they are willing to accept the trouble for the sake of possessing the money. But one of the little things with which the millionaire who builds a palatial home has to contend is the question of insurance.

These big homes are not exactly the sort of risks that the insurance companies are seeking. Though undoubtedly erected with considerable care and probably fireproof to a degree, the immense sums spent in their erection, to which must be added the money lavished in furnishings, that are easily damaged or destroyed by water, brings into the confines of one comparatively small building a sum that makes the largest insurance companies shy of assuming the risk.

The beautiful home of Charles M. Schwab, on Riverside Drive, is now rapidly nearing completion and some of the furnishings are actually said to be in place. With this point reached, Mr. Schwab is seeking to insure his palace and it cannot be said that his path in so doing is strewn with roses by any means. Mr. Schwab has asked the insurance companies to write a policy of $5,000,000 on the house, as it now stands and once it is completed and full furnished he will want to increase the underwriting to $9,000,000, which he says represents the actual cost of the house and its furnishings. It is indeed an immense sum for a man to spend in a home where he intends to spend only a portion of his time.

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CHICAGO NEW YORK


## A MARTIN CLUB.

### Four Candidates for the House From Amelia.

(Special to The Times-Dispatch.)

CREWE, VA., April 27.—A Martin Club was organized here last night in the Town Hall, with a membership of about one hundred, and the following officers were elected:

Dr. Thompson M. Baird, president; J. H. Baily, secretary; P. J. Crannis and C. A. Payne, vice-presidents.

Senator Martin is very popular in Crewe.

Judge Mann has some opposition here, but he has some strong friends, who are working faithfully in his interest, and while it is generally conceded that Congressman Swanson and Captain Willard have many friends in Crewe, it is thought Judge Mann will carry the precinct by a small majority.

There are four candidates for the House of Delegates from Amelia to represent the district composed of Nottoway and Amelia counties, and it is thought Nottoway may yet bring out a candidate, and, if so, the Nottoway man will, in all probability, receive a majority of the votes in the primary, as the vote would necessarily be divided in Amelia among four, and if Nottoway will stand by its candidate she can easily nominate the representative.

### Richmonders in New York.

(Special to The Times-Dispatch.)

NEW YORK, April 27.—Waldorf—E. Hunter, Jr., A. L. Holladay; Broadway Central—W. O. Day; Marlborough—T. W. Landen and wife; Hoffman—M. C. Patterson, S. T. Morgan; Breslin—Mrs. Ringgold, Miss Courts; St. Denis—J. C. Freeman; Fifth Avenue—W. P. Desaussure, Jr., and wife; Earlington—P. W. Noland and wife; Navarre—I. I. Strause.

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# SHARP CONTEST OVER PRIMARY

Temporary Regulation Against the Old Committee.

## THE BUCKET SHOP CASES

Argument Completed and the Decision Will be Considered in Two Weeks.

(Special to The Times-Dispatch.)

RALEIGH, N. C., April 27.—A sharp and rather complicated contest has grown out of the City Democratic primaries held here Monday, the fight resulting in the issuance of an injunction by Judge Fred Moore, enjoining the old City Democratic Executive Committee from any further official action. The injunction is temporary, and is set for a hearing Friday morning. The bone of contention is that the nomination of J. Sherwood Upchurch as alderman for the Fourth Ward is contested by G. W. Goodwin, and now the new committee that was nominated in the primary, claims the right to hear the contest, the majority of the committee being favorable to Upchurch. On the other hand, the old committee insists that it is their right to pass on the results of the primary they called, including the contest from the Fourth Ward this committee being favorable to Goodwin. The majority received by Upchurch was only one ballot, and Goodwin's friends dispute the legality of five of the votes Upchurch received. The question involved in the injunction is a new and important one.

In the Supreme Court to-day the argument was concluded in the "anti-bucket shop" test cases, the entire four hours of the day's session being devoted to these cases. It is expected that it will be two weeks or longer before the opinion of the court is given out.

Governor Glenn left this morning for Greensboro, where he delivered to-day the address in connection with the commencement of the Agricultural and Mechanical College, colored. To-night he stops at Sanford to make a speech on issuing bonds for the improvement of schools, there being an election there on the question within the next few days.

A remarkable case that engaged the Superior Court throughout the day yesterday was that of J. P. Snipes vs. C. W. Belvin. Evidence developed the fact that Snipes swapped a mule for a horse with the understanding that if the horse was not satisfactory it was to be taken back by Belvin. It developed that the horse was lame in all four feet, and would kick and run away. When the plug was carried to Belvin to trade back, the mule had been sold. The jury allowed Snipes a judgment for $125 for his mule.

# FORMER LIEUT.-GOV. KENT CRITICALLY ILL

His Children Have All Been Summoned to His Bedside.

(Special to The Times-Dispatch.)

WYTHEVILLE, VA., April 27.—Ex-Lieutenant-Governor R. C. Kent is critically ill at his home, Bowling Green, near town. His daughters, who have been called to his bedside, from Pittsburg, Pa., are expected to arrive to-night. His son, Captain Cloyd Kent, arrived from Richmond this morning.

### Divorce Proceedings.

(Special to The Times-Dispatch.)

BRISTOL, TENN., April 27.—Robert Pile, a magistrate and a well-to-do citizen of Bristol, to-day brought suit for divorce from his wife, alleging desertion. Mrs. Pile, accompanied by two sons and two daughters, left Bristol two years ago and the family have since resided at Winchester and Charlottesville, Va., Mr. Pile remaining here. The family now resides at Charlottesville, where the senior son has been a pupil of the university. It is said Mrs. Pile will not contest the suit.

Mr. Pile does not ask for any part of the estate, which consists of choice Bristol property, valued at $50,000.

### Rural Routes and Carriers.

(From Our Regular Correspondent.)

WASHINGTON, D. C., April 27.—Custis F. Fussell appointed regular, John W. McEwen, substitute, rural free delivery carrier, route 7, at Station A, Richmond.

Rural route No. 2 ordered established June 1, at Bland, county, Va., serving 460 people and 92 houses.

Postmasters appointed: Virginia—Pluck, King George county, Florence D. Elliott, vice Richard A. Johnson, dead.

North Carolina—Holyfield, Surry county, Joshua W. Wood, vice J. B. Holyfield, resigned; Ham, Bladen county, Jas. Dyson, vice F. J. Dyson, resigned.

# MUST WORRY OVER IMMENSE DEFICIT

Conditions in Treasury Make Extra Session of Congress Absolutely Necessary.

## ABOUT RATE REGULATION

Not Likely That Committee Will Report Bill That Will Amount to Anything.

(From Our Regular Correspondent.)

WASHINGTON, D. C., April 27.—The Senate Committee on Interstate Commerce is sitting every day, hearing representatives of the railroads discuss the proposition to give to the government the power to fix railroad rates. Incidentally, it may be stated that the railroad men who are now being heard are giving the committee much more effective matter from the viewpoint of the opponents of the proposition than was given the committee last winter. It seems that the subject of government rate-making is better understood by the railroad men than it was then. There was great verbosity and much floundering last winter when the House committee was conducting its hearings. A lack of digested knowledge of the subject was apparent. Little of this is evident now, and the addresses or arguments of the railroad lawyers, who have been taking up the time of the committee for ten days or more, have been as concise and pointed as arguments to a jury.

But the hearings are decidedly dull. None of the speakers have succeeded in introducing any strikingly new matter, unless the flat contradiction of the figures of the Interstate Commerce Commission's report relatives to the increase in railroad rates in the past few years be excepted. Mr. Walker Hines, counsel for the Louisville and Nashville, made the contradiction, and it is claimed by some that he "made good." But he does not possess the superhuman gift attributed to Mr. Gladstone, of making all figures interesting.

A member of the committee, discussing the apparently greater familiarity which the lawyers for the railroads have with the subject now than they had a few months ago, the result of study which had been neglected, remarked today that the people were also more familiar with the subject now than they were when it came up in Congress last winter. None has been more widely discussed in recent years, at least. There has been a campaign of education, indeed, and those who wished to escape obtaining information on the subject could hardly have done so, so full have the papers been of it. It remains to be seen whether the contention of some of the opponents of government regulation, that the people are losing interest in the subject, be correct. It is certainly true that it does not occupy so much space in the public press. This, undoubtedly also, is, in large part, due to the fact that the Congress has adjourned. Members of the Committee on Interstate Commerce should not have expected their sitting to investigate the subject to have attracted as great interest as discussion of the subject in Congress, or by one of the committees of that body during a session.

* * *

The committee is interested in the action of certain labor unions of Georgia, and the Travelers' Protective Association, in protesting against the proposition of the railroad commission of that State to reduce passenger rates to two cents a mile. There are three at present. The Brotherhood of Locomotive Engineers, the Order of Railway Conductors and the Blacksmiths', Machinists', Telegraphers', Railway Trainmen, Carpenters' ad Joiners', Clerks, and Carmen's Unions all protested against the reduction, employing a lawyer to represent them before the commission. They urged that such a reduction would work against the prosperity of the State and lead to reduction in the number of railroad employes, as well as of their wages. The Travelers' Protective Association of Georgia also protested against the reduction, on the ground that it would cause fewer trains a day and poorer service.

It is not believed that there is another case on record where there has been a protest from the public against the reduction of railway charges. There is little prospect that the Interstate Commerce Committee will make any startling recommendations to Congress. The committee will in all probability report a bill. But it will be "such a little one," as Jack Easy's wet-nurse is reported to have said, that it will not do the shipper any good or the railroads any harm. This was true of the Townsend-Esch bill which passed the last House. It is likely to be true in a more marked degree of a bill with which Stephen B. Elkins has anything to do. And he will have all to do with the one the committee on interstate commerce, of which he is the chairman, will report to the Senate next December or whenever the Congress meets.

* * *

The President said early in March that there would be an extra session called for the first of October "sure pop," he added. If an extra session was necessary then its necessity now is much more apparent. Indeed, it is hard to see how the interests of the country can afford to wait so long for relief. When the President made the remark quoted he thought the deficit in the treasury would amount to only eighteen million this year. He had the assurance of Secretary Shaw that this would prove a fact. The deficit is now about $30,000,000. There are some who claim it will reach $35,000,000 by the end of the fiscal year. Joseph S. McCoy, the actuary of the treasury, says it will not be over $23,000,000. But all admit it will be greater next year than this and greater the following year than next year. Something has to be done. There are alternatives. To the average Democrat, it will appear there is only one course to pursue: Reduce the tariff on certain articles, so that there may be revenue from imports. The tariff at present on many articles is so high as to be prohibitory. There is no revenue to the government from the importation of many articles of commerce. They are not imported and have not been since the protective tariff of William McKinley has been in operation.

There is much talk of a tariff on all coffee imported other than from Porto Rico and the Philippines. But, the favorite Republican campaign cry of the poor man's "free breakfast table" stands in the way. It is said that a tariff of five cents a pound on coffee would wipe out the deficit. During the war with Spain the tax on spirits and beer was increased to $2. It was cut in half after the war through the influence of the brewers, which is very strong in the House and Senate as well. A proposition to increase it again would meet with strong opposition. Indeed, an attempt to meet the deficit in any of the ways mentioned would precipitate a great fight. Tariff reduction would call to Washington representatives of all the protected interests, which have fattened through years of favoritism of the government and influence of the most powerful would be exerted to keep the stand-patters pat. The President wants tariff reduction. That is, he did want it. He used to be a free trader. He will force the fighting for reduction at the coming session and it is more than likely he will call an early extra session for the purpose of cutting down export duties.

### Incendiaries Arrested.

(Special to The Times-Dispatch.)

GREENSBORO, N. C., April 27.—T. B. Farrington, Batie Farrington and Fred Ozment, three white men, were arrested early this morning in Summer township, Guilford county, on the charge of firing the barn of Mr. Isaac H. Stanley.

It is charged that the parties became incensed at Mr. Stanley for reporting them for retailing and blockading. All three of the men were under bond at the time of the arrest for retailing. They are charged with setting the large feed barn of Mr. Stanley's, worth several thousand dollars, and his other buildings on fire. The family was awakened by an explosion of dynamite, which was in the barn.

# BIG MEETING OF NEWSPAPER MEN

Southern Publishers' Association to Assemble Next Week in South Carolina.

(Special to The Times-Dispatch.)

CHARLESTON, S. C., April 27.—The people of Charleston anticipat the meeting of the Southern Newspaper Publishers' Association in this city with a great deal of pleasure. The convention will assemble at the Charleston Hotel on Tuesday, May 2d, at 12 o'clock. After formal greetings from the mayor of the city, the members of the Association will be taken to the Isle of Palms, where they will be entertained at a fish luncheon to be served by the Charleston Consolidated Electric Railway Company. After luncheon the members of the association will visit the government reservation and forts on Sullivan's Island, and will then be taken to Fort Sumter and on a tour of the harbor and rivers.

Tuesday evening at 9 o'clock a reception will be tendered the members of the association and the ladies accompanying them at the Commercial Club with music, dancing and refreshments.

On Wednesday morning, May 3d, the convention will hold a session for the transaction of such business as may have been arranged for it. In the afternoon the members of the association will be taken on a trolley ride about the city and out to the navy yard, and Wednesday night at 8:30 o'clock, a banquet will be served at the Charleston Hotel, in their honor.

It is desired that the members of the association shall reach Charleston on the night of Monday, May 1st and that they shall make their arrangements to stay in Charleston on May 2 and 3, both days and both nights, the committee having prepared such entertainment as will make the visit of the newspaper men entirely agreeable to them.

The headquarters of the association will be at the Charleston Hotel, the proprietors of the hotel having placed at the service of the members of the association the best rooms in the house. It is hoped that every members of the association and representatives from all the other Southern newspapers not now affiliated with the association will be present. There will be abundant welcome for all who shall come, and a jolly good time.


REDUCED RATES VIA SEABOARD AIR LINE.

ATLANTA, GA., and return, account meeting National Association of Manufacturers, the Seaboard will sell round trip tickets to Atlanta at one fare plus 25 cents. Rate from Richmond, $15.75. Tickets sold May 14th and 15th, and good returning until May 20th. By payment of 50 cents, tickets will be extended until June 15th. The Seaboard has very fast and convenient schedules between Richmond and Atlanta, and operates two daily trains with Pullman sleeping cars, cafe cars, and the best of day coaches.

KANSAS CITY, MO., and return, account of Southern Baptist Convention, the Seaboard will sell round trip tickets at one way fare plus 50 cents; round trip from Richmond, $29.00. Tickets sold May 7th to 11th inc., limited to return on or before May 23d, 1905. The Seaboard has a very attractive route to Kansas City, via Atlanta, with exceptionally convenient schedules. For further information relative to any of the above reduced rates, call at Richmond Transfer Company's office, Main Street Station, or to the undersigned.

All information cheerfully given, and your patronage respectfully solicited.

W. M. TAYLOR, City Ticket Agent.

H. S. LEARD, District Passenger Agent. 830 East Main Street.

CASTORIA. Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought


MEETING KNIGHTS OF COLUMBUS, LYNCHBURG, VA., May 2D.

Account of above occasion the Norfolk and Western Railway will sell round trip tickets from Richmond to Lynchburg, $5. Tickets will be sold May 1st and 2d, good for return passage until May 5th. Three daily trains in each direction. Pullman Parlor and Sleeping cars. For tickets and further information, apply to Richmond Transfer Co., Ticket Agent, Byrd Street Station and at company's office, 838 East Main Street.

C. H. BOSLEY, Dist. Pass. Agent. JNO. E. WAGNER, City Pass. Agent.


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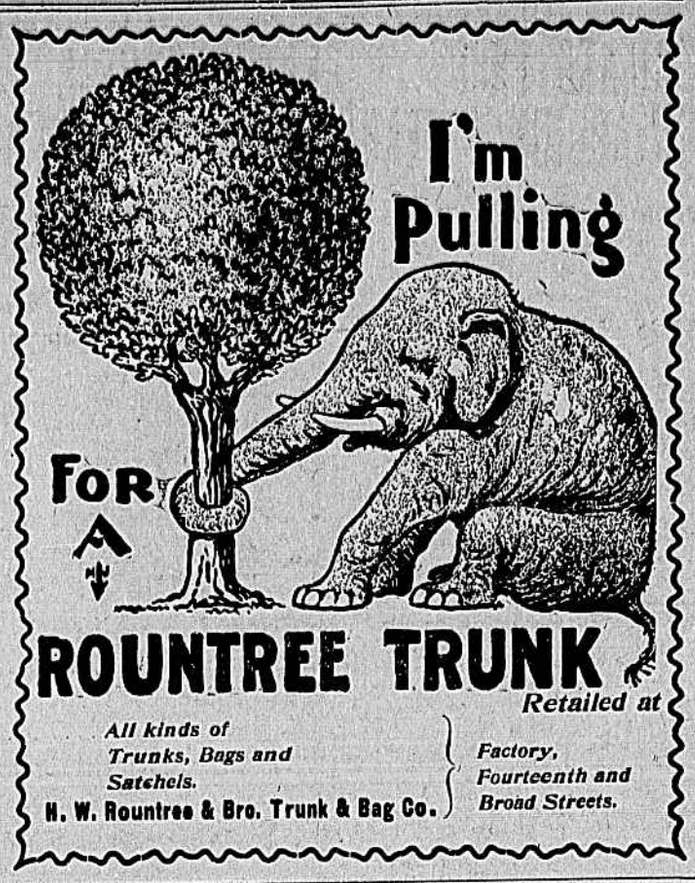


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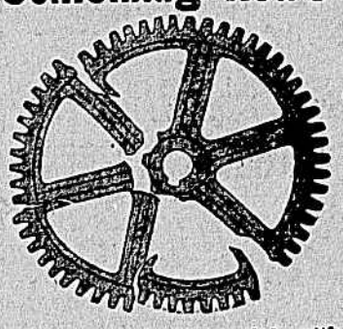

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