NEW YORK'S BIG DEBT

It is More Than Half That of the Nation.

RICHEST CITY ON EARTH

Expenses of the Municipality This Year $130,421,425.

RELIC OF THE CLERMONT

British Ignorance and Thanksgiving Day—Alpha Delta Phi's Handsome New Chapter House.

BY WILLIAM E. CURTIS.

Special Correspondence of The Star and the Chicago Record-Herald.

NEW YORK, February 5, 1907.

The interest-bearing debt of the city of New York is more than half as large as that of the nation, and the taxpayers of the metropolis are paying almost as much interest as the people of the United States, because their credit is not so good. Uncle Sam can sell his bonds at a premium with 2 and 2½ per cent interest, while Father Knickerbocker has to pay almost twice as much for the money he borrows.

The interest-bearing debt of New York city January 31, 1907, was $500,123,874, and the annual interest charged is $20,790,880.

The interest-bearing debt of the government of the United States January 31, 1907, was $922,020,560, and the interest charge for this year will be $23,248,064, only about $2,500,000 more than that of New York city.

Within the last two years the debt of New York has been increased $89,668,310, and its borrowing capacity, which under its charter is 10 per cent upon the assessed valuation of the real property of the city, has been advanced $72,000,000 this year, which, I suppose, will be utilized promptly by another loan. Such a loan is needed to carry out the comprehensive schemes for public improvements, particularly bridges, subways, waterworks, and other great undertakings which are necessary to meet the enormous growth in population.

The increase in the wealth of the people and the value of the real estate has been even more rapid than that of the debt or the population. The total valuation for taxation of real estate for 1907 is $5,800,632,132, an advance of $400,504,542 from 1896, which makes New York the richest city in the world except London, and I doubt if there is much difference between them.

Taking the population of New York as 4,000,000, this gives every man, woman and child an average wealth of $1,450 in real estate alone, without counting their stocks, bonds, diamonds, silver plate, automobiles, thousand-dollar dogs, ten-thousand-dollar sable coats, forty-thousand-dollar pictures and other necessaries of life. This makes the people of New York richer than those of any other city in the world, nearly 25 per cent richer than the inhabitants of London.

But great cities are expensive luxuries, and it will cost $130,421,425 to pay the expenses of the government of New York during the current year. The budget for municipal purposes, which has just been prepared, appropriates that amount of money, and it is $13,616,015 more than was expended last year. It speaks well for our metropolis that the largest item is for education. The second item is for interest on the public debt. There is an increase in the provision for almost every department of the government.

New York's Expenses.

The following are the principal expenses of our greatest city:

	Amount.	Increase.
Education	$25,620,361	$1,983,254
Interest	20,790,880	2,340,865
Police	13,849,841	814,198
Redemption city bonds	8,898,795	1,467,803
Fire department	6,883,495	280,539
Street cleaning	6,298,257	286,727
Water supply	5,460,543	468,604
Charitable institutions	3,767,819	311,762
Public charity	2,218,844	270,104
Hospitals	778,947	125,446
Total charities	6,765,610	707,312
Parks	2,657,863	270,508
Public health	1,847,819	503,423
Election expenses	1,015,850	105,000
House of correction	1,000,059	94,372
Public libraries	846,325	73,884
Courts	1,227,150	115,100
Bridges	547,545	61,897

The mayor's office costs $70,500, the board of aldermen, $235,702; the city treasurer's office, $1,243,480, and the law department, $685,000. The tax department costs $441,700, the civil service commission, $135,000, and "The City Record," an official daily paper containing ordinances, advertisements and other announcements concerning the municipality, costs $1,114,378.

Greater New York, as you know, is divided into five boroughs, and each borough has its separate organization with several executive departments in which are employed large numbers of men. It costs $2,570,804 to support the Borough of Manhattan, which is New York proper; $1,795,139 the Borough of Brooklyn; $1,338,050 the Bronx, which is the northern part of Manhattan Island, formerly known as Harlem; $1,148,808 the Borough of Queens, which is back of Brooklyn on Long Island, and $570,480 the Borough of Richmond, which is Staten Island.

Whence the Clermont Started.

It is interesting to know that the pier from which the "Clermont," Robert Fulton's steamboat, started upon its memorable voyage up the Hudson river to Albany on the morning of August 11, 1807, is still standing. It belongs to the city of New York and is leased by John H. Starin, the steamboat man, who owns a large fleet of tugs, barges, excursion steamers and other craft, and does perhaps a larger freight-trucking business by water than any other man. Some time ago Mr. Starin very carefully removed the shed which sheltered Robert Fulton and his friends on that eventful day, and which served as a passenger station for the "Clermont" as long as it was plying the Hudson. Every board and timber was numbered and every nail was carefully drawn. The whole affair was carried down to Glen Island, at the western end of Long Island Sound, where Mr. Starin has pleasure grounds for summer excursions, and was set up there just as it originally stood. It is now proposed to take it apart again and rebuild it at Jamestown for the exposition this summer.

Unconscious British Humor.

The January number of the Oxford Magazine, which is a sort of semi-official organ of the university, contains some curious editorials and communications. It appears that some "blasted" Englishman among the Dons at Oxford, who ought to take a course in modern history, became very indignant because the Rhodes scholars and other American students were allowed to have religious services in the chapel of Christ Church College on Thanksgiving day last November. This learned pundit evidently got that occasion mixed up in his powerful mind with the Fourth of July, for he denounced the university faculty in most vehement language for permitting the celebration "with thanks to God" of a victory of the American rebels in the chapel of a loyal institution like Oxford. The editor of the Oxford Magazine evidently didn't know any better himself, because the protest was printed in good faith and without comment in the December number, but in the January number, being called to account by Prof. Goodwin of Harvard and other Americans in Oxford, he tries to put himself right with his readers and solemnly points out to them that the American Thanksgiving day was inherited from England, was observed long before the revolution, and has no political significance whatever. He explains what happened on the Fourth of July, 1776, for the information of the faculties of Oxford and other ignorant classes, and reproves them by saying: "It is bad enough to be compelled to approve, or not publicly disapprove, of every contemporary action of one's own government, but if that compulsion is to be made retrospective and to apply to action centuries old, then we are all rebels and traitors, and what a burden lies upon the consciences of our lecturers in modern history."

The editor then proceeds in a spirit of thorough loyalty to his gracious majesty, Edward VII, and the state and Church of England, to demonstrate that the American Thanksgiving day is not "a national festival held to celebrate the defeat of our arms."

Mark Twain never wrote anything funnier than this editorial. Every word is prompted by a conscientious desire to do justice to all concerned.

The head master of the ancient "Charterhouse" School of London has recently died, and a window of stained glass has been promptly placed in the chapel to perpetuate his memory. Referring to the students who were under his care for more than thirty years, the inscription on the window reads:

"He fed them with a faithful and a true heart and ruled them prudently with prayer."

Finest of Fraternity Houses.

Members of the Alpha Delta Phi Fraternity throughout the country will be interested to know that the New York Graduate Association will soon be able to offer them the hospitality of a new club house, now being erected at a cost of $265,000. It will be ready for use next fall, and will surpass all other college fraternity buildings in dimensions, conveniences and luxuries. It stands on 44th street between 5th avenue and 6th avenue, adjoining the Lambs' Club, and on the same street with the Harvard and Yale clubs, the New York Yacht Club, the City Club, the St. Nicholas Club, the Racquet Club, the Bar Association, the Academy of Medicine, and within a block of the Century and the Army and Navy clubs. This location is within easy walking distance of the New York Central station on one side and the new Pennsylvania terminal on the other and only one block from the elevated and subway stations.

The building is thirty-five feet front by 100 feet deep, and eight stories high. The first two stories are designed for reception rooms, dining rooms, library and other public apartments. The third floor is reserved for the headquarters of the fraternity, for meetings of the executive council and the use of its offices, with a vault for its records and archives. The remaining five stories are given up to fifty-eight bed rooms for the accommodation of resident and nonresident members of the fraternity, who will be cordially welcomed. The purpose of the New York association has been to provide a comfortable and attractive modern club house for the benefit of the Alpha Delta Phi Fraternity at large, and especially a home for younger members who come to New York in search of livelihood and fame. Many of these young men are in narrow circumstances, and often they need companionship, encouragement and a friendly hand. A certain number of single rooms will be reserved for members of the fraternity of that class, and they should remember to take advantage of them. It is a great thing for young men in a strange city to feel that a hospitable home is open to them. The club house is intended for them.

The New York Association, which has humble but comfortable quarters at 35 West 33d street, within a few doors of the Waldorf-Astoria Hotel, now has a membership of about 500, representing every chapter of the fraternity and a large list of nonresident members, whose dues are $10 a year and who are entitled to all the facilities of the club whenever they visit New York city. The accommodations are limited and have long been too limited for the demand, but the new club house will furnish ample room.

Francis Lynde Stetson is the president; Charles E. Sprague, vice president; Louis F. Dodd, secretary, and Jefferson Clark, treasurer, whose address is 35 West 33d street until August 1, when it will be 136 West 44th street.

NEW STEAMBOAT ROUTE.

Plans of Company to Take Passengers to Norfolk, Va.

The syndicate of Washington and Norfolk men who, it is stated, propose to establish a new line of steamers between this city, Old Point and Norfolk during the coming spring, have not yet made their plans public, but are said to be endeavoring to secure steamers in the north for the service. The syndicate, it is said, has not secured the steamers Connecticut and Boston, as reported, but has purchased the big side-wheel steamer Dreamland of New York for $60,000. It is also negotiating for the purchase of a large propeller steamer, the name of which is not known, to run in connection with the Dreamland.

Capt. John Casson, who is to have the management of the new company, was in this city a few days ago and when asked by a Star reporter for information regarding his company stated that everything is in good shape for the placing of the steamers on a route between this city and Norfolk. The new company, by the purchase of the steamer River Queen, and the property of the Independent Steamboat and Barge Company, secured the lease held by that company on the pier in this city at the foot of N street southwest, and will use it as a terminal here. The pier of the Merrick Wrecking Company, at the upper end of Norfolk harbor, has, according to report, been secured as a terminus at Norfolk, and a landing place at Alexandria has also been leased, it is said.

As soon as the purchase of the Dreamland is completed she will be taken to Baltimore, where she will be fitted with state rooms and made ready for service on the Washington-Norfolk route. She is a big side-wheel boat, with a capacity of about 3,000 people on an excursion route. What numbers she will be allowed to carry under the inspection laws depends entirely on the number of state rooms she will have and on how many passengers she can provide with sleeping accommodations. The marine regulations will allow steamers on night routes the number of passengers their sleeping quarters will accommodate.

The Dreamland was built in 1878, and was known as the Republic. She was employed in the excursion business out of Philadelphia for a number of years, when she was sold and under the name of Cape May was employed in running excursions to that resort. Several years ago she again changed hands, being purchased by parties operating the Dreamland resort, Coney Island. Again the name of the steamer was changed, and as the Dreamland she appeared in New York harbor and carried thousands of persons each summer to Coney Island. For the past year or two she has been lying out of service at New York, and it is stated that considerable work will have to be done on her to fit her for the Chesapeake route if she is brought here.

It is said that the new company will rebuild the pier here, and will erect new office buildings and a warehouse, but as yet no move looking to the improvement of the property here has been made. The steamer River Queen, which was purchased from its Washington owners, is at Baltimore being overhauled. It is stated that about $10,000 will be expended on her, and that she will return to this city to engage in the colored excursion business during the coming summer.

Wedding at Upper Marlboro.

Special Correspondence of The Star.

UPPER MARLBORO, Md., February 7, 1907.

At Mount Hickey, the home of Mr. and Mrs. Frank F. Carrick, Seat Pleasant, this county, Monday morning last, their daughter, Miss Sadie A. Carrick, and Mr. Frederick Bennett Wright of Washington were married. The ceremony occurred in the large parlor, which was decorated with ferns and potted plants. Six little girls and boys, bearing white ribbon, formed an aisle through which the bride entered with her father. Miss Helen Wright of Washington was maid of honor. The groom was attended by Mr. Raymond Carrick of Washington. The ceremony was performed by Rev. Father J. T. Gardiner, S. J., of Bowie. After luncheon Mr. and Mrs. Wright departed for a wedding trip to New York, Niagara Falls and as far west as Oberlin, Ohio. On their return they will reside in Washington.

Five candidates for the Naval Academy who are preparing for entrance examinations in the spring walked to Baltimore Sunday from Annapolis in order to win a wager of $50 made by some of their fellows that they could not cover the distance, about thirty miles, in five hours. The quintet left Annapolis at 1:30 o'clock and, according to their story, they arrived in the Monumental City at 6:35, five minutes behind the agreed time.

NEED NO WAR SPIRIT

Episcopal Bishops Object to the Plans for Jamestown.

VIGOROUS PROTEST MADE

"Greatest Military Spectacle Ever Seen" Said to Be Bad Scheme.

LIKELY TO STRIKE BAD CHORD

Incongruous and a Gross Anachronism Just at This Time, Say the Dignitaries.

BOSTON, Mass., February 7.—In view of the fact that the triennial meeting of the general convention of the Protestant Episcopal Church is to be held this year at Jamestown, Va., a number of Episcopal bishops have joined in formulating a protest against the alleged intention of the management of the Jamestown exposition to make that exposition "the greatest military spectacle the world has ever seen." This protest is signed by the bishops of New Hampshire, Rhode Island, Colorado, Michigan, Oklahoma, South Carolina, North Carolina, Western Michigan and Asheville and the bishop coadjutor of Nebraska. It has been forwarded to the exposition management.

"In common with many others throughout the country," says the protest, "we have been surprised and shocked at the transformation of the program, which has now gone so far as only too fully to warrant the announcement which is made that the exposition will be primarily a military and naval celebration.

"We are confident that such a plan as that now announced, is calculated to stir up the fever of military excitement and emulation in our people at a time when that is precisely what we should all most earnestly co-operate to discourage, cannot command the approval of the serious and thoughtful citizens of the republic.

A Discordant Note.

"The primacy of these features, in our judgment, makes the present plan of the exposition discordant with the character of our own religious commemoration at Jamestown, incongruous with the historic event which is its occasion, unworthy of this peaceful American republic and a gross anachronism at a time when our own nation is to unite with the nations of the world in deliberations in behalf of the supplanting of the wrongs and vanities of war by the rational and worthy methods of international justice. We solemnly protest against it."

The signers of the protest are Bishops Francis Key Brooks of Oklahoma and Indian Territory, Ellison Capers of South Carolina, Joseph Blount Cheshire of North Carolina, George D. Gillespie of Western Michigan, Junius M. Horner of Asheville, William N. McVicker of Rhode Island, William N. Niles of New Hampshire, Charles Sanford Olmstead of Colorado, Charles D. Williams of Michigan and Bishop Coadjutor Arthur L. Williams of Nebraska, and Bishop Charles E. Woodcock of Kentucky.

Sweden's Representative.

BERLIN, February 7.—Charles W. Kohlsaat, special commissioner of the Jamestown exposition, arrived here yesterday from Stockholm. He will call at the war and navy departments during the next few days relative to German representation at the exposition, which already has been arranged. Germany will send two warships, in addition to the two already in American waters. The extent of the composition of the army detachments has not yet been settled.

Just before leaving Stockholm Mr. Kohlsaat saw the Swedish minister of marine, who, in informing him that Prince William second son of the Crown Prince Regent Gustave, would go to Hampton Roads with sixty naval cadets on the new warship Fylgia for the Swedish week in September, explained that the regent of Sweden had strong personal and political interest in bringing together at Jamestown as many Swedish-Americans as possible, so as to increase the national feeling as distinguished from the Scandinavian sentiment.

The prince regent of Sweden is making active arrangements to have a copy of the Ericsson statue at Stockholm, heroic size, made for erection perhaps at Jamestown.

Illinois at Jamestown Show.

SPRINGFIELD, Ill., February 7.—The house committee on appropriations yesterday cut down the proposed additional appropriation of $25,000 for the Illinois building and exhibit at the Jamestown exposition to $5,000, and with this amendment reported the bill with a favorable recommendation. As the matter now stands the state will have a building there costing $12,500. About $5,000 will be spent on interior decorations and furnishings and a small sum will be allowed for an historical exhibit, chiefly of Lincoln relics.

LAKE STEAMERS IN PORT.

Battled With Ice and Wind for Thirty-Six Hours.

CHICAGO, Febbruary 7.—After battling for thirty-six hours with ice and wind six miles off the mouth of the Chicago harbor the steamers City of Racine and Iowa reached port last night with a combined list of fifty passengers. They had been rescued by the tug Morford, which broke the ice from around the boats and opened a lane by which they entered the river and discharged their wearied passengers.

The Iowa left Milwaukee Monday night and the City of Racine departed from Grand Haven at the same time. Both boats were due at Chicago Tuesday morning. On board the Iowa there were three women and two children, but most of the passengers were men. As there was an ample supply of food on the boats there was no actual discomfort.

VISCOUNT GOSCHEN DEAD.

Was First Lord of British Admiralty for Five Years.

LONDON, February 7.—Right Hon. George Joachim Goschen (Viscount Goschen) died suddenly this morning at his residence, Seacox Heath, Hawkhurst, of heart failure. His death was quite unexpected.

Viscount Goschen, who was born in 1831, had a distinguished public career. He was chancellor of the exchequer in Lord Salisbury's second administration and afterward was first lieutenant of admiralty, serving in this position for five years.

Leesburg and Vicinity.

Special Correspondence of The Star.

LEESBURG, Va., February 6, 1906.

Miss Nettie Gibbons, daughter of Mr. William Gibbons of Leesburg, was married in Washington, D. C., Tuesday to Mr. Lee B. King of that city. The ceremony was performed by Rev. Mr. Sealy. They will reside in Washington.

Robert Kearns, who last Saturday night, it is charged, assaulted and cut about the head William Cockerille at a dance at the former's home near here, was today examined by Magistrate Joseph L. Wright and adjudged to appear before the grand jury at the convening of court next Monday. Kearns is represented by Attorneys Alexander & Alexander.

The ladies of St. James Episcopal Church of this town held a tea at the rectory Tuesday evening for the benefit of the choir of that church.

Three deaths occurred within ten days in Floyd county, Va., in the family of John A. Beckner. The father, mother and one son were all attacked by pneumonia. The son, aged ten years, died ten days ago. Five days later the father, John A. Beckner, died and yesterday he was followed by his wife.

RUNNING INTO A BANK ON KENMANE HILL.

CUTTING THROUGH DRIFTS.

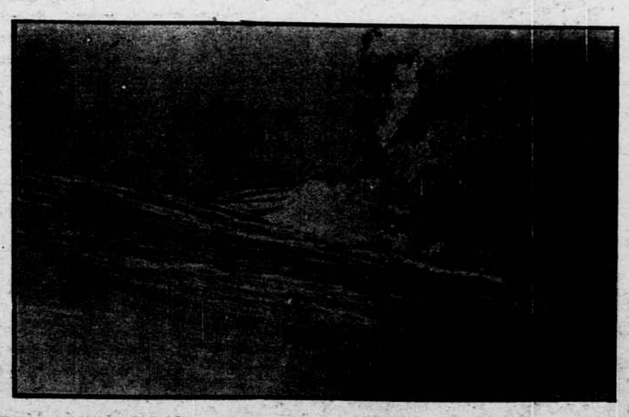
Difficulty of Keeping Open the Northwestern Railway Lines.

Just at the moment when the reports to the interstate commerce commission of the fuel famine in the northwest were getting to be more satisfactory, the news of a fresh blizzard reaching as far east as Chicago makes it likely that all the North Dakota railroads that have been opened at such an expense of work and money will be closed again and some of the communities along the line of the Soo, the Great Northern and the Northwestern will be worse cut off than ever.

A number of photographs have been received by the interstate commerce commission in the last week from both the Great Northern and the Soo showing some of the difficulties in track clearing that are being contended with. There have been scores of telegrams received from all the small towns in the isolated parts of North Dakota saying that they were either out or almost out of fuel, and in some cases that they were out of fuel and provisions also. The messages were sometimes sent to the interstate commerce commission direct, and many of them to Senator Hansbrough. They all prayed for immediate relief. The only thing that the commission could do was to repeat the messages to the railroads complained of and urge them to renewed efforts in opening the lines. Some of the divisions of the Soo were temporarily abandoned and some of the telegrams of complaint said that there had not been a freight train through some of the little towns in anywhere from a week to a month.

The railroad officials all through have been insisting that they were doing all they could, but that the physical difficulties were too great to be immediately overcome. The pictures that have been sent in are many of them eloquent testimonials to the difficulties the railroads have been fighting. Some of them are plain fields of snow, and state by way of explanation that there is a station or a cut or snow fences or something of the sort underneath. Others are more explicit in detail, and show the big rotary plows throwing up clouds of snow as they fought their way through the drifts. Others showed stations, signal posts and telegraph poles buried almost out of sight and others in half light showed the cavernous passages cut through station yards.

Two of the photographs are given herewith showing snow plows on the Soo line bucking their way through the drifts on Kenmane Hill, where a relief train was trying to force its way to a little town sixteen miles off, where they had been out of both fuel and provisions for a week.



STUCK IN A DRIFT ON KENMANE HILL.

NO IMPROVEMENT.

Accident Bulletin for Three Months Ending September 30, 1906.

Accident bulletin No. 21, which has just been issued by the interstate commerce commission, for the three months ending September 30, 1906, shows the total number of casualties to passengers and employes while on duty to have been 19,850, as against 16,937 reported in the preceding three months, making an increase of 2,913. The number of passengers and employes killed in train accidents was 267, as against 194 reported in the preceding three months—an increase of 73.

The total number of collisions and derailments in the quarter now under review was 3,672 (1,891 collisions and 1,781 derailments), of which 269 collisions and 201 derailments affected passenger trains. The damage to cars, engines and roadway by these accidents amounted to $2,932,760.

The totals continue large. In some few details there are small decreases from the corresponding quarter one year ago, but in general there is no improvement. The number of passengers killed in train accidents (52 in this quarter) is large, though it includes the results of only three particularly notable cases—one collision and two derailments.

The number of employes killed in coupling and uncoupling cars and engines was 81, being an increase of 13 over those reported killed in the last quarter.

The most disastrous accident reported in the present bulletin was a collision between a passenger train and a freight, killing 17 persons.

Charge Against Saloon Proprietor.

Joseph Lane, a saloon proprietor at 1st and I streets southeast, was charged in the Police Court today with selling liquor on Sunday. When arraigned he demanded a jury trial. The hearing was therefore continued indefinitely.

Lane's arrest followed the arrest of several colored men last Sunday near that corner for being "perambulating bars." One of the men, the police say, has been getting his supplies from Lane's place. Sergt. Ryon appears as the prosecuting witness.