WHAT GREATER NEW YORK WILL BE!

The Metropolis as it Will Be When the Consolidation Takes Place There.

THE creation of Greater New York is the most interesting municipal experiment of the time, and it is not surprising that the wise men of Gotham should be considerably troubled over the adjustment of their new charter, upon which the legislature at Albany is expected to pass.

From a special number of the New York *Tribune* covering seventy-six pages and devoted entirely to exploiting the vital features of the enlarged metropolis, we gather many interesting facts. In one hundred years the city on Manhattan Island and its environs have grown from one of about 35,000 to one of about 3,500,000 inhabitants, and the division lines between the new and old parts of the amalgamated city were purely imaginary, for they have long ceased to be separated by open tracts of country or by anything else than dotted lines on a map. The assessed valuation of Greater New York will be $2,367,091,000, its bonded debt about $216,000,000, and its annual tax levy will be something over $55,000,000.

The most interesting phase of the new city, however, is that which deals with its commercial and manufacturing activities. It is the greatest manufacturing centre of the countay. Within it borders nearly $600,000,000 of capital and over 450,000 persons are employed in manufacturing establishments alone, and the products of its factories are computed to be of the annual value of $1,045,000,000. The yearly wage-roll of these factories amounts to about $300,090,000. These figures make no account of the thousands of people otherwise engaged in wholesale and retail stores nor in the city's transportation services. We may form an idea of how large an army of wage-earners is employed outside the manufactories by recalling the fact that nearly 20,000 men took part in the sound money parade just before the last national election from the wholesale dry goods trade of the city alone. One street railway company — the Metropolitan Traction line—employs 5,000 men, and these are simply drops in the ocean of the city's daily business.

As a financial centre, Greater New York will be great indeed. Counting both sides of the East river, it will have 114 national and State banks, with an aggregate capital of about $70,000,000, and a surplus of about $50,000,000. It is a fact that certifies to the frugality of great multitudes of the city's working people that more than one-fourth of the total amount on deposit in the savings banks of the United States is credited to the savings-bank depositors of Greater Gotham, whose combined deposits amount to nearly $500,000,000, distributed among 1,165,031 accounts. The clearing-house figures will, of course, be enlarged by the enlargement of the city, and they are huge as they stand. The exchanges of an average day at the New York clearing house amount to about $96,000,000, and the balances to $6,000,000, making the total daily transactions about $102,000,000. The clearing-house has been in operation for forty-three years, and it is stated in its last official report that during that time its exchanges have amounted to a grand total of $1,102,864,012,732, and its balances to $51,306,542,821, making a grand total of transactions for the forty-three years of $1,154.170,955,658. The business of the New York sub-treasury amounts yearly to about $2,742,000,000.

As to the local transportation traffic of the big city a few figures are instructive. The Brooklyn bridge trains carried close upon 44,000,000 passengers last year and collected over $1,112,000 for fares and tolls. There are 64 miles of elevated railroad in the consolidated city, and they carry over 500,000 passengers a day on the Manhattan roads alone. This one company, which owns all the lines in New York city proper, runs 3,500 passenger trains every day and covers 9,850,000 train miles every year. Its annual pay-roll amounts to nearly 4,000,000 and it gives employment to 5,500 persons. To these figures should be added the enormous but unreported totals of the ferry traffic and of the cable and trolley roads, but those quoted sufficiently indicate the immense extent of of the city's local travel.

As the chief railroad and shipping terminal of the country, the figures of Greater New York's transactions are almost too great to be grasped. The New York Central railroad alone carried very nearly 24,000,000 tons of freight last year. It gives employment to about 27,000 persons and pays out salaries and wages amounting to nearly $70,000,000. The Pennsylvania Railroad Company has on its pay-roll 97,000 men, and during 1896, though it was a year of business depression, it transported 75,000,000 passengers and 160,000,000 tons of freight. The bulk of all this business went into or out of New York. And to these figures must be added those of all the other roads that terminate in New York in order to fully state the volume of its tremendous traffic. Sixty-one steamship companies have pierage in the city's harbor and their aggregate capital is about $80,000,000. This does not include the coastwise steamers, which also make a very large item by themselves. Nearly 66 per cent. of all the foreign goods brought into the United States are entered at the port of New York. But it may be noted with regret that out of about 4,300 vessels arriving at the port for the last year, officially reported, only 1,094 were flying the American flag, and that of the total tonnage of 5,587,964 tons less than one-fourth belonged to American owners.

Regarded as a trading centre for the exchange of goods that are produced elsewhere, the enlarged metropolis will present some startling figures. Experts in arithmetic have calculated that the gross sum of its trade is somewhere about thousand millions a year. The dry goods trade is the largest item in this huge total. The value of all the cotton and woolen goods made in the United States, according to the last census, was $605,750,548. New York's contribution to this total of textile production was small, yet 75 per cent. of it all was bought, sold and distributed by agencies located in the wholesale dry goods district off lower Broadway. Single commission houses in that district report yearly sales of $20,000,000. One of them controls 50 per cent. of all the cotton goods produced in the State of Maine. Another such house is the financial agent of mills with 16,000 looms and 5,000 spindles in them. Nine-tenths of the silk used in America, the domestic product of which is estimated at $100,000,000 in value, is also sold in this famous trading district. The total volume of the city's dry goods trade, imported and domestic, is computed by the Dry Goods Chronicle at $1,500,000 and the number of its employes is set down at about 50,000.

Great also is New York's clothing trade. It employs over 150,000 people, whose annual product is valued at about $80,000,000. It is estimated that the city is the distributing point of nearly 24,000,000 tons of coal per annum, representing a cash business of about $82,000,000. Over 7,500,000 gallons of beer are produced within its limits every year, making it the first beer-producing city in the country, if not in the world. The city annually consumes 15,000,000,000 feet of illuminating gas, for which it pays $1.25 a thousand feet. It has 50,000 miles of telegraph and telephone wires, over which it transmits 170,000 messages a day. It has public parks and pleasure grounds aggregating 7,336 acres, over 1,000 churches, 112 hotels, 64 monuments and statues, 63 libraries containing nearly 2,000,000 volumes, 30 art galleries, 54 theatres, 11 large public halls, 81 social clubs of first class, 22 large universities and 93 other private educational institutions, besides its public schools, in which 326,000 pupils are being taught by about 7,200 teachers.

Among other interesting data of the new metropolis may be noted its daily consumption of 275 tons of newspaper. About 20,000 typewriting machines are kept daily clicking in Gotham. Over 48,000 electric lights help to illuminate it at night. New buildings of the aggregate value of about $100,000,000 are being added every year to its architecture. Its people consume 235,000,000 gallons of water a day, and the mail matter handled at their big postoffice averages 3,729,744 pieces per day. Many other facts of kindred interest concerning the new Empire City might be cited but the limits of this article will not allow it.

A GOOD RULE.

Sydney Smith clipped the following from a newspaper and preserved it for himself: When you rise in the morning form a resolution to make the day a happy one to a fellow creature. It is easily done; a left-off garment to the man who needs it, a kind word to the sorrowful, and an encouraging expression to the striving—trifles in themselves as light as air—will do it, at least for twenty-four hours. And if you are now young depend upon it it will tell when you are old; rest assured it will send you gently and happily down the stream of eternity. By the most simple arithmetical sum, look at the result. If you send one person — only one — happily through each day, there are three hundred and sixty-five in the course of a year. And supposing you live forty years only, after you commence this course of medicine, you will have made 14,600 beings happy—at all events, for a time

300 BARRED PLYMOUTH ROCKS, GOLDEN WYANDOTTS and LIGHT BRAHMAS, FOR SALE.

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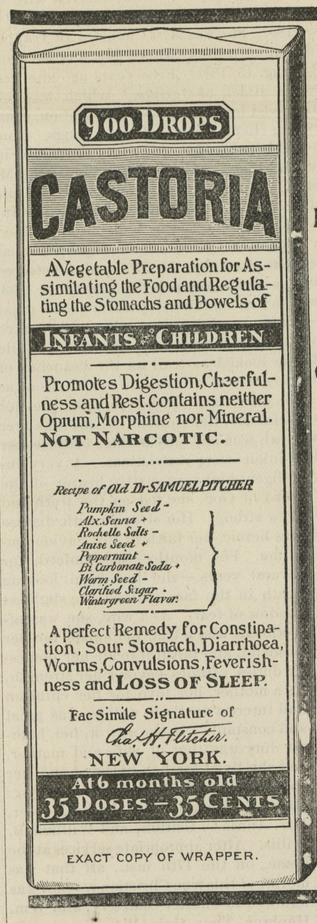

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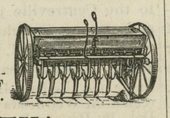

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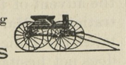

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the best Axle Grease on the Market, and every thing in the line I will sell as sell as low as the goods can be bought.

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Yours, respectfully,
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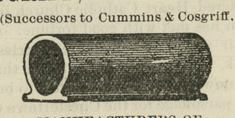

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