THE WATERS OF NEW-YORK.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

WHAT HAS BEEN DONE AND WHAT GENERAL NEWTON RECOMMENDS—CAPTAIN MERCER'S REPORT.

WASHINGTON, Aug. 25.—General Newton, in his annual report upon the removal of obstructions in East River and Hell Gate, says:

The appropriation for improving East River and Hell Gate for the year ending June 30, 1885, is limited in its application to "removing the reef at Hell Gate." A hitherto unknown rock off Twenty-fifth-st., East River, has recently been struck by one of the Boston passenger steamers, and has been found to be of small size, but dangerously near the deep-water channel. A reef with 21 feet at low water also exists about 150 yards northeast of the place occupied by Diamond Reef previous to its removal. These two rocks, together with Pot Rock and the remains of the Frying Pan Rock, constitute serious obstructions to deep water navigation. The original condition of the channel of East River and Hell Gate was the existence of many large and dangerous rocky obstructions to navigation. The depth over Diamond Reef at mean low water was 17½ feet; over Coenties Reef, 14.3 feet; over Frying Pan, 11 feet; over Pot Rock, 20 feet; over Hextop, 12.1 feet; over Reef at the North Brothers, 16 feet; Hallett's Point, from the store at Astoria, projected under water 325 feet to the contour line of twenty-six feet at mean low water, embracing an area of about three acres. The middle reef with an area of about nine acres lay in the middle of the channel at Hell Gate, having a small backbone projecting above high water, and could be seen and kept up it by the eddy currents, when passed directly over the rock. Hallett's Point and the middle reef may be said to have been all-mate in mischievous functions; vessels which escaped one ran a great risk of falling upon the other. What added considerably to the danger from these reefs was the land at right angles of the river at this spot. The originally adopted project for the improvement was the least extensive of three projects discussed by the engineers in charge. That one now being carried out was judged by the authorities in 1867 to be too extensive and costly. The project first adopted was the removal of Pot Rock, Frying Pan, Way's Reef, Blackdrake, the rock off Negro Point, the rocks near Wolsley's bath house, Blackwell's rock, portions of Hallett's Point and Scaly Rock. Seawalls were designed for the middle reef, Hog's Back, the Gridiron and Cheese and a beacon for Bylander's reef.

The project most favored by the engineer in charge, which included likewise the removal of Hallett's Point and of the middle reef, has, as time passed, received the approval of the authorities. The project first intended solely for Hell Gate has also been modified by incorporating with it rocky obstructions in the East River, Diamond Reef, Coenties Reef and a reef near the North Brothers. The amount expended thereon to the close of the fiscal year ended June 30, 1883, was $3,130,945. The condition of the improvement was the removal of Diamond, Coenties and Way's reefs, and Blackdrake to a depth of twenty-six feet at mean low water; the breaking up of Heaton Rock, the tunneling and explosion of Hallett's Point, and the removal of the debris to the depth of twenty-six feet at mean low water; the tunneling of the middle reef (Pot Rock) to the extent of 23,180.9 linear feet, and the removal therefrom of 7,347.9 cubic yards of stone, measured in place; the removal of the reef off the North Brothers to a depth of twenty-six feet at mean low water. The amount expended during the year ended June 30, 1884, was $25,098, and has been for running the pumps to keep Flood Rock clear of water, and for watching and preservation of property.

During the year ending June 30, 1885, the available balance, $377,970, will be applied to extending the gallleries in about three-quarters of an acre, drilling about 5,000 feet of three inch holes in the roof, and all the holes in the pillars for the final blast, which it is expected will take place about September, 1885. The amount that could be profitably expended in the fiscal year ending June 30, 1886, is $500,000, which should be expended as follows: For completing excavation at Flood Rock, $60,000; for removing Pot Rock and Frying Pan in Hell Gate and a reef near Diamond Reef in East River, $150,000; for grappling and removing in part the broken stone after explosion of Flood Rock, $200,000. The total cost of removing the debris from the explosion would probably amount to $600,000. The estimated amount required for the entire and permanent completion of the work of improvement, in accordance with the approved and adopted project, is $1,062,964. The amount of commerce and navigation benefited by the completion of this work is about $4,000,000 daily.

CAPTAIN MERCER'S REPORT.

Captain James Mercer, in charge of certain river and harbor improvements in New-York, has also submitted his annual report to the Chief of Engineers. The following tabulated statement shows the work contemplated, the money available, and the amount asked for the fiscal year ending June 30, 1886:

Rivers and Harbors.	Work Contemplated.	Available.	Asked for.
Hudson River	Construction of new dikes	$41,271	$35,102
Pendent Harbor	Completion of revetment	1,700	10,000
Buttermilk Channel	Dredging	1,000	20,000
Harlem River	Excavating a channel	400,000	
Gowanus Bay	Dredging	5,213	50,000
Echo Bay	Removal of Sheepshead Rock	3,966	17,000
New-Rochelle Harbor	Completion of improvement	9,314	8,825
Portchester Harbor	Breakwater and construction of breakwater	16,325	20,000

Relative to the improvement of Buttermilk Channel, Captain Mercer says:

The general opinion of the shipping interests of New-York and Brooklyn is that the removal of the shoal in the channel has already resulted in considerable benefit to commerce, and as the channel is continuously used by vessels of all sizes and classes, the remainder of the shoal should be removed so as to give the free and safe navigation for freight and domestic estimates.

Accompanying Captain Mercer's report is a letter from General Newton relative to the improvement of Harlem River, in which estimates are given for connecting the Harlem and Hudson rivers by cuts across Manhattan Island, at and near the line of Spuyten Duyvil Creek. General Newton says:

I regret to find that the route by way of Dyckman's Creek presents decided financial advantages over the others, because it is to be feared that the fact may increase the reluctance of certain property-holders along that line to part with the necessary land as a gift to the enterprise.

ESTIMATES AND RECOMMENDATIONS.

The estimates for excavating a channel 350 feet wide and fifteen feet deep at mean low water from the Hudson River to the Harlem River, to Morris Dock, opposite Sherman's Creek, as given in General Newton's letter, are: Via Dyckman's Creek, $2,091,685; via Kingsbridge, $3,038,690; via Sherman's Creek, $3,026,078. He says:

The estimates embrace only the improvement of navigation from Morris Dock, opposite the mouth of Sherman's Creek, thence following the respective routes across or around Manhattan Island to the Hudson River, and contain no items for the removal of obstructions in the lower portion of Harlem River. From Morris Dock to its junction with the East River will cost the additional sum of $600,000. This includes the removal of the rocky reefs at the mouth of the Harlem River, upon which a small sum, $21,000, has already been expended. It has been suggested that the rocky ridge be avoided by taking the line of the Bronx Kills (between Randall's Island and the main land) as the lower route of the Harlem improvement. This line has never been examined, no funds having been available for such purpose, and the cost of such change cannot be stated. I consider it proper that the Government should exercise the right of approval of all bridges, tunnels, etc., which shall be constructed across the improved Harlem, including spanning Duyvil channel this creek or any portion thereof form a part of the improvement; as also demand a modification of the kind or their removal, as may be deemed necessary after an examination by persons appointed by the Government, and I recommend, until these powers be granted, that no money be appropriated by the Government for the improvement. I recommend likewise that no contract be entered into for opening a cut connecting the Hudson and Harlem rivers including the improvement of the Harlem as far down as Morris dock.

A CALL FOR BONDS.

WASHINGTON, Aug. 25.—The Acting Secretary of the Treasury this afternoon issued the 130th call for the redemption of bonds. The call is for $10,000,000, of bonds of the 3 per cent loan of 1882, and notice is given that the principal and accrued interest will be paid at the Treasury on September 30, 1884, and that the interest will cease on that day. The following are description of the bonds:

Three per cent bonds issued under act of Congress approved July 12, 1882, and numbered as follows:

50 D, original No. 397 to original No. 314, both inclusive, and original No. 1,312 to original No. 1,313, both inclusive; 100 D, original No. 2,256 to original No. 2,362, both inclusive, and original No. 9,514 to original No. 9,548, both inclusive.

500 D original No. 1,115 to original No. 1,150, both inclusive, and original No. 4,009 to original No. 4,024, both inclusive. 1,000 D, original No. 10,620 to original No. 11,088, both inclusive, and original No. 22,858 to original No. 22,913, both inclusive. 10,000, original No. 19,338 to original No. 20,301, both inclusive. Total, $10,000,000.

These bonds are either bonds of the "original" issue, which have but one serial number at each end, or "substitute" bonds, which may be distinguished by the double set of numbers, which are marked plainly, "original numbers" and "substitute numbers." All of the bonds of this loan will be called by the original numbers only.

McGILLICUDDY TO BE LOOKED AFTER.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Aug. 25.—Indian Agent McGillicuddy by his recent publication has not attracted much attention at the Interior Department, but he has not escaped the notice of the Postmaster-General and the latter this afternoon instructed the law officer of the Department to make an investigation, to ascertain whether the charge that he has used Government official envelopes in order to send free through the mails personal matter can be sustained, and if it is, that suit shall be brought to enforce the statute penalty.

The attention of the Postmaster-General was called to this case by an extract from an editorial in *The New-York Sun* of to-day, commenting on the circular of McGillicuddy, which it had received, it said, in an official envelope.

THE SINKING OF THE TALLAPOOSA.

WASHINGTON, Aug. 25.—In his report to the Navy Department on the sinking of the Tallapoosa, Commander Merry says:

At the time of the collision the Tallapoosa was steaming with one boiler (half power) against the flood tide and a strong wind from the southwest, and going over the ground about 8½ knots per hour. The weather was hazy near the horizon, but clear overhead. The red and green lights of the schooner were sighted about two points on the starboard bow, we showing her our green light to give her more room. I had the helm put to starboard. All at once she luffed and showed her red light. I then knew that collision was inevitable.

ONE RESULT OF DEMOCRATIC "ECONOMY."

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Aug. 25.—A curious illustration of the Democratic administration is shown by the outbreak of hostilities between France and China. The State Department has received no information of the war except through the newspapers. The Democratic House refused to make appropriation for Ministers or Consuls to send telegrams to the State Department. As our diplomatic officers in China probably do not care to bear the expense of costly cablegrams, they have communicated by mail. If a United States war ship should be fired upon in a foreign harbor, our representatives abroad could not inform our Government by telegraph, except at their own expense.

WASHINGTON NOTES.

WASHINGTON, Monday, Aug. 25, 1884.

APPOINTMENT.—The Secretary of the Treasury has appointed James H. Mullican keeper of the Monmouth Beach (N. J.) life saving station.

A LAND DECISION.—The acting Secretary of the Interior has decided in the case of the Southern Pacific Railroad vs. the State of California, that invalid school selections are a bar to attachment of the lands under railroad rights.

CROPS DAMAGED.—Professor Dodge, statistician of the Department of Agriculture, says that reports show that crops have been somewhat damaged by the drouth in Ohio, Indiana, Illinois, and Kentucky. The injury is not sufficient to cause any panicky feeling, as there is every indication that the general crop will be good.

THE PROHIBITION CANDIDATES.

ST. JOHN AND DANIEL ACCEPT.

OFFICIALLY INFORMED AT CUBA OF THE NOMINATIONS—THE CANDIDATES ACCEPT IN BRIEF SPEECHES.

CUBA, N. Y., Aug. 25.—Ex-Governor John P. St. John and William Daniel, the Prohibition nominees for President and Vice-President, arrived here at 10:30 o'clock this morning. They were met by the reception committee and escorted to the Cuba House. Later they were escorted to the St. John Camp Meeting Circuit Grounds, a grove two miles from the village, where temperance meetings have been held during the past five days. There the candidates were officially informed of their nomination by Professor Samuel Dickey, of Michigan, chairman of the Committee on Notification, who said in part:

We are here for the purpose of notifying you in this official and formal manner of your selection as the candidates of the National Prohibition party for the positions respectively of President and Vice-President of the United States. The convention which thus honored itself by so wise a selection of candidates was no ordinary gathering. It was a convention of earnest men and pure women who were there to express their conviction that the Government ought to be a government of the people and by the people and for the people, and not a Government of the saloon and by the saloon and for the saloon. It was a convention representing a powerful constituency from all parts of our land—a constituency composed of citizens who have grown tired of the spectacle of two old political parties rivalling each other to their eagerness to serve the liquor traffic, going down upon their faces in the dust before the mouth of men and crying out in the language of Scripture, "Am I no thine Ass upon which thou hast ridden?" I need not assure you that the Prohibition party will give you a most ardent support. We may not succeed in electing you to the high position for which you have been named, but we shall enjoy the proud satisfaction of knowing that our candidates were the only candidates and our party was the only party that ought to have succeeded. And now, gentlemen, in the name of the nobles manhood and the purest womanhood of America, I invoke the blessing of Almighty God to rest upon you; and may that Divine power which rules and overrules in the affairs of nations and of men vouchsafe unto you such a measure of strength and courage and wisdom as shall enable you to bear well the burdens which the National Prohibition party, with supreme confidence, now lays upon you.

EX-GOVERNOR ST. JOHN'S SPEECH OF ACCEPTANCE.

Ex-Governor St. John replied as follows:

In receiving this formal notice of my nomination for the highest office within the gift of the people by the National Convention of the Prohibition party, permit me, notwithstanding the distinction was neither sought nor desired by me, to express to you, in view of the manner in which it was given, of my high appreciation of the very great honor it conveys. There are more political parties in the field to-day than there are colors in the rainbow. Upon the great question as to what is to be done with the traffic in intoxicating liquors as a beverage, both the Democratic and Republican party declared in favor of making the traffic permanent, while the Prohibitionists demand that it shall be "erased root and branch" by the action of the laws of the land. Thus an issue is clearly made, and I think it safe to say, the only one to-day that really reaches the heart and conscience of the citizen. Upon this issue we go to the people, the source of all political power. Let us appeal to reason rather than to prejudice. Let us appeal to reason rather than to prejudice. Let us appeal to reason rather than to appetite. Let us appeal to reason rather than to appetite. Let us appeal to reason rather than to appetite