WAR HISTORY IN THE HOUSE.

SENATOR HARRIS AND A SCHOOL FUND.

SPECIFIC CHARGES BY MR. HOUK—A DENIAL AND CONFESSION.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, June 10.—"Trundle's Cross Roads" is a small village in East Tennessee, the change of the postmastership of which to-day became a burning question in the House of Representatives and provoked a fierce discussion, mainly on the question, "Was Isham G. Harris responsible for the loss of the Tennessee School Fund during the 'late unpleasantness'?" Mr. Houk maintained the affirmative and Mr. Richardson, who apparently had been well stocked with arguments by some of the persons interested, supported the negative. The House showed much interest in the debate.

Mr. Houk proved by documentary evidence, fortified by Democratic testimony, that Isham G. Harris was elected Governor of Tennessee in August, 1861, for the term of two years; that he fled from the State Capital in 1862, upon the approach of the Union forces, and carried away with him several millions of dollars of good money, including $720,000 in gold which belonged to the School Fund; that in August, 1863, Robert L. Caruthers was elected Governor of Tennessee by the secession element of the State, Andrew Johnson being at the same time the *de facto* Governor, acting under military authority by appointment of Abraham Lincoln; that Harris became a fugitive from the State, but kept the State funds in his possession, carting them from place to place until the remnant of them was captured by the Union forces somewhere in Georgia in the spring of 1865; that on March 17, 1865, at Greenboro, Georgia, nearly two years after the expiration of his term, I. G. Harris received and receipted for his salary as Governor of Tennessee for the quarter ended February 1, $875, the sum of $750 in gold, which money was taken out of the School Fund aforesaid; that on April 21, 1865, after Lee had surrendered, and three weeks after "Parson" Brownlow had been installed as Governor of Tennessee, and when the brave, but ragged, weary and footsore Confederate veterans of that State who had fought and starved on $17 a month, Confederate money, were making their way to their homes, Isham G. Harris acknowledged the receipt of $750 more in gold, in full for one quarter's salary as Governor; that when the State funds were at last received at Nashville and turned over to the State Government, it was found that the $720,000 in coin had suffered a shrinkage of $320,000, while the balance of the several millions of dollars had disappeared or been transformed into Confederate notes and securities, personal obligations, etc.

Mr. Richardson began his speech, and had so much to say about the "Trundle's Cross Roads" postmastership that Mr. Reed dryly asked whether "all this goes to show that Harris didn't get that money?"

Mr. Richardson urged them to be patient, and after many wandering excursions came to the real matter in hand. In substance the defence amounted to this: Harris was elected Governor in 1861 for a term of two years or until his successor should be chosen; the election of Caruthers in 1863 did not count for he never assumed the office or "drew any salary." Harris having carried away the State treasury, that Tennessee had "a considerable school fund before the war," but it perished with the capital of the Bank of Tennessee and was not a special deposit in that institution, which "was the fiscal agent of the State." Therefore this money was not special money after all; that Harris, a fugitive in Georgia, was not fully governor of Tennessee in April 1865, despite the fact that Brownlow had been duly elected and installed, because, first, the Confederacy still survived, and second, Harris received several times as many votes in 1861 as Brownlow did in 1865.

At this point the inquisitive Mr. Reed asked Mr. Richardson if this was the same Harris who is identified with the Pan-Electric speculation?

Mr. Richardson treated the interruption with silent contempt and Mr. Reed generously excused him from answering the question.

Mr. Richardson assured the House that Senator Harris was known among the people of Tennessee to honor and concluded his speech with the remarkable charge that the School Fund was stolen after it was brought back to Nashville and turned over to the Brownlow state Government. So it was the lamb and not the wolf that muddied the stream after all.

MR. LITTLE'S ARGUMENT IN THE PAYNE CASE.

WASHINGTON, June 10 (*Special*).—Representative Little, of Ohio, made a clear and forcible address to-day to the Senate Committee on Privileges and Elections in support of the charges made by the Republican State Committee of Ohio—that Senator Payne's seat was secured by bribery. Mr. Little analyzed the testimony taken by the Ohio Legislature, and showed what was apparently strong proof of bribery. He said that the evidence was sufficient to secure conviction in a court of law. Mr. Little expressed the opinion that the Senate could not refuse to make the investigation requested by the Ohio Legislature without disregarding all the precedents of the past. Mr. Little read his argument and he left his manuscript with the committee. Mr. Payne spent a good part of the afternoon in carefully reading the manuscript and in taking notes from it. The committee did not reach any conclusion to-day, but it will probably decide to make the investigation. It appears that some prominent Democrats in Ohio urge the course, maintaining that the evidence warrants it, and that it will, in the phrase of one of them, "give the party rest to expose the men who have brought dishonor upon it."

COLUMBUS, Ohio, June 10 (*Special*).—D. T. Cunning, a prominent Ohio lawyer and an important witness against Senator Payne in the bribery investigation, died to-day.

ARMY AND NAVY INTELLIGENCE.

WASHINGTON, June 10.—Captain George S. Ward, 22d Infantry, has been ordered to return to his proper station; Captain Richard Vance, 19th Infantry, granted six months' leave of absence with permission to leave the division of the Missouri for disability; First Lieutenant Edward Barr, Corps of Engineers, granted three months' leave of absence, to take effect June 23; Second Lieutenant I. N. Lewis, 2d Artillery, granted twenty days' leave of absence when relieved from duty at Willet's Point, New-York.

Lieutenant A. G. Paul has been detached from the Lancaster and ordered home; Paymaster J. G. Hobbs has been ordered to the New-Hampshire to relieve Assistant Paymaster T. J. Cowle, who will continue his duties as commissary of the ship; Ensign R. T. Mulligan has been ordered to the Bureau of Navigation.

The first class of Naval cadets graduated in the following order and have been assigned to duty as designated: F. N. Kress, to the Brooklyn, for duty on the European station; George Reed, to the Atlanta; William H. G. Bullard, to the Atlanta; W. A. Edgar, to the Brooklyn; J. W. Oman, to the Atlanta; W. L. Dodd, to the Brooklyn; W. H. Foust, to the Juniata; Philip Andrews, to the Brooklyn, for duty on the European station; W. H. Caldwell, to the Brooklyn, for duty on the European station; R. R. Tasker, to the Brooklyn; R. M. Stirme, to the Brooklyn; F. W. Jenkins, to the Atlanta; H. K. Hines, to the Vandalia; George P. Cooper, to the Vandalia; H. E. Rumsey, to the Brooklyn, for duty on the European station; E. T. Witherspoon, to the Brooklyn; K. V. D. Johnson, to the Juniata; George E. Hawk, to the Juniata; J. T. Griswold, to the Brooklyn, for duty on the European station; J. T. Mecklnan, to the Vandalia; C. C. Billings, to the Tennessee; S. S. Wilcox, to the Vandalia; J. G. Berry, to the Juniata; D. A. Young, to the Tennessee.

ADMIRAL JOUETT'S PROMOTION.

WASHINGTON, June 10.—Rear Admiral James E. Jouett has been detached from command of the North Atlantic squadron and ordered to duty as president of the Inspection Board, with headquarters at Washington. No officer has yet been selected to command the squadron, but a detail will be made before the squadron sails from New-York.

Admiral Jouett succeeded Rear Admiral Luce in command of the North Atlantic fleet in the fall of 1884. His rank was then Commodore, but he was made Acting Rear Admiral. He was promoted to be a Rear Admiral a few weeks ago, subject to examination. Since his promotion it has been an understood thing that he was to be relieved from the command of the North Atlantic fleet and made a member of the Board of Inspectors, a place on the Board being kept open for him.

It is rumored that Commodore Brain or Rear-Admiral Luce will be ordered to the command of the North Atlantic squadron.

THE PIGMAN COURT OF INQUIRY.

WASHINGTON, June 10.—The Pigman court of inquiry, which has been in session on board the Tennessee at New-York, closed to-day. The members of the court will meet on board the Minnesota to-morrow to sign their report. Mr. Pigman, when executive officer of the Tennessee, was reported by Admiral Jouett for lack of ability in his position. The Admiral stated in his report that the crew of the Tennessee was in a condition bordering on mutiny owing to the manner in which Mr. Pigman discharged his duties.

POSTMASTERS NOMINATED.

WASHINGTON, June 10.—The President sent the following nominations to the Senate to-day: Postmasters—George D. Stanton at Stonington, Conn.; David Lutz at Slatington, Penn.; William R. Joline at Long Branch City, N. J.; Robert H. Taylor at Wilmington, Del.; B. S. Martin at Jerrell, Tex.; Reuben Stamey at Crestline, Ohio; Jacob Wesner at Hicksville, Ohio; John D. Thompson at Mount Vernon, Ohio; Samuel S. Clayton at Ada, Ohio; Cornelius A. Gallagher at Cheboygan, Mich.; Peter H. Mayo at North Springfield, Mo.; Gilbert P. Hall at Pendleton, Cal.

The Postmaster-General to-day appointed among others the following fourth-class postmasters:

Pennsylvania—At Reading, Mrs. Lizzie Adams.
New-York—At Hill Rock, Michael D. Quigley.

AGRICULTURAL DEPARTMENT CROP REPORT.

WASHINGTON, June 10.—The crop report of the Department of Agriculture makes the area of spring wheat nearly the same as last year, about twelve million acres. Winter wheat is not so promising as on May 1. A slight decline in condition is reported in the West and the low condition of the Southern crop is still more reduced. Yet the average is only reduced two points, from 94.9 to 92.7. In the South it has been affected with rust, shrivelling the grain harvested. There has been injury from drouth in Texas, rains and floods in Ohio, and hail storms in Missouri. The prospect is good for a small fraction above twelve bushels per acre. Rye has also declined from a general average of 95.7 to 94.4 during the last month. The barley acreage has been increased 3 per cent and condition averages 100; last year in June, 89. The large acreage of oats in 1885 has not been extensively increased. The increase will approach half a million acres. Condition averages 96 against 94 in 1885. The tendency to increase the area of cotton has been checked in the eastern States of the cotton belt. The net increase is about 250,000 acres, an advance of 1¼ per cent. The record stands: Virginia, 99; North Carolina, 100; South Carolina, 99; Georgia, 98; Florida, 103; Alabama, 99; Mississippi, 102; Louisiana, 102; Texas, 107; Arkansas, 102; Tennessee, 101.

THE LEGISLATIVE BILL IN THE HOUSE.

"OBJECTOR" HOLMAN OVERRULED—A WARM DEBATE.

WASHINGTON, June 10 (*Special*).—Extremely earnest were the efforts of Mr. Holman to-day to evade the rule of the House which forbids legislation upon an appropriation bill, but they failed completely and to-night the Indiana statesman will lay his sleepless head on his pillow and mourn over the evil times upon which this country has fallen. He had prefaced the Legislative bill with a statement that the sums appropriated by the bill are "in full compensation for the service," etc. Against the words quoted Colonel Morrison raised a question of order, on the ground that they contemplated a change of existing law, inasmuch as further on the bill undertakes to increase and diminish salaries and offices. The debate between Mr. Holman and Colonel Morrison was warm, and it greatly amused the House. The two men stood facing each other in a narrow aisle, both gesticulating violently, both talking at the same time, and each trying to drown the other's voice. The Democrats gathered around the disputants and the Republicans went over in a body to enjoy the fun, which lasted a full half hour. The Republicans were greatly edified by this and other exhibitions of Democratic harmony in the course of the afternoon. The debate on the question of order consumed several hours, and then Mr. Blount, who was presiding over the Committee of the Whole, overruled Mr. Holman. Among those who opposed Judge Holman was Mr. Randall. It was generally agreed that in order to be consistent Chairman Blount must rule out of order the proviso attached to the appropriation for the salaries of the Civil Service Commissioners and their clerks, etc., when that item shall be reached, but there were some who doubted this and expressed the opinion that the shrewd and skilful parliamentarian, Samuel J. Randall, knew what he was doing when he upheld Colonel Morrison's point of order to-day. Judge Taylor, of Ohio, thoroughly exposed the nature of the proposed limitation upon the appropriation for the Civil Service Commission by offering and discussing an amendment providing that none of the money to be appropriated for the salaries of Senators shall be available until the Senate shall have confirmed Matthews, whom the President has nominated for Recorder of Deeds for the District of Columbia, in place of Frederick Douglass. Either proposition, he said, was both a threat and an offer of a bribe. A careful examination of the bill discloses the fact that its framer has attempted to legislate into permanent places a dozen or more clerks and other employes of the House. This attempt seems likely to be frustrated by the rulings of the chairman of the Committee of the Whole upon points of order raised by other Democrats. Only ten of the 106 pages of the bill were passed by the committee to-day, but it is hoped that more rapid progress will be made hereafter.

THE AGRICULTURAL APPROPRIATION BILL.

WASHINGTON, June 10 (*Special*).—The Senate to-day passed the Agricultural bill, though not until after an interesting debate on some of the items. In advocating the item making an appropriation to continue the ornithological work of the Department, Mr. Miller referred to the ravages of rice birds and sparrows. The rice birds, he said, caused a loss equal to $7 an acre on all the rice crop of the United States. The ravages of the English sparrow, he added, were very much worse than those of rice birds, and amounted to many millions of dollars a year. The sparrows were rapidly on the increase. The item of $5,000 to be used in connection with an appropriation of $6,000 made by the Oregon Legislature to sink artesian wells to reclaim arid lands was opposed by Mr. Beck, Mr. Chace and others. Mr. Chace said it should be called an appropriation to bore into the United States Treasury. Mr. Beck said the experiments of this kind had resulted in no good. Mr. Teller and Mr. Dolph pointed out the great benefit that would follow if the arid lands could be reclaimed in this way. It was finally agreed that the experiment should be tried on Government land, which is to be withheld from sale in case of success until further legislation by Congress. There was a small tariff debate on an item providing for the purchase of machinery for use in experimenting with sugar cane. As reported by the committee it was provided that the machinery must be of American manufacture. Mr. Beck, Mr. Vance and other free-traders immediately attacked this clause and moved to strike it out. They wanted the Government to have the privilege of purchasing it abroad. Some of these free-traders were surprised because Mr. Salisbury, of Delaware, another free-trader, defended the provision, and spoke of the great merits of American machinery. Mr. Miller then caused a smile to go round the chamber by explaining that the provision requiring the machinery to be purchased in this country was put in at the request of Mr. Gray, of Delaware. He said that he supposed Mr. Gray wished to earn the apparent inclination of the Administration to favor foreigners at the expense of American mechanics. He intimated he could explain further the sudden conversion of his friend on the part of Mr. Salisbury by stating that the manufacturer who expected to sell the machinery if this clause was retained lived in Delaware. With this explanation the Democrats relaxed their opposition and the bill passed as reported.

CONGRESSMEN AS RAILROAD ATTORNEYS.

WASHINGTON, June 10 (*Special*).—Mr. Beck's bill to prohibit members of Congress from accepting retainers or employment from railroad companies which have received land grants or pecuniary aid from Congress was passed in a surprisingly short time to-day by the Senate. The bill was not referred to any committee, and when Mr. Beck called it up to-day Mr. Edmunds, who occasionally appears before the Supreme Court in behalf of such corporations, asked that the bill be referred to his committee. Mr. Beck said that he preferred to see the bill voted down at once rather than be sent to any committee. Mr. Edmunds then proposed that it be referred to the Finance Committee, of which his colleague, Mr. Morrill, is chairman. Mr. Beck remarked that would not better the matter any. Then Mr. Edmunds moved that it be referred to the Committee on the Judiciary, but the motion was rejected by a vote of 21 yeas to 23 nays. The bill was then passed without reference to any committee, a very unusual proceeding. Only eleven members voted against the bill as follows: Brown, Cameron, Dawes, Edmunds, Evarts, Hoar, Morrill (Oregon), Riddleberger, Sewell, Sewell and Teller. Later in the afternoon Mr. Hawley, who voted for the bill, moved to reconsider the vote by which it was passed. The motion is still pending. Mr. Edmunds and some others are at work in hopes of yet defeating the bill.

THE NICARAGUA SHIP CANAL BILL.

WASHINGTON, June 10 (*Special*).—Mr. Edmunds to-day introduced a bill to incorporate the Maritime Canal Company for the purpose of constructing a ship canal by way of the Lake Nicaragua and San Juan River. This is the same proposition which was defeated in the last Congress through the hostility, as charged by Admiral Ammen, of the Eads Company, and the Arthur Administration. The preamble to the bill recites that a valuable concession for the construction of the canal can be obtained from Nicaragua whenever the company can satisfy the Government of that country that it has the ability to construct the work. It does not propose any guarantee by the United States Government. The capital stock is to be not less than $50,000 nor more than 1,000,000 shares of $100 each. The incorporators are Frederick Billings, Charles P. Daly, A. L. Holenkiss, Francis A. Stout, Daniel Ammen, William L. Merry, Horace Davis, Edward F. Beale, James H. McMullen and Shepard Homans. The principal office is to be in New-York. There are to be eleven directors, and the United States Government and the Nicaragua Government are each to have the right to name a director. The aggregate of all charges for tolls is not to exceed $2 50 a ton. The United States is to exercise such control as may be provided by treaty with Nicaragua, and it shall upon payment of one-half the customary rates have the unobstructed use of the canal. The projectors claim that they can raise the money to build this canal if they are given a charter. There is apparently no probability of the passage at this session of the Edmunds bill.

OPEN EXECUTIVE SESSIONS.

WASHINGTON, June 10 (*Special*).—Mr. Riddleberger, whose manifest zeal on the question of open executive sessions has rather embarrassed its friends, brought the matter up to-day again in the Senate. He insisted on having a vote on it, regardless of rules or understandings. Mr. Morrill said it had been generally agreed that a vote should be taken when the railroad forfeiture bill had been disposed of. Mr. Riddleberger said that he wanted the question settled at once whether the body was an American House of Lords or a United States Senate. A vote was then taken on the motion calling the bill up for consideration, and it was rejected by a vote of 5 yeas to 33 nays.

WASHINGTON NOTES.

WASHINGTON, Thursday, June 10, 1886.

CLAIMS BEFORE CONGRESS.—Senator Hoar to-day introduced a bill providing that whenever any bill shall be pending in either House of Congress providing for the payment of a claim against the United States, or for a grant, or gift or bounty to any person the House in which the bill is pending may refer it to the Court of Claims for ascertainment of all the facts in the case and report the room.

APPOINTMENT.—Land Commissioner Sparks has appointed "Captain Jack" Crawford, of New-Mexico, captain of the abandoned Fort Craig Military Reservation in New-Mexico vice R. Aiello, resigned. It is understood that Crawford will soon join General Miles, as chief of scouts, in his campaign against the Apaches.

CONSUL RESIGNS.—Frederick Ellison, of Indiana, who was recently appointed and confirmed as United States Consul at Asuncion, Paraguay, has tendered his resignation to the Secretary of State, and it has been accepted. Mr. Ellison explains his action by saying that since his confirmation by the Senate he has understood from friends that Asuncion is an unhealthy place, and that he would probably not live over two or three weeks if he went there.

APPRAISER APPOINTED.—The President to-day appointed W. A. Dwyer, of Arkansas, to be appraiser of the right of way of the Southern Kansas Railroad through the Indian Territory vice Davidson Dickson, declined.

ADMIRAL JOUETT'S PLATE.—Acting Secretary Fairchild has informed the Collector of Customs at New-Orleans that there is no provision of law whereby free entry can be granted to certain packages of silver plate, etc., which were presented to the captains and officers of the United States ships Tennessee and Galena and Rear Admiral Jouett by the Harrison Line in recognition of meritorious services rendered in March last to the steamer Historian of that line.

CATHOLICS IN THE NAVY.—At this, the last day's session of the Society of St. Vincent de Paul, a report recommending that the attention of Cardinal Gibbons be called to the importance of having Catholic chaplains in the United States Navy, as about three-fourths of the marines were Catholics, was adopted.

THE GENERAL ARMSTRONG.—The President sent to the Senate to-day a letter from the Secretary of State submitting a statement in regard to the payment by the Department of State of the claims of the captain, owners, officers and crew of the private armed brig General Armstrong, growing out of the destruction of that vessel by the British in September, 1814. The Secretary says that the Department has disbursed $34,342 48 of the $70,730 authorized by Congress to be paid the claimants and he suggests that a act be passed authorizing the Secretary of State to close the distribution of the fund by giving a final notice of six months to claimants.

NOMINATION REJECTED.—The Senate in secret session to-day rejected the nomination of Posey S. Wilson to be Assayer of the Mint at Denver, Col. It was said that the Judiciary Committee reported adversely the nomination of Solicitor-General Goode.

THE CABINET DISCUSSING THE FISHERIES.

WASHINGTON, June 10 (*Special*).—The bills which have been accumulating in the hands of the Committees on Unrolled Bills in the two houses were delivered to the President to-day. Among them were the Dingley Shipping bill and over 100 pension bills. Altogether the President has now on his table 249 bills which will have to be disposed of in the next ten days. He has already sent to Pension Commissioner Black for information in regard to the pension bills. Complaint is made by members of Congress that the President does not ask for the information in possession of the Pension Committees which reported the bills, but relies wholly on the Pension Office, although in many cases the committees have evidence not in possession of the Pension Office. A Cabinet meeting was held to-day, Secretary Endicott being the only member absent. The fishery question was under discussion, but for some unexplained reason no member of the Administration seems to be willing to give any information as to what is being done with it. Senator Frye, who has much interest in the question, said to-day that he was unable to ascertain what the Administration was doing. The Cabinet was in session for some time, and it is understood, from a remark dropped by one of the Secretaries, that the question of taking advantage of the provisions of the Shipping bill now in the President's hands, so as to deny to Canadian vessels privileges which their country denies to American vessels, was brought up at the meeting. No decision was reached. It is probable, however, that the President will sign the bill without delay.

GOOD LAW, REASON AND LOGIC.

To the Editor of The Tribune.

SIR: In your issue of Sunday, June 6, Mr. Albert Griffin attacks the Prohibition platform adopted at Newark, N. J., as being infamously wicked, asserting that the man who wrote it could not have known its meaning. I was chairman of the Platform Committee and desire to state our views. The following is the clause attacked:

"That it is good law, reason and logic, that all who aid, abet, procure, hire, counsel or in any way assist in the commission of a crime are guilty of the crime though not present at the commission thereof, and therefore we affirm that all who license, or in any way favor the continuance of this traffic, and all legislators which license, or, and all political parties which license or protect it, are equally guilty with the men who carry on the traffic, and we pledge ourselves to the liquor crime and 'equally guilty' with the men who carry on the traffic."

None of the objections to the resolution have shown wherein it is not sound. They simply denounce it as rotten. The Prohibitionists contend that the liquor traffic is a great crime, sanctioned and protected by law. That its suppression is the supreme political as well as moral question of the day, and that to other political organizations—but to the Prohibition party—belongs the whole blame. Granted, then, that the "equally guilty" charge is absolutely true, that follows as a sequence. Those who object to the "equally guilty clause" must deny that the liquor traffic is a crime. All that the "equally guilty" clause asserts is that those "who vote for parties which license, or for parties which will not declare for prohibition (where there is a prohibition party), are equally guilty with the men who carry on the traffic." If the man who carries on the traffic under license is guilty of no moral crime, the no harm is done by those "equally guilty," and no one need expect to be acquitted with the real author. But if the liquor traffic is a crime, then it follows as a sequence from the proposition that all who do not aid, abet, or by their policy contribute to the continuance of the traffic, must be made responsible for the traffic. It is the sound men who must bear the brunt of the battle. Those who make it know that if there were but a few hundred more sober men in the country the traffic would be abolished. It is the sober men who will give the largest percentage per annum of the gross receipts of any company or corporation." It is no sign before this Excellency that the effect of this amendment of the existing law will be to enable the corporation holding the license to substantially lease the license to a small man in another corporation, paying to the city only on the gross receipts of the original company, which will be the rental received.

By chapter 217 of the laws of 1872, the Brecker Street and Fulton Ferry Railroad Company was required, in lieu of all other charges, to pay annually into the city treasury "1 per cent of the gross receipts of said company." The Brecker Street and Fulton Ferry Railroad Company subsequently leased its line to the Twenty-third Street Railroad Company for ninety-nine years, the Twenty-third Street company agreeing to pay the bondholders interest at 7 per cent on $700,000 bonds and the stockholders 10 per cent annually on $300,000 worth of stock. In other words, by the terms of the lease, $60,000 is to be paid annually by the Twenty-third Street Railway Company to the Brecker Street Railroad. Since the date of the lease nothing whatever has been paid by the Brecker Street and Fulton Ferry Company. It is perhaps unnecessary to add that the two roads are substantially under the same control. Mr. Jacob Sharp is the president and Mr. Thomas H. McLean is the secretary of both roads respectively.

Mr. Raymond then gives an account of the legal steps taken by the city to compel the Brecker Street road to pay what it owes the city.

THE CHARITY ORGANIZATION SOCIETY.

The Central Council of the Charity Organization society met at No. 21 University place on Wednesday. The secretary's report for the month showed expenditures, $22,215; contributions, $1,190; reports received from charitable societies, 1,100, from district agents, 950; from private individuals, 314; cases sent in for investigation, 802; begging impostors arrested and committed, 430. Charles R. Kelleg, the organizing secretary, was appointed delegate to attend the National Conference of Charities and Correction at St. Paul, Minn., on July 13.

INSURANCE COMPANIES CENSURED.

About twenty delegates representing the United Insurance League met in Clarendon Hall last night and continued the work of a heated discussion of the abuses perpetrated by insurance companies upon the solicitors in their employ. It is alleged that the league is being boycotted by the companies and any solicitor known to belong to it is promptly discharged; therefore the many members are generally required to keep their affiliation secret, for those already been discharged have nothing to fear. The practices followed by the companies of taking from a solicitor his business he has secured and giving it among new men formed the chief topic of the discussion last night.

SUICIDE OF A FRENCH BARBER.

The janitor of the Shelbourne Flats, at No. 258 West fifty-third, found the body of a man in the front steps of the building yesterday morning. There was a bullet hole in the man's head and a pistol lay on the steps. The body was recognized as that of Gerard Gelin, a French barber, whose home was at No. 254 Ninth ave. Gelin was a drunkard and had neglected his family, and frequently quarrelled with his wife. Last week he hired a room in a lodging house in Ninth ave. On Wednesday he called on his landlord and only forty cents in his pockets, when he killed himself, and his family are in need of money.

STOLE HER HUSBAND'S MONEY AND LEFT HIM.

Paul Misbach and Margaret Christof were tried in the Court of General Sessions yesterday on a charge of bringing stolen goods into the State. Mrs. Christof is the wife of John C. Christof, of Camden, N. J., and she ran away from her home to join Misbach, who had formerly lived with her, in this city. She took household goods and money aggregating $70 from her husband's home. Some of the articles were pawned, but as the defendants were arrested on the New-Jersey side of the river, Judge Cowing held that the crime had not been committed in this city, and he directed the jury to acquit the defendants. Christof took his wife home again with him.

TROUBADOUR AND TREMONT.

HOW THEY WON AT SHEEPSHEAD BAY.

THE SUBURBAN HANDICAP CAPTURED EASILY—A FLYING TWO-YEAR-OLD COLT.

It was a lively measure that Troubadour led in the Suburban Handicap at Sheepshead Bay yesterday—much too gay and fast for the nineteen that followed in his footsteps. A handsome score they were that danced and curvetted before Captain Conner at 5 o'clock—graceful, fiery, full of life and dash and courage. With only a short delay the seasoned veteran of many a turf contest let his flag fall and off shot the twenty for the breathless rush of a mile and a quarter. The bright silks of the jockeys shifted and changed as they were hurried on by the rapid hoof beats, but it was not long before a cherry jacket with a blue cap had taken a lead that made the backers of other colors gasp and pant, while a great bay colt with restless stride bore on to victory. He was Captain "Sam" Brown's Troubadour, the four-year-old son of Lisbon and Glenluine, a fellow of magnificent muscles, of immense power, easy action, and a speed that was exceedingly discouraging to the nineteen other animals in the race. The farther they ran the wider the gap opened by the superb son of Lisbon, and when he cantered home the winner by six lengths, nineteen weary, melancholy and disgusted thoroughbreds came straggling after him.

Troubadour won as easily as Pontiac won last year, though he carried thirteen pounds more than the black English colt had on his back. It was a masterly achievement and executed in so complete, symmetrical and finished a style as to make glad the heart of every true lover of the turf who saw it. Not the least fault could be found with any part of it. All was beyond and above criticism. Troubadour was an uncertain colt last year, winning some brilliant victories and sustaining some distressing defeats. In the Suburban he went beyond his previous limit of achievement, and if he continues to run after the fashion of yesterday the laurels of the most famous and successful of American racehorses will begin to shiver.

But the enthusiastic turfman who did not see the race will naturally ask, "How about Lizzie Dwyer, Joe Cotton, Ban Fox and Favor, from whom every one expected so much?" Where are the snows of last winter? The reputations of these previously esteemed and honored racehorses have gone the same road. There is no excuse or apology to be made for any or all of them. It is true that the track was heavy from the rain of the previous night. But really good racehorses run well on all tracks. Troubadour does and it must now be tearfully admitted that the four animals just mentioned are not in the same class with "Sam" Brown's great colt. All four of them got a satisfactory start. Joe Cotton Ban Fox and Favor did not seem to have their sea legs on. It was a dim and distant view that they caught of Troubadour after the engagement was begun in earnest, and their feeble efforts were at extremely long range. Lizzie Dwyer tried bravely to save the day for three-quarters of a mile, and then she found the task too bulky. The souls of "the California party" sought their boot-heels with gloomy rapidity when all the gesticulations and propulsions of white-headed Hughes could not succeed in forcing Ban Fox into the first dozen horses, and at the backstretch the stinging lash scored the unfortunate E. F's flanks again and again. A great deal of genuine, substantial, every-day money was lost on Ban Fox. Ditto of Joe Cotton. True also of Favor and Lizzie Dwyer. The long and short of it is that Ban Fox, Joe Cotton and Favor made a miserable mess of their racing and covered themselves with shame as with a garment.

But how "Jimmy" McLaughlin did toil and strain and push on Richmond! And he got second place, too. No other jockey could have done it with that colt. Savannah was at Richmond's neck and Himalaya at Savannah's throat. But Troubadour was far ahead of all of them.

Captain Conner was greatly praised for his excellent work as starter for the Suburban. He consented to hold the flag as a favor to the club and deserved the gratitude of every one. Mr. McDowell, who started the other races, is sadly out of place. Racing is the most doubtful and exasperating of lotteries when McDowell gives the word.

The Dwyers' black colt Tremont won the Foam Stakes as easily as Troubadour won the Suburban. He is a tall, narrow, raking son of Virgil, who has now won three stakes in succession, and who shows speed equal to that of Virgil's greatest son Hindoo. Whether Tremont will prove peerless at all distances as Hindoo did is uncertain, but the Dwyers have a United States mint in him for the two-year-old stakes.

That useful colt Dry Monopole won the Green Grass Stakes for the bookmakers, Emery & Cotton, Inspector B. running second and Walter H. third. Walker H. seriously disappointed the experts, who expected better things of him. This race was run on the new turf course in good time and in a manner highly satisfactory. A complaint was made that Dry Monopole fouled Inspector B, but there was no sense in it and it was not sustained. Inspector B carried seven pounds more than Dry Monopole. Otherwise D. M. would not have come in first. Quito, Bess, The Bard and Lansdowne did some amazingly poor running in the Green Grass. Perhaps the turf does not suit them. Or, perhaps, they were not in the humor. All of them were supposed to be rapid.

The first two races fell to extreme outsiders.

No auction or French pools were sold, but the bookmakers did an enormous business. Troubadour had been heavily backed, but most of the bookmakers won heavily on the Suburban nevertheless. Ban Fox was big money for them. So were others. And on the first, second and sixth races they took out huge nuggets.

The crowd of spectators was prodigious. How they all got there is a mystery. How they all got away is incomprehensible. Every one was in high spirits. Almost every one lost money to the bookmakers, but the whole multitude was out for a good time and had it. Following are the details of the racing:

FIRST RACE—ALL AGES. PURSE $450. FIVE FURLONGS.

G. W. Jennings's br. f. Anchora, by Alarm—Wagnesbaine, 4, 107 lbs. ..... (Garrison) 1
Kittson's ch. f. Refrain, 3, 102 ..... (Bender) 2
J. Donohoe's b. g. Welsh Lady, 5, 117 ..... (Brown) 3
Rahe's br. c. Saxony, 3, 107 ..... (Taylor) 0
Spellman's b. m. Straightway, aged, 120 ..... (McLaughlin) 0
Mr. Lorillard's ch. c. Alcyone, 3, 107 ..... (Murphy) 0
Mr. Daly's ch. c. Pat Dennis, 3, 117 ..... (Fitzpatrick) 0
Sanford's ch. g. Will Martin, 4, 104 ..... (Gallagher) 0
Alger's b. g. Gen Thompson, 6, 117 ..... (Garner) 0
Roberts's br. c. James A., 4, 110 ..... (Littlefield) 0
Daly & Hall's b. m. Patronage, 4, 104 ..... (Caldwell) 0

Time—:59¾.

Betting—Strathspey 7 to 5, Saxony 6 to 1, Refrain 7 to 1, 10 to 1 against the others.

Pontiac, Chicago, Sailor and Diamond were withdrawn. Alcyone got much the best of a scrambling start and with ease kept in the lead the whole way, winding by three length, Refrain second, one length before Welsh Lady, third. Alcyone's time, considering the slippery track, shows no speed. Inclusive of Saturday, Sept. 5, 1885, Alcyone has run four times, and in no contest is she with Alcyone the same horse. She has been beaten, the brewmaster gay, 30 to Alcyone's 10 lengths, while the others set 25 to 1 at the close.

SECOND RACE—SPECIAL WEIGHTS. $325 EACH. $750 ADDED. 1⅛ MILES.

B. Kahn's br. g. Bonnan, by Highlander—Highland Mist, aged, 4, 118 ..... (Hogan) 1
Elliott's b. g. Pericles, 4, 91 ..... (Lyle) 2
Cassidy's b. g. Jacques, 6, 97 ..... (McKee) 3
Steinger's ch. h. Tremont, 4, 87 ..... (Kiley) 0
J. H. Wright's b. f. Tod, 4, 93 ..... (Williams) 0
Brown's b. g. Huron, 5, 91 ..... (Olivera) 0

Time—1:56¾.

Betting—Tod 6 to 5, Pericles 2 to 1, Jacques 3 to 1, Bonnan 15 to 1, Huron 20 to 1, Tremont 25 to 1.

Bonnan, Gen Cook, of Chesapeake, Inca, and the Glengarry colt Fisher getting were withdrawn. Tod was first away but Pericles quickly took first place and kept it winning by four lengths, Jacques second, six lengths before Bonnan, who was a length before Tremont. The self track practically crippled Tod and Jacobus.

THIRD RACE—FOAM STAKES FOR TWO-YEAR-OLDS. $25 EACH, $1,000 ADDED. FIVE FURLONGS.

Dwyer Bros' blk. c. Tremont by Virgil—Anole. Fly, 115 lbs. ..... (McLaughlin) 1
R. W. Walker's ch. f. Queen of Elizabeth, 112 ..... (W. Donohue) 2
Appleby & Johnson's b. c. Omen, 115 ..... (Caldwell) 3
Gainey & Cotton's ch. c. Nightingale, 115 ..... (Fitzpatrick) 0
Appleby & Johnson's ch. c. Kingdom, 115 ..... (Hayward) 0
W. L. Scott's ch. c. Rudolf, 115 ..... (Pendergast) 0
A. Belmont's ch. c. Alarie, 115 ..... (P. Fitzpatrick) 0
Lorillard's b. g. Drake, 112 ..... (Shepard) 0
Carolina Stable's ch. f. Hawken, 112 ..... (Hilzer) 0
J. Walker's ch. c. Nil Desperandum, 115 ..... (Murphy) 0

Time—:23¾.

Betting—Tremont 1 to 2, Queen of Elizabeth 6 to 1, 10 to 20 to 1 against the others.

Tremont was first off with a running start and led to the end under a hard, winning by six lengths, Queen of Elizabeth second, a length before Omen, who was three lengths before Nightingale, the others being badly scattered.

FOURTH RACE—SCHUYLER HANDICAP. $100 EACH. $2,500 ADDED. ABOUT 1⅛ MILES.

S. S. Brown's br. c. Troubadour, by Lisbon—Glenluine, 4 years, 115 pounds ..... (Fitzpatrick) 1
Dwyer Brothers's c. Richmond, 5, 110 ..... (McLaughlin) 2
C. P. Morris's ch. c. Savanac, 6, 106 ..... (Hayes) 3
Freeman's stable's br. h. Himalaya, 5, 112 ..... (Blythe) 0
Woodward's g. h. Barnum, aged, 109 ..... (Garrison) 0
Cassidy's ch. c. Joe Cotton, 4, 117 ..... (Henderson) 0
Sunnyside stable's ch. g. Royal Arch, 6, 100 ..... (W. Donohue) 0
Cottrell's ch. f. Lizzie Dwyer, 4, 114 ..... (Murphy) 0
Fairfax stable's ch. f. Finesse, 4, 113 ..... (Barbee) 0
W. L. Scott's ch. f. Clarity, 5, 97 ..... (Williams) 0
Keene's ch. c. Spendthrift, 4, 97 ..... (Littlefield) 0
Hebert's b. h. Marquand, 6, 108 ..... (Hayward) 0
W. L. Scott's ch. f. Florence Fonso, 3, 93 ..... (Mahon) 0
J. R. Hazzins's b. c. Ben Fox, 3, 105 ..... (Hughes) 0
G. H. Morris's b. c. Favor, 4, 107 ..... (Spellman) 0
J. Dwyer & Co's ch. c. Tremont, 4, 110 ..... (Olivera) 0
Kelsey's b. f. Bonnie, 4, 97 ..... (Bergen) 0
Metzger's b. g. Setter, 5, 99 ..... (Johnson) 0
Livingston's b. f. Dolaware, 5, 90 ..... (Rivers) 0
Richmond's b. m. Springbird, aged, 94 ..... (Littlefield) 0

Time, 2:12¾.

Betting—Lizzie Dwyer 4 to 1, Troubadour 5 to 1, Joe Cotton 5 to 1, Favor 6 to 1, Fairfax 8 to 1, Royal Arch 10 to 1, Himalaya 15 to 1, Acclaim 20 to 1, Springbird 20 to 1, Rich