THE GREAT HARLEM CANAL.

GENERAL NEWTON'S CURIOUS OVERSIGHT.

DILEMMA OF A CONTRACTOR—DIGGING ACROSS DYCKMAN'S NECK—AN ENGINEERING PROBLEM.

The beginning of actual work on the great Harlem Canal last week has made prominent a fact which does not add much lustre to the official career of General John B. Newton as Commissioner of Public Works of this city. New-Yorkers refer with pride to the fact that Broadway is the finest street in the world. They speak of it as beginning at the Battery and ending at Albany 150 miles up the Hudson River. There may be some ignorant people who live on it who still call it the old Albany Road, or the Kingsbridge Road, but to the metropolitan it is Broadway clear up to Albany. Plans for its widening and grading so as to make it in keeping throughout with its well-paved southern end are constantly going on in the minds of this city's public officials. Work on it also is constantly going forward. Sometimes when the appropriations run short the work slackens up, but at least once a year, usually just before election time, large gangs of men are put to work on this grand street, and the broadening and grading goes on with prodigious strides.

The last contract given out includes that part of Broadway called the Kingsbridge Road and the work of improving it will be pushed vigorously next year when the Presidential election will open a way to the employment of many men. The great street will cross the great canal just south of Kingsbridge, not far from the Harlem. The line of the canal is at present Dyckman's Creek, a shallow, narrow stream. When General Newton let the work to the street contractors, the contract called for a bridge over "Dyckman's Creek," having a forty-foot span and to cost $10,000. Instead of such a small affair as this shallow tidal stream to cross, the unhappy contractor finds himself face to face with a huge canal 350 feet wide over which he must throw a bridge having a draw 100 feet wide. It will cost him nearer $100,000 than $10,000. General Newton as head of the Government engineers having the Harlem Canal in charge, had better opportunity than any one else in the country for knowing that such an estimate was, to use the language of a Harlem contractor, "a ridiculous and indefensible oversight."

WHAT THE CONTRACT REQUIRES.

The contractor who is to dig the great ditch across Dyckman's Neck is John Satterly. His contract requires that he shall excavate not less than 20 000 cubic yards a month. It is estimated that in the stretch from Johnson's rolling mill, where the canal leaves Spuyten Duyvil Creek across the Neck to the Harlem, striking the latter stream in the salt meadows about a quarter of a mile east of Kingsbridge station, there will be 275,000 yards of material to be excavated, of which only about 20,000 yards only are of earth, the rest being solid rock. Under his agreement with the Government Mr. Satterly is to receive 93 cents a cubic yard for all excavations above mean low water, and $1 15 a cubic yard for all below mean low water.

The contractor had twenty teams at work all this week, and is pushing his contract forward vigorously. Brand new white pine shanties for his workmen and rude stables for his horses now dot the picturesque slope of the big hill back of Kingsbridge Village and cause wondering comment on the part of the passengers who flash up and down the Harlem on the Hudson River and New-York and Northern Railroads. Picks and shovels have made a fine opening on the banks of Spuyten Duyvil Creek opposite the rolling mill. The timber has all been cleared away and the dirt is being hauled across the Neck and dumped into the meadow on the Harlem side of the hill on ground leased from J. M. Dyckman for the special purpose of being used for a dumping ground.

Mr. Satterly has until June, 1889, to complete his contract. The canal across the Neck will be 350 feet wide with a depth of eighteen feet at mean low water. Where it runs in the bed of the Harlem or of Spuyten Duyvil Creek it will be 400 feet wide. At high tide the water will be about twenty-four feet deep. The engineers are curious to know what will be the effect of the current on the canal, the mean low water level being two feet higher than at the East River end of the bridge than at the Hudson River end. They confidently count, however, on a good "scouring" current of four or five miles an hour.

PECULIAR ENGINEERING FEATURES.

This great work is in charge of Lieutenant-Colonel Walter McFarland, U. S. A., who has general supervision of all the Government improvements around New-York harbor. The immediate work on the Canal is under charge of R. H. Talcott, George McTaylor, E. Goodwin and C. T. Middlebrook, jr. The engineers are located in a little brown building overlooking the Harlem meadows on the south side of the Kingsbridge road. They have found the engineering features of the undertaking easy with one exception. How to get a sound bed for the Canal through the soft black mud of the meadows by the rolling mill. Soundings have shown the mud to be from seventy to 100 feet deep and through this the canal will have to be put for three-quarters of a mile. Just how to get a solid bottom in sticky ooze is testing the abilities of the engineers to the utmost. So far they see no way out of the trouble. It has been suggested that bundles of osiers forced down and rock thrown on them might make a suitable channel in the end.

INCREASE OF PROPERTY VALUES.

The effect of putting through the Canal will be to make the land adjoining it immensely valuable. One who will profit more than anybody else is the venerable J. M. Dyckman, whose ancestors settled on the Harlem when New-York was a trading post of Dutchmen just over from Holland. It has been a sometime coming but the march of improvement has made the family wealthy at last and caused the present members to bless the wisdom of their old Knickerbocker ancestor when he picked out his home at Kingsbridge. Of the thousands of acres that he pre-empted Mr. Dyckman still has eighty acres in his possession. Eighty acres in New-York city is a modest little property, Mr. Dyckman's neighbors think.

There has been heard some bitter criticism of the Dock Department because of its action in leasing a large part of the meadow around its One-hundred-and-fifty-fifth-st. station to the Manhattan Elevated Railroad for a ten years' term, with a privilege of two renewals. This privilege of thirty years occupancy of what will be extremely valuable water front on the Canal, it is asserted, was obtained for an entirely inadequate consideration.

SINGING TO AID A WORTHY FAMILY.

A well-filled house testified to the interest of a large number of people in the benefit concert given last night in Chickering Hall to the family of William H. Pratt, a musician of this city who died in South America last July under painful circumstances. The programme throughout was well sustained by the musicians who volunteered their services, and who each received merited applause. Dr. Smith N. Penfield, the organist of the Broadway Tabernacle, was the musical director. The singers who assisted were: Mrs. Emma Watson-Doty, soprano; Miss Marie Groebl, mezzo-soprano; Miss Marie Weed, contralto; V. H. Lindau, tenor; H. B. Phinny, baritone; Carlos Hasselbrink, violinist, and Mrs. Clara E. Thoms, pianist.

A THIEF WHO IS ALMOST A BRUTE.

A bold attempt at robbery occurred yesterday morning in Lafayette-ave., Brooklyn. Mrs. J. K. Tefft, of No. 166 1-2 Clinton place, left home about 10 o'clock to go to the post office. She was accompanied by a lady friend. When near Vanderbilt-ave. two young men ran up to the ladies and one of them seized the purse which Mrs. Tefft carried in her right hand. She held on to it firmly, screaming for help, and the chief failing in his attempt to steal her pocket-book, struck her a savage blow in the breast and ran away, followed by his companion. Mrs. Tefft reported the case to the Fourth precinct police and detectives were sent out to capture them. She suffered from the shock and excitement, but was able to walk to her home.

HE SLEPT THROUGH IT ALL.

Some amusement was afforded the passengers on a Sixth-ave. Harlem train by a brawny and sleepy German laborer. It was late at night when he boarded the train at Rector-st. and settled himself comfortably in a corner for his ride uptown. Before the train had gone more than three or four blocks a gentle murmur from the German's corner attracted the attention of those nearest him. Soon the murmurs increased in volume and tone until they resounded throughout the car. The man was fast asleep, and evidently determined that everybody should know it. The stopping of the train at the different stations, the shouting of the guard and the confusion caused by passengers entering and leaving the car had no effect upon him. Occasionally some charitably disposed person, fearing that he might be taken by his station, would hit the sleeper with his cane or give him a shake, but it was labor wasted. His slumber was too deep to be so easily broken.

So he slumbered on, peacefully if not quietly, until the train reached the end of the route at One-hundred-and-fifty-fifth-st. Then the guard went to him, and after about five minutes of vigorous shaking and cuffing succeeded in recalling him to a knowledge of the world. When he learned where he was he became angry. In a mixture of what was doubtless excellent German and what was certainly bad English he upbraided the guard for not waking him before. It appeared that he lived in West Sixty-fourth-st. and should have left the train at Fifty-ninth-st. For a time he seemed inclined to take satisfaction out of the guard by means of his fists. The appearance of a policeman on the station platform, however, had the effect of cooling his wrath, and he finally went over to the downtown station and took the next train back to his destination. The guard, in answer to a reporter's question why he had not waked the man earlier, said:

"What would have been the use? I should only have got a growl for my pains."

TRYING TO GET THE TROY CLUB'S FRANCHISE.

According to a dispatch received by *The Sporting Times*, last night from Washington, the American Association has made an offer for the Troy franchise and lease of the grounds. The telegram says that Messrs. Byrne, of the Brooklyn Club, and D. Vonderhorst and Barnie, of the Baltimore Club, made an offer for the Troy Club. The latter wanted $5,000, but the Association managers were willing to pay only $3,500. The negotiations were not completed.

The Arbitration Committee, which settles all baseball disputes, has decided the quarrel between the Manchester and Buffalo clubs over Player Nelson in favor of the latter, and the veteran player will wear a Bison uniform the coming season.

THE GREAT BEAR VALLEY DAM.

LOS ANGELES, Cal., Dec. 17.—One of the disadvantages which tend to obstruct the advancement of many sections of Southern California which have been boomed by land agents and speculators is the lack of water, for without means of irrigation there is no chance for development. A few days ago I went over to Redlands to take a trip over the mountains on the back of a bucking Mexican broncho to inspect the remarkable bit of engineering work recently completed in the Bear Valley, by which the towns of Redlands and Lugonia receive an unlimited and exhaustless supply of water the year round. The ride is about thirty-two miles over the mountain trail. Leaving the small settlement of Crafton we wind through the Mill Creek canon, and then climb over the San Bernardino Mountain at an elevation of 5,600 feet above the sea, or 4,100 feet above Redlands. Then we go down and through the Santa Anna Valley and cross the next ridge at an elevation of 7,600 feet. Then we descend 1,200 feet and ride three miles further when we come to the great Bear Valley Dam, which backs up the Bear Valley Lake or great reservoir as it may now be called. One is spellbound when he examines this stupendous piece of work and realizes the labor that it cost. All of the cement and other materials, excepting the granite, which was quarried near by, was carried by teams and pack mules 100 miles, and each barrel of cement cost $13 when delivered at the dam. It took a team two weeks to reach the Colton Railroad station and the engineers and laborers lived in rudely constructed log huts for six months. From Colton the route was up the Cajon Pass, thence over the Mojave Desert, then through "Lucky" Baldwin's silver mine trail to the end of the dam. The dam is built of big blocks of granite, ranging from a half ton to ten tons in weight, the majority being about four tons weight each. Its base rests upon a solid rock foundation and its present height is about sixty feet, though it may be increased twenty feet without any risk of weakness. It is a curved dam, its length of arc being 300 feet and its radius 345 feet. Its base is twenty feet wide, and from this it slopes to three feet wide at the top. Its average coefficient of safety is 25, and it would stand twenty times its present pressure. The engineer was F. E. Brown, a graduate of Yale College and of Yale Scientific School, and one of the largest property owners in the county. The State Engineer of California has pronounced the work not only efficient, but a remarkable piece of engineering.

The lake or reservoir receives the drainage of 200 square miles. It covers an area of 4,000 acres, three-fourths of which around the old lake was used as a sheep ranch until purchased by the Bear Valley Company. At the present height of water, fifty-three feet, at the dam there is a supply of nearly 10,000,000,000 gallons, covering an area five miles in length and a half mile in width an average depth of fifteen feet. With the dam at its full contemplated height the lake will hold 40,000,000,000 gallons, and at sixty-five feet 21,000,000,000 gallons. Before the dam was built this water was allowed to flow in winter torrents to the sea. It is now capable of irrigating 50,000 acres of land in the frostless foothills, one hundred and more miles beyond the pale of irrigation, and to supply a population of 500,000 for domestic purposes. That part now irrigates the lands included in the towns of Redlands, Lugonia, Crafton and Highlands and is to be extended to San Bernardino.

STOCK-BROKERS OPPOSE THE HALF-HOLIDAY.

There is one subject on which the forty governors of the Stock Exchange are agreed. There may be two or three points on which there is a reasonable difference of opinion, but about the Saturday Half-Holiday law the Stock Exchange is a unit. The following resolution was approved at the last meeting of the Governing Committee on the condition that it should be signed by the officers of the Exchange and by every member of the committee:

Resolved, That in the opinion of the members of the Stock Exchange the operation of the Half-Holiday law has not proved to be a benefit to business. The practical result has been to interfere with business on Holidays and to diminish it very materially on Saturdays. It has been found impossible to make arrangements for the delivery and payment of stocks and bonds on Saturday on account of the early closing of the banks and yet it is necessary for those having offices to be present in them and provide for the payment of drafts. The three hours of leisure gained under the law seem entirely inadequate to offset the serious loss resulting from its working. We hereby express our earnest desire that the New-York Clearing House Association will take such steps as will secure a modification of the law which will allow banking hours to be the same on Saturdays as on other days.

This petition has been signed by the officers of the Exchange and every member of the Governing Committee. It was offered to the floor members yesterday and before the close of business it had been indorsed by 150 members of the Exchange.

SCOTTISH EMPLOYERS AND EMPLOYES.

LESSONS DRAWN FROM THE GREAT PAISLEY MILLS—PRINCIPLES OF RECIPROCITY.

The lecture-room of the Law School Building of Columbia College was crowded yesterday when Professor John Duncan Quackenbos delivered an interesting lecture upon "Robert Tannahill, the Poet of the Braes." After giving a vivid description of the town of Paisley and of Stanly Castle, the speaker gave his hearers a glimpse of the town life, its amusements and industries, and then followed Tannahill through his life, giving quotations indicating the author's various dispositions and moods and giving graphic sketches of his surroundings and experiences. The lecturer gave him many high compliments, claiming him to be among Scottish poets second only to Burns. He drew a lesson from the town of Paisley, now a busy city of 70,000 inhabitants, where weaving is still the chief occupation, and where the weavers are a "highly moral, Sabbath-respecting, God-fearing people," and in closing said:

"The city of Paisley is to-day a standing rebuke to such as clamor that Christianity has failed to establish proper and congenial relations between employer and employe. The great manufacturers of Paisley carry out practically in their daily intercourse and business associations the principles of reciprocity as inculcated by the Founder of our faith and as sung in the priceless heritage left them by Tannahill. The men and women whose devotion has rendered them rich in worldly possessions are made sharers in their material prosperity, and their wealth is freely given for the endowment of charitable institutions in their native city. These Scottish employers further realize that the moral welfare of their operators is intrusted to their keeping, and that it is made their duty to surround it with every possible safeguard. As a consequence, disaffection, discontent, and what it infinitely more deplorable, the inforced adoption of a vicious life by women operatives as an alternative with starvation, are unknown. The purity of their lives contrasts markedly with the depravity that is the reproach of our American system—their cheerful homes with the filthy tenements that disgrace our great manufacturing centres.

"Generous provision is also made for the physical comfort and mental training of the operatives, two-thirds of whom are girls. Beside the great spinning-mill stands a thoroughly equipped substitute for the wee steeple school-house, where the bard made rhymes for the amusement of his fellows. It is provided by the mill-owners for the "half-timers," children who receive instruction during three days of the week and work in the factory the remainder of the time. In addition to this there is a sewing-school where lessons are given, free of expense, in hand and machine sewing. The Messrs. Coates have also built a dining-hall, where these girls are provided with substantial meals at extremely moderate prices; extensive bath-rooms are also connected with the establishment for the use of employes; while the clerks have their separate dining-hall and reading-rooms. After twenty years of service, in case they become incapacitated from any cause, deserving operatives are pensioned at the rate of eight shillings a week. Thus the rich manufacturer moves among his employes as a father mindful of their interests and jealous of their rights, while they have learned to look upon him with all the love and respect of confiding children. If the spirit that inspires the noble deeds of the public-souled men of Paisley should go abroad among the mammon-serving employers of this land, the abuses that are voiced on every side would soon be rectified. That spirit is the spirit of pure unselfish Christianity, the spirit which alone can solve with its divinely quickened insight the perplexing problems of this age."

SOLIDIFYING THE RUBBER TRUST.

The American Rubber Shoe Trust, familiarly know in the trade merely as the Rubber Trust continues, placidly and determinedly on its way to combine the rubber world into a size to fit its own shoe. It held another meeting yesterday at the Windsor Hotel for the purpose of determining on some means of adjusting schedules, making alterations in trust papers and "fixing up matters" generally with a view to smoothing over difficulties and giving the trust a chance to carry out its plans without too much "kicking" along the line. The entire trade is said to have been represented. One trouble which was encountered was how to arrange matters so that the heavy February contracts, which form a great feature of the rubber trade, shall be provided for, pending the consummation of the trust. There had been so many inquiries on this point and the trade had been so uneasy over it that the need of quieting those on the anxious seat was admitted to be necessary. The outcome of long deliberations was that a committee was appointed to revise and make certain alterations in the trust papers, and a schedule of prices was agreed upon having for its condition that no contract should be made by those represented at the meeting pending the consummation of the trust which should in any way be detrimental to the trust. This agreement was made as a temporary understanding, so that the trust, when completed, can assume obligations made in the meantime. The delay in definitely organizing the trust and perfecting its details is said to be in the difficulty of adjusting the schedules to the satisfaction of all interested.

A PARTY FOR SANE CITIZENS.

A call has been issued by the National Executive Committee of the Industrial Reform party for a meeting in Washington on February 22. "All sane citizens of the United States of America over fourteen years of age" are invited to join the party on paying the sum of fifty cents for the next National campaign. Each of the 100 members of the National Advisory Committee is requested to obtain six full-paid members, and all members are invited to multiply new members until the party "shall embrace 18,000,000 of wealth producers in the United States of America."

PLANNING A NAVAL RESERVE

THE CONGRESS BILL NOW PENDING.

MANY OF ITS POINTS SUGGESTED BY REPRESENTATIVE NEW-YORK YACHTSMEN.

A few evenings since a meeting was held at the house of W. A. W. Stewart, one of the members of the Committee on Naval Reserve, at which ex-Senator Whitehouse, now of the House of Representatives, met the sub-committee of the Naval Reserve Committee of this city, appointed to prepare suggestions relative to the bill now pending before the House of Representatives, known as House bill No. 1,847. Among those present were Emmet R. Olcott the chairman and secretary of the Committee on Naval Reserve; Captain Henry Erben, W. A. W. Stewart, James Parkey and Aaron Vanderbilt. Congressman Whithorne was furnished with the following bill embodying the suggestions of the Committee on Naval Reserve. The text is as follows:

A bill to create a Naval Reserve of auxiliary cruisers, officers and men from the merchant marine of the United States:

Sec. 1.—Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That annual compensation, based on the tonnage, indicated by horse power and steaming distance, shall be paid to the owners of such steam vessels now built, or which may hereafter be constructed, and which shall be engaged in the coasting or foreign trades and sailing under the flag of the United States of America; *Provided*, That they shall be constructed according to the requirements of the Secretary of the Navy, or be pronounced suitable for armed auxiliary cruisers by a board of Naval officers to be appointed by the Secretary of the Navy, and for such use subject to annual inspection.

Sec. 2.—That steamers so selected and constructed as to be capable of mounting not less than two rifled guns of modern construction, shall be designated auxiliary cruisers of the first class or second class, and as such shall be specified in the Naval Register. The vessels so selected shall be prepared and fitted at the expense of the United States to carry the necessary equipment and guns when needed under such regulations as the President may approve; and for this purpose the owners of such vessels shall afford every facility for such preparation, consistent with the continuous use of such vessels in the merchant marine.

Sec. 3.—That the amount of compensation to be paid for the prospective use of such auxiliary cruisers shall be thirty cents per ton for one thousand miles, or an equivalent compensation in a payment per ton gross registered tonnage of ship per annum. Provided, that to steamers engaged in the coasting trade of the United States shall be alotted one-half the compensation recommended for steamers of corresponding class in foreign commerce.

Sec. 4.—That vessels so classed, the owners of which shall accept the compensation, shall at all times be at the disposition of the Government, and may be transferred temporarily or permanently to the Naval service whenever the President may consider it necessary, with or without the officers and crews; and compensation for such use and transfer shall be determined by a commission to be agreed upon by the Secretary of the Navy and the owners of such vessels transferred; *Provided*, That compensation for vessels which may be temporarily transferred shall be made monthly, and that in no case shall compensation be for a less period than three months.

Sec. 5.—That such steam yachts owned exclusively by citizens of the United States as shall have been pronounced suitable for armed auxiliary cruisers by a board of Naval officers, to be appointed by the Secretary of the Navy, and for such use subject to annual inspection, and shall by their respective owners be placed at the disposition of the Government to the extent, and under the terms provided for by the 4th section of this act, shall be entitled to fly the ensign, to be determined by the Secretary of the Navy, as set forth in the 7th section hereof.

Section 6.—That the President may accept the services of any person or persons desiring to enroll under this act into the United States Naval Reserve. That the President may prescribe the terms, conditions, regulations and emoluments, including conditions and rank under, and for which, the services of such person or persons shall be accepted, rendered and compensated; and that when in the opinion of the President, a sufficient number of qualified persons shall have so offered services which shall have been accepted under this act, it shall be the duty of the Secretary of the Navy to detail a sufficient number of officers of the Navy and to place at and for a reasonable time in each year in convenient harbor or harbors of the sea or lake coast of the United States, a ship or ships of the United States for the drill and instruction of persons enrolled in Naval Reserves under this act, and may order the instruction of such persons at any educational establishment of the United States at such time, and under such terms, as may be deemed suitable and convenient.

Sec. 6.—That the President may disband or discontinue the services of members of the Naval Reserves whenever it may seem to him expedient to do so. That any yacht owned exclusively by a person enrolled under the provisions of this act, shall fly an ensign to be determined by the Secretary of the Navy, which ensign shall represent the full rights of, and be recognized as a flag of, the United States, and all such yachts, in case of war or other emergency, be at the disposition of the United States under the terms as to compensation set forth in the 4th section of this act, and all such yachts shall be exempt from all requirements as to licenses, sea-letters, clearance papers or harbor or other dues, while lawfully flying the ensign of the Naval Reserve.

GOSSIP ABOUT SHIPS OF WAR.

The investigation of the board of officers detailed to inquire into the recent fire at the Navy Yard, has led to the belief that the blaze was due to a small stove in the building. In view of the fact that there has been considerable promiscuous smoking in the Yard, notices have been posted in the different offices prohibiting it. The corvette Enterprise has been reported "perfect" by the Board of Inspection, which gave her a trial a few days ago, and after receiving all of the naval prisoners in the Cob Dock "brig" for transfer to the new prison at the Boston Navy Yard, will go to Boston to coal and then sail for Gibraltar, where she will join the European squadron. The Trenton will go into the dry dock in a day or two and will have a final inspection before going to sea. It is reported that she will go to Valparaiso to become the flagship of the Pacific Squadron. The Nipsic has received her sailing orders and is to join the Pacific Squadron, first visiting the Cape de Verde Islands, thence to Montevideo, and then through the Straits of Magellan to Valparaiso. The orders to rig the Chicago have been received, but there is some delay about it, the cause of which is unknown. A large number of discharges from the Yard were made last night because of a falling off of the appropriation.

HIS UMBRELLA A SORRY WRECK.

A well-dressed man was standing at Prince-st. and Broadway last evening. He had just finished smoking a good cigar and had dropped the lighted stub, as he supposed, into the gutter at his side. In one hand he held a fine silk umbrella with a handsome silver head. As he stood on the edge of the walk he began to swing the umbrella idly through the air. He had given it but two or three whirls when suddenly, to his great astonishment, it burst into flames. It was no smouldering fire, but an actual blaze which threatened to make short work of the umbrella. In a moment, recovering from his surprise, he attempted to blow it out, but blowing only made it blaze more fiercely, the flames shooting up into the air over his head. Seeing that it was useless to put out the fire in this manner, he threw the umbrella upon the sidewalk and by vigorously stamping upon it, finally succeeded in extinguishing the flames.

It was a sorry looking wreck that he picked up. Although the scene had lasted but a moment, it was long enough for the silk covering to be almost entirely destroyed. A little of it clinging to the top of the stick alone remained. With a rueful look on his face the owner examined the fragment, and then found, nestling in the charred remains, the still glowing stub of his cigar. The umbrella had not been rolled up and the cigar had dropped down into its open folds. The breeze caused by his swinging it through the air had fanned the spark into flame.

MUCH COAL HAS BEEN GIVEN TO THE POOR

Secretary Britton, of the Department of Charities and Correction, writes to the Mayor that a plan of operation for the distribution of coal to the outdoor poor had already been decided on before the Mayor's letter was received, but it was deemed best not to trouble him with such minor details. He adds:

"I have been directed to call a meeting of the gentlemen appointed by you at once. There has been no delay, however, in the matter of distributing the coal. Three thousand five hundred applications have been received since December 1, 1887; 186 1-2 tons of coal were delivered in December, 1887, supplying 373 families; 237 1-2 tons have been delivered on the new contract, supplying 475 families. We commenced delivering coal on the new contract last Wednesday, the 11th inst. Yesterday, being such a stormy day, we could not continue work, but to-day we are delivering, and hope to supply 220 families daily hereafter."

DISAPPEARANCE OF A FLOOR-WALKER.

The police were asked to-day to search for Alonzo N. McCann, a floorwalker in Stern's store in Twenty-third-st. He left the store at 1 p. m. on Wednesday to get his dinner in the boarding-house, No. 13 West Twentieth-st., where he had been living. Since then he has not been seen in this city, but an acquaintance saw him in a liquor store in Fulton-st., Brooklyn, about 9 p. m. on Wednesday. McCann is forty-three years of age. It was said yesterday that he had been suffering from stomach trouble for some time and might be demented.

BEANS AND POTATOES LIKELY TO BE DEAR.

The light crop of State beans will make winter prices higher. New-York growth leads all markets East, West and South in reputation for quality, and it is not expected that foreign importation will weaken quotations for best sorts. Fifty thousand bags have arrived from Mediterranean ports during the last two months,—the largest quantity since 1881 when the drouth here allowed a million bushels of German and Italian to be marketed.

High beans help the potato market and as good domestic potatoes are not over plentiful, Scotland is sending some forward. A large business was done in Scotch stock in 1881.

SENATOR JONES SAYS LAMAR WILL GET IN.

Senator Jones, of Nevada, who has been at the Hoffman House for two days, is growing heavy in figure and exceedingly gray but he is the same jovial companion that he has always been. His fortunes have been materially improved for two or three years, and he is surrounded wherever he goes by a cloud of men who know his generosity and in many instances abuse it. In his talks here with friends he has let the impression go out that he will not vote for the confirmation of Mr. Lamar, but at the same time he thinks the confirmation is certain.

INCIDENTS OF THE STAGE.

The matinees at the theatres yesterday were unusually well attended, the fine weather bringing out the ladies in great numbers.

It is getting to be an old story to record the continued success of "The Henrietta" at the Union Square Theatre. Yesterday Stuart Robson's mother attained her eighty-first birthday and in honor of the event went to see her son act at the matinee.

"Elaine" concluded its run in remarkably brilliant fashion. At the matinee the "standing room only" sign was exhibited.

Estelle Clayton will soon go out on a short trial tour with her play "A Sad Coquette," which was recently produced at the benefit for Sara Jewett.

"In the Fashion" will be continued at Wallack's. Great exertions are being made to get "L'Abbe Constantin" ready as soon as possible, and it may be brought out at the end of this week. John Gilbert has the title role. Georgie Drew Barrymore will play a comedy part.

Signor Perugini, whose hearing has been entirely restored by the treatment of Dr. Pulitzer, of Vienna, made his debut last night in Liverpool, England, with the Carl Rosa Company. He sang "Don Jose" to the "Carmen" of Marie Rose.

Sidney Woollett will recite "Enoch Arden" to-morrow afternoon at the Madison Square Theatre, at 3 o'clock. All Mr. Woollett's recitals are given from memory.

Kate Claxton will play the perennial, but apparently ever welcome, "Two Orphans" at the Grand Opera House this week.

Herr Possart will appear every night this week, playing "Narcise" on Monday and Saturday, the "Bluthochzeit" on Tuesday and Friday, "Freund Fritz" on Wednesday and three short pieces on Thursday.

Dockstader will keep up with the times with an entirely new bill in which the principal features will be a parody of "Erminie" and the trial of "Camel vs. Arnuckle," in which the historic K. M. Q. and Ha and Ka will duly figure. There will also be a new song and dance entitled "The Orange Grove Wedding."

"The Wife" goes on toward her hundredth night at the Lyceum Theatre, and, as all good wives should be, seems to be more appreciated the older she grows.

"She" has proved a decided success at the Hollis Street Theatre, Boston, where it will be played for two weeks longer. All Boston and its surrounding towns and villages seem to have read "She," and the managers of the play are cruel enough to intimate that Rider Haggard finds more intellectual appreciation there than in New-York.

The panorama of Gettysburg grows in public favor, and the managers are said to be well satisfied with the success of their enterprise.

No pains or expense are spared at Robbins's Circus to present a constant succession of novelties and to give a bright and amusing entertainment.

This is the last week of that capital sporting drama, "A Run of Luck," at Niblo's. Nothing so thoroughly real as its racing scenes to have ever before been seen here.

Miss Summerville is back at the Casino, and the "Corsair," is, according to the management, to be run for a hundred nights longer.

F. F. Mackay will give two lectures on the art of acting at the Lyceum Theatre on the afternoons of Tuesday and Thursday, the 24th and 26th instant.

At the Eden Musee Erdelyi Naczi and his orchestra continue to discourse sweet sounds that fall on many ears beside the permanent wax ones.

The 100th night of the "Railroad of Love" will be celebrated to-morrow week at Daly's. That play continues to draw so well that no date has been set for "A Midsummer Night's Dream."

At the Fourteenth Street Theatre Frank Daniels, of "Rag Baby" fame, will be seen in "Little Puck," his version of Anstey's "Vice Versa."

Mestayer will show this week at the Star Theatre what he knows about Tobogganing.

"Paul Kauvar" is drawing extremely well at the Standard. It is reported that Annie Robe will appear for only a short time longer, and that her successor will be Adele Belgarde. The guillotine tableau in the first act is one of the most striking ever seen on our stage. It is said that the wax head used in this scene is from likenesses of the Princesse de Lamballe, one of Marie Antoinette's favorite maids-of-honor.

To-morrow will be a "red-letter" night at the Casino. "Erminie" comes back after its remarkably successful tour, and all the favorites will be seen again. Pauline Hall, Marie Jansen, Louise Sylvester, Francis Wilson, W. S. Daboll, Henry Hallam, A. W. Maflin, Murry Woods, and Musical Director Jesse Williams. There are to be new songs, new humor, new costumes and new appointments. The entire house is to be festooned with smilax and greens, and tropical plants will ornament the foyers, and the new stone and iron stairway leading out to Broadway will be opened for the first time.

At the performance for the benefit of the Actors' Fund in Albany next Thursday night Alexander Salvini, of the Madison Square Theatre, will recite "Il Guanto," the Italian of Schiller's poem, "The Glove."

The season of light opera by the Boston Ideals at the Fifth Avenue Theatre will begin to-morrow evening with "The Daughter of the Regiment," in which Miss Zelie de Lussan will make her debut in opera in this city. The cast is *Tonio*, Frank Baxter; *Sulpizio*, W. H. Clark; *Bruno*, Clement Bainbridge; *Countess*, Miss Harriet Avery; *Marie*, Miss Zelie de Lussan. Mr. Loesch will conduct the band, which as well as the chorus, has been increased for this engagement.

To-morrow night at the Madison Square Theatre, Henry Arthur Jones's three-act comedy entitled "Heart of Hearts," will be produced. This play was first presented at the Vaudeville Theatre, London, on November 30. One phase of "Heart of Hearts" deals with the servant difficulty and affords an excellent comedy opportunity for J. H. Stoddard, who plays the part of a butler who refuses to be discharged. Miss Burroughs plays the part of a lowly born but highly educated young girl, who enters an aristocratic home and is compelled, with the assistance of her butler uncle, to make her way against the ideas of its high-born inmates as well as to clear herself from a serious charge which has been brought against her. The scenes of "Heart of Hearts" are laid in England, and the action takes place within two days.

"Mazulm" with its clown and pantomime is a great treat for the children, and the crowd at the Academy of Music at both the Wednesday and Saturday matinees of last week, which was composed largely of children, presented a peculiar and lively appearance. The little folks are the best critics of pantomime, and the way in which they showed their appreciation must have delighted the performers. "Mazulm" is a treat for the children of larger growth as well; what the pantomime lacks in fascinating them the spectacle and ballets more than make up. "Mazulm" has a long season before it, and one which will undoubtedly establish the Academy on a solid basis as a combination theatre. Already there are rumors of giving a special Monday matinee.

WINTER TOPICS AT NEWPORT.

ENTERTAINMENT AT THE CASINO—PERSONAL AND SOCIAL.

NEWPORT, Jan. 14.—A real cold wave reached here on Wednesday and all work had to be stopped on Newport's big sewer.

The Casino entertainment Wednesday evening was a charming affair. The programme was arranged by Mrs. Field, wife of Captain Edward Field, U. S. A., who gave several readings, one of which was original. Two humorous selections were read by Henry Bedlow, and delightful songs were sung by Frank H. Potter, half-brother of Bishop Potter, of New-York, and by Mrs. William McCarthy Little. Dancing followed, the german being led by Lieutenant McMahon, U. S. A., with Mrs. Field. All the hill residents were present including Mrs. Fred. Neilson, Professor Pumpelly, whom President Cleveland has selected as a member of the Assay Commission for 1888, Admiral Luce, Mrs. General G. K. Warren and others.

Recent arrivals include Frederic W. Vanderbilt, who is having a villa built here; William Post and Mr. and Mrs. J. Van D. Reed, of New-York, who are looking for cottages for the coming fashionable season; Stuyvesant LeRoy, who has a cottage on Mann-ave.; Rear Admiral S. B. Luce, U. S. N., Miss Slade, of Boston, who is the guest of Mrs. Richard C. Derby; and G. W. Emmons, also of Boston. Among the cottagers entertaining this week were Mrs. Goodrich, of the Torpedo station, Mrs. Neilson, Mrs. S. B. Luce, Mrs. C. P. Morehous, Mrs. Schuyler Hamilton and Mrs. B. Noyes.

Owing to the absence from Newport of Mrs. Higginson the customary Saturday afternoon reception aboard the naval training ship New-Hampshire was postponed this afternoon, Captain Francis J. Higginson, Mrs. W. A. Steadman and family have gone to New-York, Hugh L. Willoughby and Mr. and Mrs. T. G. Ford to Florida, and Dr. and Mrs. S. C. Powell to California for the rest of the winter.

Cottages are to be erected on Conanicut Island for Mrs. J. H. Sharrer, of Washington, and for Mrs. Fanny Spyers, of New-York.

Harry Oelrichs, of New-York, is visiting his brother Charles M. Oelrichs, on Kay-st.

Mrs. Philip A. Stockton, of Boston, has leased her cottage on the corner of Bellevue-ave. and Bellevue Court, to Donnell Swan, of Baltimore.

Professor Wolcott Gibbs and family, of Boston, are at their cottage on Gibbs-ave., and E. H. Schermerhorn, of New-York, is at his summer residence on Narragansett-ave., where he will remain all winter.

Commander R. B. Bradford, U. S. N., and G. G. King and Le Roy King, of New-York, have been in town during the week.

Newport has not been blessed with any sleighing thus far.

The morals of the place are improving. The publisher of the local daily has declined to continue the yearly advertisement of an alleged bucket shop. The advertiser always paid his bills promptly. This is believed to be the first and only case on record in New-England, at least, where a publisher has declined to print a "banker's" advertisement.

Extensive alterations and improvements are being made to the estates owned by Richard T. Wilson, whose son married Mrs. William Astor's daughter; and Mrs. Samuel Wetmore, of New-York, who recently purchased the Tailer cottage Bellevue-ave.

FEARS FOR THE BRITANNIA'S FATE.

HAS SHE BEEN FOUNDERED BY THE BIG RAFT?—A LARGE NUMBER OF STEERAGE PASSENGERS.

Whether the French steamer Britannic has met with the fate of the steamer City of Boston—whether she has foundered at sea and left no one to tell the story of her loss—is a question that the agents in this city would like to have satisfactorily answered. She sailed from Naples on December 16 in command of Captain Ruffat and a crew of about forty, and 850 Italian steerage passengers. It is believed that she had no cabin passengers. She had a general cargo, including a large quantity of fruit. The last tidings from her was when she passed Gibraltar on December 21. Mr. Ter Knile, the passenger agent, said yesterday that he doubted whether she would ever be heard from again, and he feared that she had fouled a portion of the Nova Scotia lumber raft and had been sunk by it.

The Britannia was owned by Cyprien Fabre & Co., of Marseilles, and had been running between New-York and Italian ports for the past five years. She was an iron vessel of the water-ballast type, with five water-tight compartments. Her dimensions were 337 feet in length, 40 feet beam, 27 feet depth of hold and 2,422 tons displacement. She was built at Liverpool in 1881.

SUDDEN DEATH OF AN UNMARRIED MOTHER.

The attention of the police was called yesterday to the flat of Mrs. Bertha Schroeder, a licensed midwife, at No. 904 First-ave. Katharine Fisher, a young unmarried woman had died under Mrs. Schroeder's care. An ambulance surgeon, who had been asked to take the young woman to Bellevue Hospital when she was dying, suspected that there had been malpractice. An investigation showed that Mrs. Schroeder had been carrying on a legitimate business in the care of young women. Several young mothers, who had no marriage rings, were in the rooms. Miss Fisher was taken to the rooms a few weeks ago by her mother who lives at No. 457 West Forty-fourth-st.

Ernest Weber, a young musician of No. 609 West One-hundred-and-thirtieth-st., had promised to pay for Katharine's board at Mrs. Schroeder's place. He had offered to marry the young woman when he found that she was in trouble, but Mrs. Fisher objected to the marriage on account of a superstition that such a marriage would be unlucky. Mr. Fisher was kept in ignorance of his daughter's condition. The young woman gave birth to a child on Sunday and the infant was doing well yesterday. Dr. King, of East Fifty-second-st., attended the young mother, but when he found that she was dying from natural causes he advised her removal to a hospital. She died yesterday, soon after an ambulance had been called from Bellevue