MR. FARQUHAR'S SCHEME.

A NEW RAPID TRANSIT ACT INTRODUCED AT ALBANY.

IT PROVIDES FOR A NEW BOARD OF COMMISSIONERS TO BE APPOINTED BY MAYOR GILROY—GREAT POWERS PLACED IN TAMMANY'S HANDS.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

Albany, Jan. 31.—Percival Farquhar, one of the Tammany Hall Assemblymen, arrived here from New-York this morning, bringing with him a new Rapid Transit act. It abolishes the present Rapid Transit Commission and substitutes for it a new Board of Rapid Transit Commissioners of five members to be appointed by Mayor Gilroy. Apparently Mayor Gilroy can appoint five sachems of Tammany Hall, if he desires to do so, as members of this powerful board.

Mr. Farquhar's act seems to have been drawn with a two-fold aim. One object is to authorize the present elevated railroad companies to build spurs from their present lines on Third and Sixth aves., eastward and westward to the ferries nearest those lines. These "spur" railroads are no doubt intended to serve as feeders to the main lines. A second aim of the bill is to authorize the granting of a franchise to some corporation to build a rapid-transit railroad in New-York unrestricted as to the amount of bonds or stock it shall issue to a confiding financial public.

The bill says that in cities having over 1,500,000 population, meaning New York, the Mayor of such city "may at any time after the passage of this act appoint five persons who shall be residents of such city, who shall be Commissioners of Rapid Transit under the provisions of this act." That those who drew up the act had some thought of political advantage is evident from the fact that a clause is stricken out of the Rapid Transit act which in effect declared that whenever there should be a vacancy in the Rapid Transit Commission it should be filled by the Mayor with some citizen "who shall belong to the same political party as did the Commissioner whom such appointee succeeds." Even if Mayor Gilroy should appoint Republican Commissioners, therefore, some succeeding Tammany Hall Mayor could fill their places in case of their resigning or dying with Tammany Hall Democrats.

But perhaps the most interesting phrase in the act is that which authorizes the extension of the elevated railroads to the ferries. The bill says:

Nothing in this act shall authorize the construction of an elevated railway in the City of New-York south of One-hundred-and-twenty-sixth-st. and north of Bowling Green, except in exterior streets or in the portions of streets now occupied by elevated railways, and except in the portions of said city east of the present so-called Third Avenue Elevated Railway and west of the present so-called Sixth Avenue line for spurs running east and west respectively to new existing ferries.

Another interesting feature of the act is its provision for the reversion of the rapid transit road built by the corporation which obtains the franchise to build it to the possession of the city. The act says:

The terms of sale must also specify the maximum rates of fares and freight which such corporation may charge and collect for the carriage of persons and property. All sales of such rights, privileges and franchises shall be made for a definite term of years, not exceeding 150 years, and the Board of Rapid Transit Commissioners may, if practicable in the terms of sale, provide that at the end of said term the railway and franchises shall revert to the Mayor, Aldermen and Commonalty of the city of New-York, or revert subject to any mortgage or other lien upon the property of such corporation.

Mr. Farquhar in his act has taken pains to sweep away certain restrictions upon the sale of the stocks and bonds of the proposed rapid transit road; although he provides that "neither stocks nor bonds shall be issued except for returnable consideration in money, labor, or property." In order, apparently, that the labor done by the present Board of Rapid Transit Commissioners shall not be lost the following new section is added to the Rapid Transit act:

Section 37—In case any Board of Rapid Transit Railroad Commissioners constituted under this act shall adopt the route or routes and general plan of construction determined by any board previously constituted under the provisions of Chapter 4, of the Laws of 1891, it shall not be necessary to renew the application for consent of the Common Council, or of the property owners, appointment of commissioners to the General Term of the Supreme Court, or confirmation by said court, as provided in Section 5 hereof, but said route or routes and general plan of construction as adopted by said board constituted under the act shall be deemed already consented to by the Common Council and confirmed by the court, and the said board shall for that purpose be deemed the successor of the said previous board, as if said law were not repealed.

There is also another section, No. 38. It says:

Section 38—Any corporation formed under this act shall be exempt from taxation until one year from the commencement of the operation of its railways or a portion thereof.

After sending his bill to the desk, Mr. Farquhar spoke in part as follows:

Mr. Speaker: This bill is based upon the bill of 1891. I have taken that bill and made the changes in the marginal notes and in addition, so that it will be perfectly clear to any one examining it just what those changes are. It provides for appointment by the Mayor of a new Rapid Transit Commission. The reason for this change is perfectly evident to any one who has read the comments of the papers upon the make-up of the present Rapid Transit Commission. The reason why the plan adopted by the Rapid Transit Commissioners was not put through, the reason why capitalists declined to go into it, was on account of certain restrictions as to issuing stock and doing work. This bill removes those restrictions. It recognizes the present need of rapid transit and gives absolute freedom to any company that takes a franchise to build a road to issue any amount of stocks and bonds it may require, giving, however, the city a guarantee that the road will be built. The people of the city of New-York particularly above Fifty-ninth-st., are so much disheartened as to the possibility of getting rapid transit and they are so anxious to have some improvement in their service that they seem to be willing to allow the elevated roads to be built up the Boulevard, the West End-ave., and Riverside Drive, or anywhere. It is perfectly evident to any one who thinks about the matter, that even if any more elevated railways were built in the city of New-York, it would merely result in giving the people more seats; it would not result in giving them quicker service. This bill will permit a third track on streets where railroads now are. It will permit the elevated roads to be extended from their present termini to the northern limits of the city. It will permit spurs to be built to the ferries, but it will not permit a railway on the Boulevard, a railway on Seventh-ave., or a railroad on any of our streets that are not now marred by them.

If we do not get rapid transit now through some such bill as this, it will be put off for a long term of years. This bill permits the Commission to adopt the plans of the Commission of 1891. This will save from three to six months in time, and under this bill actual rapid transit would not be much further away.

Assemblyman Fish here asked Mr. Farquhar this question:

"I would like to ask the gentleman if there is any intimation or prohibition in this bill as to the reappointment of the present Rapid Transit Commissioners?"

"No, there is not," was the answer.

"I do not wish to sandbag Manhattan stock any further to-day," replied Mr. Fish, "so I will ask no further questions."

Mr. Malby, the Republican leader, added the following to the remarks that were made on the bill:

In so far as the bill provides that the present Commissioners are to be deposed from office and others appointed, I most heartily agree with it. That is one of the things necessary to do to secure rapid transit for the city of New-York, and as I am thoroughly convinced that no rapid transit is possible with the present Commissioners, it was one reason why I introduced my resolutions calling for an investigation of the present Rapid Transit Commissioners. I trust that Mr. Farquhar will aid me, when the consideration of those resolutions is had, in securing their adoption, that we may know why New-York City has been deprived so long of means of rapid transit, and also to secure such information as will aid us in avoiding the errors in the last bill under which this Commission was appointed.

Mayor Gilroy said yesterday that the bill introduced by Percival Farquhar in the Assembly, called the Farquhar Rapid Transit bill, was not authorized by him. He declined to talk about its merits or demerits.

REPORT OF THE BOARD OF MEDIATION.

LABOR TROUBLES OF THE YEAR—COMPULSORY ARBITRATION RECOMMENDED.

Albany, Jan. 31.—The annual report of the State Board of Mediation and Arbitration was transmitted to the Legislature to-day. During the year ending October 31, 1892, the Board received information of about 400 strikes and lockouts, nearly half of which were building trades strikes and lockouts in New-York and Brooklyn. The most important were the Buffalo switchmen's strike, the lumber handlers' strike at Tonawanda, the difficulty between the fur manufacturers of New-York City and their employes, and the granite cutters' and pavers' strike. The Board succeeded in settling several strikes, principal among which were those of the shoemakers in the factory of J. Wichert & Co., Brooklyn; the clothing cutters employed by Newborg, Rosenberg & Co., of New-York City, and the lumber handlers at Tonawanda.

The cost of the Buffalo switchmen's strike is estimated at $300,000, to say nothing of several lives lost. The question again presents itself, the report says, whether some means cannot be devised for the prevention of such interruption of traffic and pecuniary and other losses on the public highways of travel and transportation. In the opinion of the Board, prevention can only be had by legislation. The Board recommends that the State, having provided a plan for the settlement of disputes between railroad corporations and their employes, should compel its use by those parties, and, in case they cannot agree, step in itself and settle all matters in controversy between them.

HILL'S GRIP ON FLOWER WEAKENING.

DEFOREST VAN VLEET, A MURPHY MAN, NAMED FOR PRESIDENT OF THE CIVIL SERVICE BOARD.

Albany, Jan. 31 (Special).—Edward Murphy, Jr., United States Senator-elect, has won the fight he has been making against Alexander C. Eustace for the last eighteen months. At the same time Mr. Murphy has shown to the politicians of the machine school that he has the strongest hold on Governor Flower and that David B. Hill is losing his grip on the Executive. If Hill had not subdued all his manliness and pride to the one hope of his life, Mr. Murphy's victory of to-day would undoubtedly result in the complete wreck of the present Democratic State machine. Gradually Hill men are one by one disappearing from places of power in the State Administration, and men closer to Governor Flower or to Mr. Murphy are taking their places.

This morning another one of Senator Hill's strongest and most ardent political friends was dropped from the payroll and a Flower-Murphy man took his place. The Hill man to be dropped was Alexander C. Eustace, the president of the State Civil Service Board. In his place the Governor appointed Deforest Van Vleet, of Ithaca, a lawyer and the chairman of the Democratic Committee of Tompkins County. Mr. Eustace trod upon Murphy's political corns at the Democratic State Convention of 1891, when he opposed the nomination of Murphy's man, Martin Schenck, for State Engineer and Surveyor. Murphy never forgave him for this and kept up the fight until he was successful in bringing Governor Flower over to his side, in opposition to David B. Hill, who supported Eustace. The nomination was sent to the Senate for confirmation this morning.

A BILL FOR THE BENEFIT OF TEACHERS.

Albany, Jan. 31 (Special).—Among the measures introduced in the Assembly this morning was one that will please every schoolteacher in New-York City. Assemblyman Butts was the introducer. The bill provides that hereafter there shall be no deductions from the salaries of regularly employed teachers on account of their absence from school through illness, nor can they be dismissed by the Board of Education for this reason. The teachers so detained from their work must make affidavit to the fact of their illness, to be attested by a physician in regular standing, which is to be filed with the secretary of the board.

SENATORIAL DEADLOCKS STILL UNBROKEN.

Lincoln, Neb., Jan. 31.—The result of the legislative joint ballot to-day for United States Senator was the same as on Saturday. The Republicans and independents will hold caucuses to-night and to-morrow.

Helena, Mont., Jan. 31.—The first change for the week occurred in the joint ballot for Senator to-day. Beecher (Populist), voted for Clark, and Gibson (Dem.), for Dixon. This is a gain of one each for Clark and Dixon. The total vote stood as follows: Sanders, 31; Clark, 25; Dixon, 12.

Olympia, Wash., Jan. 31.—There was no change in the Senatorial situation here to-day. Two ballots were taken, both standing as follows: Allen, 33; Griggs, 21; Turner, 18; Teats, 8; Dunbar, 1.

A CABINET "TIP" FROM THE WEST.

Chicago, Jan. 31 (Special).—All efforts to obtain any further expressions from Judge Gresham on the Cabinet question have failed, and it is probable that the news of his acceptance of a Cabinet position will come, if at all, from New-York. According to "The Journal," a prominent Western politician gave out the following as a "straight tip" to-day: "Henry Villard is going into Mr. Cleveland's Cabinet, as Secretary of the Interior. Thomas F. Oakes will then retire from the presidency of the Northern Pacific and become chairman of the Board of Directors, and ex-Governor Merriam, of Minnesota, will become Oakes's successor as president of the road. A St. Paul man, Joan C. Bullitt, jr., a nephew of the eminent Philadelphian of that name, will be chosen Assistant Attorney-General of the United States."

THE RHODE ISLAND LEGISLATURE.

Providence, R. I., Jan. 31.—The Legislature convened to-day for the January session. The message of Governor D. Russell Brown was longer than that of any of his predecessors. It showed that the State debt, less the sinking fund, is only $137,108, a decrease of $96,127 during the year, and that there is $100,000 in the treasury. The present State debt will be entirely extinguished by August 1, 1894. The danger from grade-crossings is alluded to, and greater protection for the public recommended. A revision of the ballot law is recommended, whereby all the candidates of a party are grouped together and one cross will indicate a vote for all. He also urges that the power of veto be given the Governor. After the adjournment of the Legislature the members, State officers and members of the press attended a reception and dinner given by Governor Brown.

A CABINET PROPHECY FROM THE WEST.

Washington, Jan. 31.—A prominent Western politician, who will not permit the use of his name, gives out the following as a straight "tip": "Henry Villard is going into Mr. Cleveland's Cabinet as Secretary of the Interior. Thomas F. Oakes will then retire from the presidency of the Northern Pacific and become chairman of the Board of Directors, and ex-Governor Merriam will become Oakes's successor as president of the road. A St. Paul man, John C. Bullitt, jr., a nephew of the Philadelphian of that name, will be chosen Assistant Attorney-General of the United States."

FOR REPUBLICAN COUNTY HEADQUARTERS.

At the last meeting of the Republican County Committee the proposition to secure a permanent Republican headquarters in New-York city was earnestly approved, and the president of the committee was authorized to appoint a special committee to represent the County Committee in the scheme. President John Sabine Smith yesterday appointed Seth M. Milliken, George J. Seabury and William Leary such committee. By the terms of the resolution President Smith, of the County Committee, and Chairman Jacob M. Patterson, of the County Executive Committee, are made ex-officio members.

MR. O'HARE'S CHANCES SAID TO BE GOOD

District Attorney Nicoll said yesterday that he would announce to-day the name of his new deputy-assistant. The vacancy is due to the appointment of Charles E. Simms, jr., as police justice. It is said that Stephen J. O'Hare, of the Tammany organization in the XIVth Assembly District, will get the place.

EMPLOYES ADD TO THEIR RELIEF FUND.

The employes of Edward Ridley & Sons' large dry-goods store, in Grand-st., held an entertainment last night, at the Lenox Lyceum, in aid of their relief fund. The large hall and the boxes were well filled, and the affair was a financial success. The proceeds, it is said, are greater than those of last year's entertainment, when $2,100 was raised. The programme was an elaborate one, including among those who appeared Mme. Clementine de Pere-Sapio, Miss Mabel Stephenson, the whistler; the Park Sisters, the Hatton Male Quartette, composed of Rudolph H. Lee, Lewis H. Knapp, Charles H. Clarendon and Francis I. Crisfield; William B. Green, humorist; Brooks and Denton, banjo-players; J. L. Kellogg, "mind-reader," and the Royal Hungarian Band. The committee of arrangements was composed of Messrs. Throckmorton, Hahn, Sinnott, Withers, Redberg, Jimmerson, Craft and Allison. On the press committee were Messrs. Edmunds, Ridley and Woods.

FUNERAL OF G. H. SCOTT.

The funeral of George Hobart Scott, the real estate dealer, who died on Saturday, took place at his home, No. 102 West Fifty-seventh-st., last evening. Flowers almost covered the coffin in which the body lay. The services were conducted by the Rev. Charles Treat, of St. Stephen's Church. The burial will be at Woodlawn this morning.

EX-GOVERNOR THAYER PENNILESS.

Omaha, Neb., Jan. 31.—It has been discovered that ex-Governor John M. Thayer, who two years ago refused to allow Governor Boyd to take possession of the Governor's office, is being sheltered by a poor soldier in the suburbs of Lincoln. All his wealthy political friends turned against him after his exit from office, and he is penniless. It has been heretofore understood that he was in Texas.

THE REV. FRANK DE WITT TALMAGE'S CALL.

Philadelphia, Jan. 31.—The Rev. Frank De Witt Talmage, son of the well-known clergyman, has accepted a call to become an assistant to the Rev. Dr. L. G. Graham, pastor of Olivet Presbyterian Church, and will preach his first sermon in that capacity next Sunday evening.

A HORSE'S MAD RACE.

PEOPLE IN SECOND-AVE. IN GREAT DANGER—SEVERAL CHILDREN INJURED.

Death came near to a number of children playing yesterday in Second-ave., when Charles J. Kelly's horse ran away. Kelly lives at No. 1,887 Second-ave., and his business is to supply beans to the East Side liquor stores for their free lunch counters. He drives a small bay horse attached to a light, covered delivery wagon. He had been drinking too freely at the various places to which his business took him, and when he turned into Second-ave. from Forty-eighth-st., at 2 o'clock, he was not able to avoid running into one of the elevated railway posts. Kelly and another man in the wagon at the time were shaken up somewhat but not hurt. The shafts, however, broke loose from the wagon and the frightened horse ran up the avenue. Near Fiftieth-st. Peter Doolan, with one of the city ashcarts, got in his way. The horse shied, striking Doolan on the ankle, and ran on the sidewalk.

John B. Ward, four years old, who with his little brother, Georgie, was playing in front of his home, between Fifty-first and Fifty-second sts., was knocked down. Between Fifty-second and Fifty-third sts., Emma Kahn, a nurse, was wheeling the child of Archer Ullman, nine months old, in a baby carriage. A little further up the street, the three children of S. Fraenkel were running along hand in hand. The Kahn girl shrunk back when she heard the clatter of the horses's hoofs, but the carriage was caught in the shafts. The baby rolled out into the gutter and the carriage was swept along among the three Fraenkel children. Martha Fraenkel, four years old, was thrown to the ground, and Emily Fraenkel, nine years old, was caught between the shafts and carried along nearly a block.

The speed of the horse had been checked by the encumbrances and he was caught by Policeman Thomas A. Doyle at Fifty-fourth-st. None of the children were seriously hurt. Emily Frankel was badly bruised and suffered an abrasion of the thigh. The Ward and Ullman children received slight cuts on the head. The parents of the children are Joseph Ward, a fireman, No. 997 Second-ave.; Ascher Fraenkel, truckman, No. 1,009 Second-ave., and S. Fraenkel, varnisher, No. 1,019 Second-ave.

Kelly was arrested on a charge of intoxication and held for examination at the Yorkville Police Court in $2,000 bail. He will be arraigned this morning.

FRIGHTENED HORSES RUN INTO A STREET CAR.

A team of gray horses, drawing a produce wagon and driven by Frederick Fretish, of Flushing, took fright at the pilling of an elevated train at Third-ave. and Eighteenth-st. at 1:30 a. m. yesterday. Fretish lost control of the horses and they ran down the avenue at breakneck speed. He kept them clear of the iron columns of the elevated railroad and shouted loudly to attract the attention of the driver and conductor of a Third-ave. horse-car, a block ahead. George Keefe, the conductor, stopped the car and told the passengers to get out in a hurry. They obeyed the order without loss of time, but as the last two of them were leaving the car the runaway team arrived. The pole of the wagon struck the dashboard of the car and broke it. The car was so badly shaken by the collision that several windows were broken. The runaway horses were brought to a standstill by the shock, but were not hurt much. Mrs. Addie M. Hogan, of No. 231 East Fourteenth-st., one of the passengers, received a severe injury to her left arm, and Gustave Satzcher, a musician, of No. 59 East Eighth-st., had his left arm bruised severely. They refused to go to a hospital and went to their homes.

MR. LAMAR'S PROBABLE SUCCESSOR.

THE NOMINATION OF JUDGE SPEER TO THE SUPREME BENCH EXPECTED.

Washington, Jan. 31 (Special).—There is good reason for believing that the President will send to the Senate before the close of the week the nomination of a successor to the late Justice L. Q. C. Lamar. It is the general impression that the man to be selected will come from the South, and among those whose names are most frequently mentioned are Judge Pardee, of Louisiana, and Judge Speer, of Georgia. A large majority of Southern Republicans and a multitude of the people in that part of the country favor Judge Speer's appointment. Judge Speer is a Southerner, "to the manner born" and comes of a family long distinguished and always distinguished for its devoted love for the Union. His own record has been strongly National. In the Elections Committee of the XLVIth Congress he won a reputation for strict impartiality in election cases. He opposed the Democratic policy of tacking political riders on the appropriation bills in a speech of remarkable force and clearness. He was a member of the Ways and Means Committee of the XLVIIth Congress, and on the Committee of Conference on the disagreements between the House and Senate on the Tariff bill of 1883. He is a steadfast protectionist and has been broadly National in his politics.

Since his service in Congress Judge Speer's most distinguished services have been professional and judicial. In the famous Yarborough case, reported in 110 United States, his skill and eloquence as District-Attorney brought about the conviction of a band of Ku-Klux, which resulted in establishing the principle that the Government could protect the voter before, at and after the election. It is the leading case on that subject. In 1885 he was appointed a Circuit Judge by President Arthur. As such he has not disappointed his friends. In a large number of cases he has rendered decisions which have wonderfully strengthened the National laws in the South. He has been particularly successful in protecting the rights of non-resident investors. His rulings in the famous Dodge County conspiracy cases produced a result which, against the fiercest opposition, has had the effect not only to settle millions of values in all the pine lands of the South, but also to establish a rule which has largely increased the power and influence of the United States Court.

While he is now undergoing a good deal of abuse because of certain defeated litigants in New-York, who are disappointed in their schemes toward immense values involved in the Central Railroad properties in Georgia, such institutions as the Equitable Life Assurance Society of New-York, the Farmers' Loan and Trust Company, the Mercantile Loan and Trust Company, the Hanover Bank, Kuhn, Loeb & Co., and many others are investing millions on their faith in the validity of his judicial decisions, which have never been appealed from by the parties complaining. In his public addresses and in his charges to the Grand Jury, Judge Speer has never lost an opportunity to encourage a patriotic feeling, and his influence has had a surprising effect upon the juries of the United States courts and upon the people generally. The promotion of Judge Speer to the Supreme Bench would have a beneficial effect toward convincing young men in the South that they can be broadly National and at the same time hope to advance in the public service of the country.

BREAK OF THE OHIO ICE GORGE.

BARGES AND FERRYBOATS CARRIED AWAY—FEAR OF A FLOOD.

Cincinnati, Jan. 31.—The real break of the greatest ice gorge ever known in the Ohio River came at 5 o'clock yesterday morning. Since then the swollen river has been full from shore to shore of great rolling, heaving masses of ice and snow, moving with great force and carrying everything before it. The ferryboat Cincinnati was torn from her moorings, the landing float going away with her. She pushed through the bridges in safety and landed five miles below. Fully 100 barges floated down with the ice. At Parkersburg the damage will reach $30,000. At Marietta the ice moved down a few miles and gorged against the mouth of the Muskingum River. Fully $100,000 worth of lumber was sunk. The greatest fear is now of a flood. The river is rising rapidly at all points above.

At 1 o'clock thirty-eight barges passed Aurora, Ind., and a ferryboat carried down stream from some point between here and Aurora struck the stranded Winifred barge and was sunk. About twenty-five barges belonging to Captain Duffy broke from their moorings at Six Mile Island, above Louisville, early yesterday afternoon, and perhaps an equal number, the property of Cook & Huffman. Duffy lost three loaded barges and Huffman lost two. The fleets generally are said to have been pushed aground.

ICE CUTS OFF THEIR GAS SUPPLY.

Cincinnati, Jan. 31.—A dispatch to an evening paper from Peru, Ind., says that the main supply pipe of the National Gas Company burst in the middle of the Wabash River this morning, caused by the moving ice. Everything is shut off, and much distress is prevailing. Efforts are being made to connect with small four-inch pipes on the river bridge, which will probably give a sufficient supply to keep people from freezing. All the factories and large consumers are shut off. The outlook is gloomy, as the pipe cannot be repaired inside of sixty days, and the supply of wood and coal is short.

Why?
Pearline—the only Washing Compound ever imitated.

HAWAII AND ENGLAND.

Continued from First Page.

majority of the members of the House and Senate are in favor of a union. It is folly to say that the Hawaiian Islands are useless to us. In time to come they will be of inestimable value to us, and the United States should not permit this present great opportunity to go by without taking advantage of it. This country cannot afford to permit England to get possession of such a desirable group in the Pacific as the Sandwich Islands. England already has all the possessions there that the United States should permit her to have. We are seriously interested in Hawaii's prosperity, and the country, it is evident after what has happened, can never by itself again hope to be properly governed. Some power must guide it, and the United States must be that power. I feel confident that Congress and the State Department will act as the people of this country will wish and that will be that the United States is to handle the reins of government in Hawaii in the future.

WARSHIPS AVAILABLE FOR SERVICE.

THE BOSTON, MOHICAN, ADAMS, RANGER AND ALLIANCE IN THE PACIFIC.

The Navy has five vessels in the Pacific squadron available for service at Honolulu. One of these, the Boston, is now at the scene of the trouble. The Alliance, one of the old wooden vessels, was at Samoa at last accounts, and orders were sent to her to return to San Francisco; but these could be readily countermanded. The Mohican, Adams and Ranger, the latter an iron vessel, are at San Francisco, in commission, and could start within twenty-four hours. The new barbette-turreted vessel Monterey, although not having all of her guns mounted, could be sent to sea within two weeks, on an emergency. There are also three or four vessels in the Asiatic squadron that could be ordered to Hawaii if necessary to increase the force.

The cruiser San Francisco, now on her way to New-York, was flagship of the Pacific squadron. The new flag officer, Acting Rear-Admiral Joseph S. Skerrett, has made the Mohican his temporary flagship, and it is probable that she will start at once for Honolulu in order that Admiral Skerrett may be present at the earliest moment to direct affairs as far as they affect the United States Government. He is thoroughly versed in international law. He was actively engaged throughout the Civil War, and in its early days was executive to the flag officer on the Shenandoah. His last service in the war, on which occasion he showed marked bravery, was in the engagement with the rebel fortifications at the mouth of the Brazos River, Tex., on June 27, 1864, when in command of the gunboat Aroostook. In 1881, when he assumed command of the Richmond, at Panama, he was sent by the Secretary of the Navy to Samoa to settle the difficulties of the United States Consul and to examine the coaling station at Pago Pago.

The following is a brief description of the five vessels mentioned, with a short sketch of their commanders:

The Boston, the second vessel of the new steel Navy to be completed, was built in 1883, and is now at Honolulu. She is a sister vessel to the Atlanta, now at Port-au-Prince, and her battery consists of six six-inch and two eight-inch breechloading rifles; two six-pounder, two three-pounder and two one-pounder rapid-firing guns; two forty-seven-millimetre and two thirty-seven-millimetre Hotchkiss revolving cannon, and two Gatling guns. Her commander, Captain Gilbert C. Wiltse, is a resident of New-York when at home, and has a good war record. He took part in the battle between the frigates Congress and Cumberland, and the rebel ram Merrimac, at Hampton Roads, on March 9, 1862, and participated in the engagement of the monitors with Forts Sumter and Moultrie, in November, 1863.

The Mohican is an old wooden vessel of 1,900 tons displacement, and was built at the Portsmouth Navy Yard in 1858, by the Government. The injuries she received from striking on a reef on the coast of Alaska in June, 1892, were so serious that it was feared she would have to be condemned, but repairs have been made upon her for another cruise. She carries a battery of eight nine-inch smooth-bore guns, one eight-inch muzzle-loading rifle, one sixty-pounder breechloading rifle, two twenty-pounder guns, one three-inch breechloading Hotchkiss gun, one twelve-pounder smooth-bore howitzer, two thirty-seven-millimetre Hotchkiss revolving cannon and one Gatling gun. Commander Nicoll Ludlow, who commands her, was a junior officer at the beginning of the Civil War, but showed much bravery in several engagements. At the time of the civil war in Japan, in 1868, he was an officer on the the Iroquois and led a company of blue-jackets in the pursuit of Prince Bizen and his troops to the mountains back of Kobe, after the attack of the Japanese upon the American, British and French sailors in the streets of Kobe.

The Adams is a wooden vessel of the third rate, of 1,375 tons displacement, and was built by the Government in 1874, at Boston. She is commanded by Commander Thomas Nelson, and has a battery of four nine-inch smooth-bore cannon, one eight-inch muzzle-loading rifle, one sixty-pounder, breechloading rifle, one three-inch Hotchkiss rapid-firing gun, one twelve-pounder howitzer, and one Gatling gun.

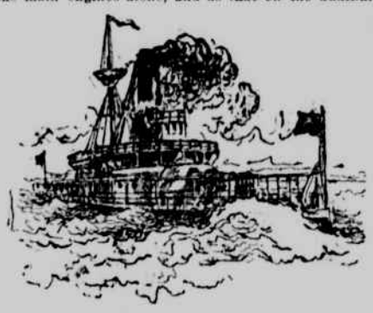
The Ranger is an iron vessel of the third rate, 11,020 tons, and was built by Harlan & Hollingsworth, at Wilmington, in 1873. She carries the same battery as the Adams, and is commanded by Commander Edward Longnecker, of the same naval academy class as Commander Ludlow. Commander Longnecker also was actively employed in squadron duty in the Civil War.

The Alliance, also a wooden vessel of the obsolete type, was built by the Government at the Norfolk Navy Yard in 1873. She is of 1,375 tons displacement and has a battery like that of the Adams. She is commanded by Commander W. H. Whiting, whose most conspicuous service in the Civil War was the burning of the blockade runner Ivanhoe, under the guns of Fort Morgan, in Mobile Bay, on July 5, 1864.

THE WAR-SHIP MONTEREY.

SHE EXCEEDS THE REQUIRED HORSE-POWER ON HER OFFICIAL TRIAL—A WET BOAT IN A FLOWING SEA, BUT A FIGHTER

San Francisco, Jan. 7.—The official trial of the new coast defence vessel Monterey in this bay two days ago was much more successful than was at first supposed. The approximate computations show a development of 5,452 horse power on the main engines alone, and as that on the auxiliary



THE MONTEREY.

engines will probably reach 150, the vessel will be found to have exceeded the horse power required in the contract by about 200. The contract provides that the builders may receive as a premium $100 for each unit of horse power in excess of the 5,400 required, and this will amount to about $20,000, should the official computations agree with the approximate figures.

The maximum revolutions were 168 per minute, and the average for the four hours, under forced draft, was 162. There were no conditions required as to speed. The vessel made an average of about fifteen knots. In her trial she fulfilled every expectation of Engineer-in-Chief Melville, with regard to the Ward water-tube boilers, the first of this pattern ever applied to American war vessels.

There has been more or less criticism, or expressed disappointment, on account of the amount of water that the Monterey shipped on her preliminary trip when running at not more than thirteen knots in perfectly smooth water in San Francisco Bay. This criticism has been made by some of the newspapers unfriendly to the Administration and not by naval men; and it may relieve their anxieties to know that the Monterey is only an improved monitor. She is in appearance not materially unlike the Miantonomoh, and much like the barbette monitor Puritan, now in course of completion at the New-York Navy Yard. She is of the low freeboard type, presenting but little surface to receive the fire of an enemy's guns, and has a curved steel deck to give her further protection. She is officially described as "a double-turreted, twin screw, armored coast-defence vessel." She was designed as a floating defence for the harbor of San Francisco, but is enough of a sea boat to go from port to port as occasion may require, although not designed to do battle at sea. The Monterey has the same freeboard as the double-turreted monitors, but has a speed 20 per cent greater. None of the single or double-turreted monitors of the Civil War ever went to sea without having their hatches battened down and the ventilators doubly secured and turned from the direction of the sea, but only one, the Monitor, was lost, that in the heaviest weather off Cape Hatteras. The Bureau of Steam Engineering has a set of photographs taken from the top of the Monterey's forward turret looking ahead. At 100 revolutions of the engines per minute there is fairly good surf bathing at the bows; at 130 to 132 revolutions a solid wall of water three feet high is coming over the bows; and at 150 revolutions a good volume of water is washing the base of the forward turret. But her four (two 12-inch and two 10-inch) breech-loading steel rifles will make things very interesting for any hostile fleet that comes inside the headlands, and she has all the sea-going qualities it was ever proposed that she should have.

WORSE THAN GRASSHOPPERS.

AN OLD KANSAN'S FOREBODINGS OF THE PEOPLE'S PARTY CRAZE

TO EMPHASIZE HIS DISGUST WITH THIS NEW SOCIALISM HE TELLS WHAT A GRASSHOPPER VISITATION WAS LIKE—THE DAMAGE DONE WAS REPAIRED IN A YEAR—NOW THE CASE IS DIFFERENT.

Atchison, Kan., Jan. 7.—This State is now undergoing all the sensations, and to many of its inhabitants the vexations, of the People's party craze, for which it will have to suffer in the future, in the opinion of well-informed observers of public affairs. They base this conclusion upon the harm that will inevitably ensue to the credit of the State, both financially and in the loss of the good opinion of outsiders who do not view with favor the absurd political fallacies of "Jerry" Simpson, Senator Peffer and their promiscuous following. This following embraces many well-meaning people, but also hordes of disappointed office-seekers who have deserted the old parties, thinking their chances of attaining the desire of their heart to feed at the public crib will stand a better show of fulfilment if enrolled in the new party which has sprung into existence. Then there are the stately Mugwumps, for whom nothing in the old parties was good enough, the people who have met with business reverses in various ways, those who are always ready to welcome any political novelty and those who are easily deluded by the glittering promises of such political heavyweights as Simpson, Weaver and company. An old resident of Kansas the other day expressed himself as follows:

"Kansas has undergone many setbacks since I first came here, nearly twenty years ago, but they were only temporary reverses compared with this craze which is now raging among the people, and especially the farmers, who are blindly following such men as Simpson and others of his ilk. They are prating about the poverty of the farmers and actually making many of them believe they are on the road to the poorhouse, while in fact they are doing well as a whole. They are paying off their mortgages and improving their circumstances in every way, slowly but surely. Of course there are some among them who, because of poor management, are not prospering, and they are ready dupes for any party which will promise to upset the existing state of affairs. I regard the men who are stirring up all this agitation as a greater curse to the State than the grasshopper plagues we used to have. We would usually recover from those the next season, but the blight caused by these professional agitators will, I fear, be more far-reaching in its effects."

"Were you here during the grasshopper invasion?" I asked. "I have read stories about them in the Eastern papers before now, but I suppose they were greatly exaggerated. Will you tell me something of them if you have the time?"

"I will begin at the beginning," said he; "maybe it will jibe together better. I was persuaded into coming to this State by the glowing stories of friends who had settled here a few years before. It is need less to say I soon found out that many of their yarns proved to be merely the products of too vivid imaginations. I was assured I would have no trouble in securing work at my trade at a good salary, but I soon found that for every situation there were a score of men in waiting. Some of them had been here for months and were in desperate need of something to do. I determined to secure work the first chance that offered, no matter what the occupation. This opportunity proved to be as a section-hand on a railroad that runs along the banks of the Missouri River for a few miles after leaving this city. The pay was about one-fourth that which I had been led to expect I would receive at my trade, but in my case a fourth of a loaf was better than none until something better turned up. I rented a house with a good-sized garden attached, and devoted my spare moments to its cultivation, taking great pleasure in watching the rapid growth of the vegetables, including sweet potatoes and watermelons, and fondly anticipating the time when they would reach a state of usefulness.

"As I said, the railroad upon which I was employed ran along the bank of the Missouri River for a short distance, and I found that our chief duty consisted in moving the tracks back from the constantly crumbling banks. The river just above this point made a sharp bend, and the full force of the current striking the bank on the Kansas shore undermined it rapidly. Foot after foot, and sometimes many feet at a time, would topple over and disappear in the water with a report like a cannon. At one point the river had reached the foot of a hill, part way up the side of which perched a farmhouse. The farm once consisted of eighty acres of highly productive land between the foot of the hill and the river bank, but all that was left of it was two or three acres on the hillside. The rest had been washed away by the resistless current of the mighty river. We moved the tracks near this spot four different times during the few months I remained there, each time several rods; so you see real estate is active in that particular section. Meantime we heard rumors about the approach of immense swarms of grasshoppers, and my fellow-workmen would regale me with stories of the devastation wrought by them which seemed so incredible that I merely regarded them as attempts to delude a 'tenderfoot,' as they called me. As the weeks passed by and the threatened invasion did not occur, a feeling of security took possession of all, and we came to the conclusion that the impending scourge had passed in some other direction. My garden was rapidly nearing that state of maturity when I could have my own vegetables and melons in abundance. One morning I told my wife that in another week we would have our own sweet potatoes and beets and cabbages, while the melons would not be far behind.

"We were engaged that day in preparing to move the tracks further back from the encroaching river. The heat was intense, no rain having fallen in several weeks, and the parched and baked earth reflected the rays of the burning sun until the air seemed to come from an oven. About 4 o'clock in the afternoon, while we were working in a half-hearted, listless way, about ready to drop from the enervating effects of the heat, we suddenly heard a rustling among the branches of the trees on the bluff near us.

"'Thank God!' cried one of the men, dropping his shovel, 'there comes a breeze at last.'

"We all straightened up to catch the first faint breath of the welcome stir of the superheated atmosphere, and lifted our hats to let it play upon our throbbing temples. All at once the foreman cried out in a tone of consternation, 'Hoppers, by —!' The long-threatened visitation had come sure enough, and what we had fancied to be the gentle rustling of the longed-for breeze was the sound of the onward rush of the countless multitude of grasshoppers through the foliage of the forest nearby. First one settled upon the ground at our feet, then another and another, and in an incredibly short time the ground was swarming with and literally buried from sight by the ever-increasing army. Talk about a blizzard! I have never seen a blizzard that obliterated everything as quickly as that grasshopper blizzard did. They swarmed all over us—in our faces, down our necks, and we had to keep our mouths closed to keep them from getting down our throats. We could not step without crushing a mass of them under our feet. To me who had never seen them before the sight was appalling. Still they continued to come, the air being darkened by the oncoming hosts. And as soon as they touched the ground they went to eating. What appetites those varmints had! Soon the weeds and grass and leaves on the trees and bushes began to disappear as if by magic. Almost everything was to their taste unless it was sweet. They would not touch sorghum or sweet potatoes or anything like that. Pretty soon a passenger train came tearing along a down-grade some distance below, but near us the grade began a sharp ascent, and as the train drew near the driving-wheels of the engine flew around at a tremendous rate and the train slackened its speed while the engineer frantically sanded the rails, trying to make them hold. But it was of no use. The grasshoppers covered the rails so densely that myriads of them had been crushed under the wheels, greasing them so thoroughly that the train was stalled. The trainhands got a couple of brooms, and shortening the handles, fastened one on each side of the pilot of the engine so that they just swept the rails. The mass of crushed hoppers was cleaned from the driving-wheels, the rails were well sanded, and after several efforts the train at last started, the brooms sweeping the ins