TRYING TO FIX THE BLAME.

INVESTIGATION OF THE COLLISION AT THE HACKENSACK BRIDGE BEGUN.

A CORONER'S JURY SELECTED—PRESIDENT SLOAN PLACES THE RESPONSIBILITY FOR THE WRECK ON THE ENGINEER OF THE SECOND TRAIN.

Two investigations of the fatal rear-end collision on the Morris and Essex division of the Delaware, Lackawanna and Western Railroad on Monday were set on foot yesterday. Coroner A. J. Volk, of Hoboken, selected a jury for an inquest, and took a preliminary survey of the ground, and Samuel Sloan, the president of the railroad company, began an inquiry in the company's office, in Hoboken. It was evident that the two investigations, ostensibly having in view the same end—the fixing of the responsibility for the frightful loss of life and the injury of many persons on the Hackensack meadows—would proceed on widely different lines. While the railroad officials will conduct their inquiry secretly, and may seek to collect or suppress evidence, as the interests of the company require, the official inquiry by the coroner will be public, and Mr. Volk said yesterday that it would be searching.

The twelve men who were selected by the coroner as jurymen are F. W. Bender, J. Heath, J. R. Wiggins, Henry Hirtler, A. P. Hexamer, A. Lankiring, J. Bruning, M. V. McDermott, H. Lohman, jr.; R. H. Abert, Frederick Eichner and M. Daab, jr. The Coroner and jury went to the place of the wreck yesterday morning in a special car provided by the railroad company, and F. R. Griffith, the assistant superintendent of the company, accompanied them on the trip.

AT THE PLACE OF THE WRECK.

When they arrived at the place west of the Hackensack bridge where the South Orange local train crashed into the Dover express in the fog on Monday morning, they could see little to suggest a railroad horror. The splintered remains of wrecked cars which had been flung into the marsh on the north side of the railroad embankment had been burned. There were left only heaps of ashes where bonfires had blazed on Monday night, and it was said that the bonfires had been lighted by employes of the railroad company. On the south side of the embankment still lay the smokestack and other parts of the wrecked locomotive of the South Orange train. Mr. Griffith took the Coroner and jurymen on to the company's repair shops at Kingsland, where the locomotive and several cars of both trains were laid up for repairs. There the jurymen spent some time inspecting the broken cars, in some of which were bloodstains and other evidence of the disaster. After they had returned to Hoboken, Mr. Volk announced that the taking of testimony at the inquest probably would begin on Wednesday of next week, as by that time he expected that some important witnesses, now in the hospital, would be able to appear.

CONDITION OF THE ENGINEER.

President Sloan went to the offices of the company in Hoboken early in the forenoon, but did not remain there long. Mr. Griffith said in the afternoon that Mr. Sloan had expected to continue an investigation during the day, but had changed his mind because David Hoffman, the engineer of the South Orange local train, who was believed to have been chiefly at fault, was not in a condition to be examined. Two of the subordinate officials of the railroad company went to St. Mary's Hospital in Hoboken yesterday, and asked permission to talk with Hoffman, but the physicians there said it was necessary that the engineer should have absolute quiet.

The rear brakeman of the Dover express train, who started back to flag the South Orange local train on Monday morning, but suddenly lost his wits and returned to advise the passengers on his train to jump for their lives, was suspended from duty yesterday. The railroad officials said his name was Wheaton, but they declared they did not know his Christian name, and could not tell where he might be found. To show that Wheaton had neglected his plain duty in failing to go back sooner and further in an effort to stop the South Orange local train, Mr. Griffith pointed to Rule No. 36, printed on the back of the official time-table of the railroad:

36. When it becomes necessary, from any cause, for a train or engine to stop on the main track between stations, or to stand at a station longer than the usual time, or to proceed only at a slow rate of speed, the rear brakeman must go back instantly, with danger signals (red flag and torpedoes by day, red lamp and torpedoes by night) at least half a mile, or twenty telegraph poles, to stop any following train or engine; he must display the danger signal in a conspicuous manner, and remain there until called in by the conductor. As an additional precaution, he must immediately fasten a torpedo to each rail, which must not be removed, and when called in he must fasten another torpedo to the rail, ten telegraph poles from the rear of the train.

NOT COMPELLED TO MAKE SCHEDULE TIME.

Mr. Griffith contradicted a report that Hoffman, the engineer, was compelled to make schedule time through the fog on Monday morning or risk being laid off, and he cited the following rules to show that the engineer had failed to use required caution:

12. All engines and trains must approach the different drop-signals and draw-bridges at a speed not exceeding five miles per hour; and this rate of speed must not be exceeded until the entire train has crossed the bridges.

65. Engineers will run their trains as nearly to card time as possible; neither too soon nor too late at a station. It is not necessary that passenger trains should stop more than three minutes for water at any station; when the train is behind time, the stop should be as short as possible; both conductors and engineers must have due regard for the safety of passengers and property upon their trains. Never take any unwarrantable risks for the purpose of making up time between stations, or arriving at terminal stations upon time. In case of foggy or stormy weather the greatest care must be exercised, speed reduced around curves, passing stations, approaching bridges, and approaching and passing through the different yards. Fault will not be found for being behind time, when caution and prudence dictate that as the safe course.

Before he went to Hoboken yesterday morning, President Sloan said in reference to the wreck on Monday: "According to a rule of the company, which is that in foggy or stormy weather the greatest care must be exercised, speed reduced around curves, passing stations, approaching bridges and passing through the different yards, I can find no one to blame but the engineer of the second train. His train should have been running slowly and under control when he came up to the drawbridge. From the facts so far presented to me I can place the blame on the engineer alone. I am going to Hoboken to superintend the investigation which may develop circumstances that may place the blame elsewhere."

WHY THE BLOCK SYSTEM WAS NOT USED.

As to the reports that our trains race with trains on the Pennsylvania road, I do not think it is so. I have been on trains that people have said were racing, but I know they were running on schedule time. We are charged with crime in not having a block-signal system. We have not used the block system because we have not deemed it necessary. We consider man superior to machines."

William Sloan, the third vice-president of the road, said a thorough investigation was being made, and that no efforts would be spared to place the blame where it belonged.

The officers of the road are all agreed in declaring that the accident was not caused by the absence of a block-signal system. They say that had the engineer obeyed the rules of the company there would not have been the fearful accident. They trust their men to heed the rules rather than to have a good system of signals which, they say, will keep in the engineers' mind his duty much better than a lot of typewritten instructions, which take constant study to remember. They say that they want the best system possible, and that if they were sure that a block-signal system were superior to rules and regulations they would adopt it. At present they did not think so.

THEY APPROVE MR. SLOAN'S OPINION.

Mr. Griffith and other officials of the railroad company at Hoboken yesterday said they fully approved what President Sloan had said about the block system of signals. In that system, they declared, no matter what might be said to the contrary, the safety of trains and passengers constantly depended on the fidelity and watchfulness of the men in the signal towers. A mistake by a signal man might cause a collision at any time, they said, and they preferred to trust to the engineers, conductors and brakemen on the trains rather than men in the signal towers. In support of their position they declared that since the introduction of the block system on the Pennsylvania Railroad, there had been several rear-end collisions of trains on that road, while the accident on the Hackensack meadows was the first of that kind to occur on the Morris and Essex for many years. The officials are plainly bent on ignoring the fact that the most prominent railroad officials of this country and of Europe have declared the block system to be the best known safeguard against accidents like that of Monday.

Coroner Volk was satisfied, after patient inquiry yesterday, that only nine persons had been killed by the railroad collision on the Hackensack Meadows. Dr. Doty, the druggist of Basking Ridge, who was reported to have been killed, was found to be alive and unhurt. The report that D. Camyron, of Summit, has been killed was found to be untrue.

LIST OF THE DEAD.

The complete list of the dead, so far as known yesterday, is appended:

ADAMS, William R., a fish dealer, fifty years old, of Summit, N. J.

FERGUSON, William, fifty-five, an employe of the Western Union Telegraph Company, who lived in Summit.

FISH, John, forty-eight, of Summit, who had been employed in the mineral water factory of Carl Schultz, in New-York.

KINSEY, Edward, forty-five, a farmer, of Basking Ridge, who also had carried on a produce business in Hoboken.

MORRELL, Edwin, thirty-nine, of Summit, who had been employed lately by the Smith Premier Typewriter Company, and formerly had been in the employ of the Remington company, in New-York.

PURINTON, Walter K., thirty-five, who lived in Short Hills and carried on the manufacture of glue at No. 199 Water-st., this city. His body was sent to Potsham, Me., his native place, yesterday for burial.

RIMMER, John H., forty, of Summit, who was cashier of S. W. Babcock, banker and broker, No. 31 Broad-st.

TURNER, William J., twenty-eight, of Basking Ridge, employed as bookkeeper for Dill, Chandler & Seymour, lawyers, at No. 31 Nassau-st., New-York.

RYAN, Patrick, a storekeeper, of Milburn, thirty-six years old, and a brother-in-law of William R. Adams.

The nine men who were killed were married and had families. Adams and Ryan were on their way to Danbury, Conn., to bring back the body of Adams's brother, who had died.

INJURED MEN RECOVERING.

Three of the injured men who were taken to St. Mary's Hospital in Hoboken on Monday had recovered sufficiently to go to their homes yesterday. Ten men who had been hurt more seriously in the wreck were in the hospital yesterday. They were Christopher Arnold, of Newark, whose thigh had been amputated; Edwin M. Clark, of Basking Ridge, whose side had been cut and bruised; Harry S. Cornish, of Basking Ridge, suffering from an injury to the spine; Frederick Ferguson, of Summit, internally injured; Arthur Gardner, of Short Hills, who had four ribs broken; David Hoffman, the engineer, suffering from a scalp wound and concussion of the brain; Charles E. Minchen, of this city, hurt internally; Carl H. Schultz, jr., of Murray Hill, suffering from a compound fracture of the thigh; Ernst H. Shafe, of Basking Ridge, also suffering from a fracture of the thigh, and Theodore J. White, jr., of Summit, whose leg was broken. The only one who was said to be in danger of dying at the hospital yesterday was young Schultz. The physicians said that the other sufferers were doing as well as could be expected, and probably would recover.

All of the Newark people who were injured in the accident were doing as well as could be expected yesterday. Several of them were found to be more severely injured than was at first supposed. Miss Bertha Mills is confined to her bed, and it is feared she has been internally injured. Edward Pierson was saved from serious injury to his head by the thickness of his hair, which he had allowed to grow ever since the football season began. His head was cut, but not seriously. His arms are injured, however, and it will be some time before he will be able to be about.

Wedding Silver.

Unique Table Pieces.—To meet a demand this season, for inexpensive objects, suitable for wedding presents, The GORHAM M'F'G Co. suggest among other things, the following pieces, as embodying features particularly appropriate for this purpose: Bread servers, Toasting forks, Fried Oyster servers, Lettuce forks, Butter picks, Macaroni servers, Ice tongs and spoons, Asparagus forks, Tea spoons, Bonbon tongs and spoons, Meat forks, Pudding knives, etc. The above will be found in all their **copyrighted patterns** at exceptionally attractive prices.

(ART ROOMS—Third Floor.)

Gorham M'f'g Co.,

Silversmiths,

BROADWAY—Carriage entrance 19th St.

WORK FOR AMERICAN SHIPSMITHS.

THE AMERICAN LINE STEAMERS TO BE OVERHAULED AND REFITTED ON THIS SIDE OF THE ATLANTIC.

The Republican policy of protection to American shipping is bearing fruit in more than one direction. The American Line steamers, when repairs or alterations are to be made, will be the source of considerable revenue to American shipbuilders and mechanics, and the money that formerly went into British pockets will go into those of American mechanics.

When the steamer Berlin, which is still under the British flag, but which is one of the American Line fleet, arrives here to-morrow or Friday on her last winter trip she will discharge her cargo, and will then go on the docks at the Erie Basin, Brooklyn, where she will be thoroughly overhauled and improved. She will probably lay in dock for one week, and her next eastward trip will be made on February 7. The Berlin is a single-screw steamer, and was built in 1874 at Greenock, Scotland.

The New-York and Paris will also receive their annual grooming preparatory to making their spring trips. The steamers are so large that the immense docks of the Newport News (Va.) Shipbuilding Company will be used, there being no docks in these waters large enough to accommodate them while they are being renovated.

The New-York sails from Southampton on February 3, and will go into drydock at Newport News on February 11 or 12. She will be idle until March 7, when she makes her first trip to Southampton under the spring schedule. The Paris leaves Southampton on March 3, and after being overhauled goes on duty again on April 4.

DR. COLTON LECTURES ON ELECTRICITY.

Primitive telegraph instruments, magnets, electric batteries and models explaining the working of electro-magnetism were ranged on a long table in the Church of the Messiah, Park-ave. and Thirty-fourth-st., last night, and behind the table Dr. Colton delivered a highly interesting lecture on electricity and exhibited an electrical engine—the first ever constructed—which was made for Dr. Colton in 1847.

WORKING FOR GOOD CITY GOVERNMENT.

Philadelphia, Jan. 16.—A National conference for good city government will be held in this city on Thursday and Friday, January 25 and 26, and the sessions will be held in the hall of the Art Club, in Broad-st. A cordial invitation is issued to the public to attend the sessions of the conference. Debate, however, will be confined to delegates and invited guests. James C. Carter, of New-York, will preside on Thursday. A public meeting will be held in Association Hall, at Fifteenth and Chestnut sts., at 8 p. m. on Friday, at which John Field will preside. Theodore Roosevelt, of the National Civil Service Commission, will speak on "Practical Methods for Securing Political Reform"; the Rev. Dr. W. S. Rainsford, of New-York, on "The Churches and Municipal Reform," and Samuel B. Capen, of Boston, on "What Boston Is Doing for Municipal Reform."

PRESIDENT AND QUEEN.

THEY HOLD SIMILAR VIEWS ON THE USES OF A CONSTITUTION.

BOTH SUPERIOR TO ONE—SENATOR GALLINGER PROTESTS AGAINST THE DEMOCRATIC TARIFF POLICY.

Washington, Jan. 16.—In the absence of the Vice-President (gone to attend the meeting of the Bar Association at Albany, N. Y.), Mr. Harris (Dem., Tenn.) presided over to-day's session of the Senate. The President's message to Congress, transmitting correspondence in the Hawaiian matter, was read by the secretary, Mr. Cox.

Mr. Hoar (Rep., Mass.) moved that the message and accompanying documents be printed and referred to the Committee on Foreign Relations. It would be remembered, he said, that the President of the United States, deeming that it would be a shame, a foul shame, to expose the persons who had been engaged in the establishment of the present Government of Hawaii to the vengeance of a cruel and semi-barbarous ruler, demanded from her an undertaking that there should be a complete pardon and amnesty of all the persons engaged in the revolution.

Nobody, however severe a critic of the present Administration, questioned the wisdom and humanity of that stipulation. When the suggestion was made to the Queen by Mr. Willis, said Mr. Hoar, she was asked to issue a proclamation of amnesty, and she said that she thought that the persons concerned ought to be beheaded, their property confiscated and their children driven from the realm.

The Queen had also informed Mr. Willis that she had no constitutional or legal right to promise amnesty. Finally, however, a promise of amnesty had been extorted from her; and that promise was as gross a violation of the Hawaiian constitution as could be suggested or supposed. The Queen had notified Mr. Willis of that fact and had protested twice that she had no legal power to do that thing.

"Mr. President," said Mr. Hoar, with emphatic solemnity, "there is but one point of sympathy between the present Executive of the United States and the deposed Queen of Hawaii, and that is, a purpose on the part of each recklessly to disregard the constitution of their own country—the only difference being that the President of the United States disregards our constitution recklessly and without provocation, while the Queen of Hawaii, in this instance, proposes to disregard it only before the temptation of a throne."

Mr. Gray (Dem., Del.) congratulated Mr. Hoar on his tender regard for the maintenance of the Hawaiian constitution. He (Mr. Gray) did not, however, know that the President's act in insisting on a condition of amnesty and full pardon was not a wise one, notwithstanding the argument of the Senator from Massachusetts. He (Mr. Gray) believed that the President was right in saying that he would exact such a condition from the Queen before he would intervene or exercise his good offices with the Provisional Government in her behalf; and that the President was able, under the powers with which he was clothed, and that the United States was able, to make good that promise.

Mr. Hoar took exception to Mr. Gray's remarks; and a colloquy arose between them as to what each of them had or had not said. The colloquy drifted into the raising of the American flag and the landing of American marines in Honolulu; and in regard to the flag Mr. Hoar said that, as he understood it, the flag had been hoisted purely and simply as an act of courtesy on the part of the Provisional Government.

Mr. Daniel (Dem., Va.) asked Mr. Hoar what right had the American Minister or the American Admiral, at anybody's invitation, to assume the sovereignty of the islands.

"None at all," Mr. Hoar admitted.

After further discussion, in which nothing interesting or important was said, the resolution went over without action, Mr. Hoar stating that the Senator from Illinois (Mr. Cullom) desired to address the Senate upon it.

Mr. Gallinger (Rep., N. H.) then addressed the Senate on the resolution offered by him on December 20 declaring it as the sense of the Senate that it is unwise to attempt any change in the tariff during the present Administration. He said that never since the year in which the President of the United States was born—the terrible year of 1857—had there been such suffering, sorrow and destitution in the land as existed to-day. From every State of the American Union and from all classes and conditions of men the cry for relief came. From all the great industrial centres and from the laboring masses of the people came the plea to Congress to leave the existing tariff law intact. In that plea Democrats united with Republicans and the employes with their employers. But in the very face of it all the Democratic leaders seemed intent upon overthrowing the high protective principle and substituting some form of a tariff for revenue only. While the poor man begged for employment and his children suffered for bread the Democratic leaders coolly proposed to enact a law that would necessarily reduce both the amount and the price of labor in this country, and bring the American workingman in direct competition with the labor of foreign nations, from which an army of toilers fled every year to the United States.

American labor has a right to demand its full share of protection. New-England asks for neither free coal, free iron ore, free lumber, nor free wool. In them all are represented the toil and sweat of honest men—toil and sweat which have a right to demand adequate protection from the cheaper labor of Canada, Nova Scotia, Australia and South America. Free raw materials and reduced tariff duties will primarily injure the workingmen by lessening wages, and secondarily the manufacturer because the laboring classes will have practically nothing with which to buy the products of our mills. It has been our boast that as a nation we consumed per capita more than any other country on the face of the earth—twice or three times as much as some—but all that will change when wages are reduced and the poor man finds it difficult to earn enough to procure food and shelter for his family.

Southern rice was enormously protected, while Northern agricultural products were mostly on the free list. Southern oranges were cared for, but Northern apples were ignored. Southern marble was highly protected, but Northern granite was made to suffer. Iron ties for Southern cotton were looked after, but iron bales for Northern hay were heavily taxed. And so all along the line. This was the message of destruction that the Democratic party proposed to send to the employers and working people in the scores of mills all over New-England and New-York.

EXPORTS AND IMPORTS FOR 1893.

Washington, Jan. 16.—The Bureau of Statistics, Treasury Department, has prepared the following table, showing the total values of imports and exports of the United States for the month and year ending December 31, 1893, the preliminary figures of which have been corrected to the present date:

MERCHANDISE.

	December.	Year ending Dec.
1893.		
Exports, domestic	$91,680,793	$854,787,091
Foreign	1,952,254	21,990,462
Total	93,633,047	876,148,023
Imports	50,387,986	776,745,654
Excess of exports over imports	43,245,061	99,402,342
1892.		
Exports, domestic	86,218,982	923,297,315
Foreign	1,326,836	15,193,345
Total	87,545,818	938,490,660
Imports	65,126,356	840,920,955
Excess of exports over imports	22,419,462	97,489,705

GOLD AND SILVER.

1893.		
Gold, exports	$2,654,545	$79,737,354
Imports	746,245	72,762,389
Excess of exports over imports	1,908,300	7,001,965
Silver, exports	5,215,692	46,239,439
Imports	952,019	18,274,804
Excess of exports over imports	4,313,673	27,965,635
1892.		
Gold, exports	12,879,727	76,532,656
Imports	1,040,538	17,450,906
Excess of exports over imports	11,839,189	59,081,110
Silver, exports	4,710,107	35,975,854
Imports	1,824,529	21,726,252
Excess of exports over imports	2,885,578	14,249,582

WILL H. LOW MADE A TREASURY DESIGNER.

Washington, Jan. 16.—Secretary Carlisle has appointed Will H. Low, of New-York, a designer in the Bureau of Engraving and Printing at a salary of $6,000 a year. It is understood the appointment is only for two months. In some quarters this appointment for so short a time at so large a salary is taken as an indication that the Postmaster-General has decided to award the contract for printing postage stamps to the Bureau of Engraving and Printing.

NINETEENTH CENTURY CLUB MEETING.

The Nineteenth Century Club held a meeting at Sherry's last night. There was a large attendance. The ballroom was decorated with flowers, and when the subject of the evening—"Conditions of Labor in America in the Time of the Colonies and Now"—had been discussed, an elaborate supper was served. Dr. Edward Eggleston and Edward Atkins were the speakers. Among those present were Edward Lauterbach, Horace E. Deming, Frederic R. Coudert, Mr. and Mrs. Lucien Scott, Joan A. Taylor, James A. Parker, Mr. and Mrs. H. L. Hayden, Mr. and Mrs. T. Frank Brownell, Mr. and Mrs. William Travers Jerome, H. M. Day, Mr. and Mrs. Charles Dugdin, Mrs. William Lee, Mrs. Clarence Pike, Mrs. Mary Rice Miller, S. H. Nichols, Edward D. Page, Charles H. Lee, Wilson M. Powell, Mr. and Mrs. J. B. Bloomingdale, E. W. Grinnell, Mr. and Mrs. Henry A. Wiley, Mrs. Dudley Field, Miss Maud Ingersoll, Oscar S. Straus, Frank D. Woodruff, Thaddeus B. Wakeman, Mr. and Mrs. Mortimer C. Addoms, James Speyer, Mr. and Mrs. Edmund Wetmore, Mr. and Mrs. W. B. Dinsmore, Samuel H. Ordway, Edward Mitchell, Mrs. James Sheldon, Mr. and Mrs. Donald McLean and Mr. and Mrs. H. M. Loomis.

MANY AMENDMENTS MADE.

A TAME DAY IN THE HOUSE AS COMPARED WITH MONDAY.

MR. BOWERS FEEDS THE MEMBERS ON AMERICAN RAISINS—SHARP DEBATE ON THE WOOL SCHEDULE.

Washington, Jan. 16.—The House worked smoothly and methodically to-day on amendments to the Wilson bill. These were offered by Chairman Wilson, and all were agreed to excepting one providing that the free-wool clause should go into effect on August 1 next. A strong fight was made on this amendment, and it was still pending when the House took a recess at 5:30. The amendments agreed to reduce the tariff on furs for hatters' use from 20 per cent to 10 per cent ad valorem, and on calfskins, patent and japanned leather, dressed upper leather, chamois and other skins, from 20 to 15 per cent. All hydrographic charts were placed on the free list. The rate on condensed milk was changed from 20 per cent ad valorem to 2 cents a pound. Chair canes or reeds, wrought or manufactured from rattan or reeds, were taken from the free list, and a tariff of 7 per cent ad valorem imposed.

There was little routine business to be disposed of by the House, and after the call of committees for reports Mr. Springer rose to a question of personal privilege. He said that in the reports of his speech on the Wilson bill a few days ago remarks made by Mr. Dolliver (Rep., Iowa) were attributed to him, and the papers west of Chicago reported him as opposed to the passage of the bill.

At 11:12 the House went into Committee of the Whole to consider the Tariff bill, with Mr. Richardson (Dem., Tenn.) in the chair. A number of amendments were offered by Mr. Wilson, chairman of the Committee on Ways and Means, and they were agreed to without objection.

An obstacle was encountered, however, by the amendment proposed to the milk schedule, raising the tariff on condensed or preserved milk from 20 per cent ad valorem to a specific rate of 2 cents a pound.

An interesting debate followed, in which Messrs. Payne (Rep., N. Y.), Curtis (Rep., N. Y.), Northway (Rep., Ohio), Hopkins (Rep., Ill.) and Bowers (Rep., Cal.) took part for the Republicans, and opposed the imposition of so small a tariff on condensed milk. Spice and humor were added to the debate by Mr. Bowers, who, leaving condensed milk to take care of itself, drifted into the subject of raisins. Mr. Bowers has a very forcible way of stating things, and, as object lessons are the order of the day, produced a box of raisins grown in his district, which he put up against "Jerry" Simpson's shoddy overcoat. The gentleman from Kansas, he said, did not know whether the overcoat was shoddy or wool, or whether it was American or foreign. Mr. Bowers guaranteed his raisins to be a genuine American product, no shoddy, but all wool, and a yard wide. The Republicans crowded around Mr. Bowers to sample his American product, and for a while there was a schoolboy scrimmage for raisins, when Mr. Bowers interfered in order to save some of his sample for the Democratic side. The House was in a turmoil, and the galleries were laughing at the scene presented on the floor, when Mr. Enloe (Dem., Tenn.) laughingly suggested that the Republicans were destroying the argument of Mr. Bowers. Mr. Wilson's amendment was finally agreed to by a strict party vote.

Mr. Wilson amended the internal revenue feature of the bill by defining cigarettes as "wrapped in paper." This was agreed to without objection.

A long and interesting discussion was precipitated by the renewal of Mr. Burrows's (Rep., Mich.) effort to secure recognition to offer an amendment. He said that when he had made a similar attempt yesterday certain gentlemen on the other side supported the chairman's refusal to recognize him, on the ground that in the 51st Congress the chairman of the Committee of the Whole had recognized Mr. McKinley to offer eighty-eight amendments before receiving any from the Democratic side. As a matter of fact, he said, of the amendments offered only five or six were offered by Mr. McKinley. Mr. Breckinridge (Dem., Ky.) had offered the first amendment, and a number had been offered by Mr. McMillin (Dem., Tenn.). After three days a special order had been adopted, under which the remainder of the bill was read through and was opened to amendments, and under the order the chairman was recognized to offer eighty-eight amendments; but that did not mean that he was recognized eighty-eight times, for forty-two amendments had been bunched and presented under one amendment.

Mr. McMillin (Dem., Tenn.) and Mr. Springer (Dem., Ill.) defended the ruling of the chairman, while Mr. Reed (Rep., Me.) and Mr. Burrows (Rep., Mich.) attacked it, asserting that there was no similitude between the conditions existing in the 51st Congress and the 53d.

Mr. Enloe (Dem., Tenn.) said he believed the gentleman from Maine (Mr. Reed) was technically correct. He did not think Mr. Wilson could claim recognition as a matter of right as chairman of the Committee on Ways and Means. He wished to preserve the individuality of members, and not merge them into a committee or a party.

The chairman reaffirmed the decision which he had announced yesterday, and declared that he would not recognize Mr. Burrows. Mr. Wilson was recognized, and submitted an amendment providing that the free-wool schedule should not go into effect until August 1, 1894.

Mr. Payne (Rep., N. Y.) offered an amendment to this amendment fixing the date at which the free-wool clause would take effect as October 1, 1894. These amendments furnished the text for many sharp speeches and not a few amusing incidents.

Mr. Wilson gave his reasons for submitting the amendment. It was impracticable, he said, that the bill could take effect on March 1, and it was impossible to predict when it would take effect, and he would like to give the wool-growers a chance to get up their spring kids. And he proposed to offer another amendment fixing the date at which the reduction on woollen manufactures should take effect as December 1, 1894, in order that the manufacturers might work off their stock of wool.

Mr. Hartman (Rep., Mont.) injected some humor into the discussion. He said that in the extra session the leader of the Democracy had predicted that the repeal of the purchasing clause of the Sherman law would relieve the country of its financial depression, and he was making the same prediction now in regard to the Wilson bill. Was he a Democratic prophet or the son of a prophet, or only the mouthpiece of the stuffed prophet of Buzzard's Bay? (Republican laughter and applause.)

Mr. Clark (Dem., Mo.) amused the House for a time. Representatives wanted, he said, to put off the date of enactment of the wool schedule until 1898. Might as well put it off until the day of judgment. (Republican cries of "Yes! Yes!") This proposition comes in the nature of a motion for a new trial in a case which the American people had twice decided adversely. (Democratic laughter.) Why do they want this postponement? So that they may fry more fat out of the manufacturers and elect their President in 1896. (Democratic laughter and applause.) It had been said on the Republican side that if wool were put on the free list there would not be a grease spot left of the Democratic party in 1896. (Republican laughter and cries of "Yes! Yes!") "Then," said Mr. Clark, "if you believe that, every man on the Republican side will vote for this bill." (Democratic laughter and applause.) When a man was freezing in 1894 it would be cold comfort to tell him he would have a good coat in 1896. And to make up the deficit which would be caused by the Wilson bill, he said, we are going to pass such an income tax as will make the eyes of the multi-millionaires bulge out. (Laughter and applause.)

The discussion lasted until the recess hour, 5:30 o'clock, without any vote being reached, short speeches being made by a score or so of members.

FEDERAL ELECTION LAW REPEAL.

MR. PALMER OPENS THE DEBATE IN THE SENATE—LITTLE LIKELIHOOD OF PROMPT ACTION.

Washington, Jan. 16 (Special).—The House bill for the repeal of the present Federal Election laws, after many half-hearted and lingering efforts, was finally brought before the Senate to-day for actual discussion, and the debate on this measure in the "deliberative branch" of Congress was formally begun. Mr. Gray is in charge of the bill, and under his easy-going management the discussion is likely to drag along for several weeks. It would be a gross exaggeration of the facts to say that the Tucker bill excites at present any serious interest in the Senate, and there is little prospect of an earnest partisan battle over the proposed repeal. The Republican minority will, of course, endeavor to expose the true purpose of the pending legislation, which is to destroy all existing safeguards now cast about the ballot-box in Federal elections. But the chance of the effectual enforcement of the Federal Election laws under this Administration being so remote and improbable, it is admitted on both sides that little material difference could result for three or four years at least from the defeat of the Tucker bill.

The Republicans will, therefore, not resort to unusual methods of delay or prevent its passage, while the Democratic managers, absorbed as they are with the more perplexing problems of financial and tariff legislation and of Hawaiian diplomacy, have now but a distant and feeble interest in hastening the repeal of the protective Federal statutes against which so much clamor has been raised by their party orators during political campaigns. Mr. Palmer, of Illinois, spoke on the repeal bill to-day. One other speech will be probably be made daily for some time to come.

COMING BY THE SUEZ CANAL.

Washington, Jan. 16.—Secretary Herbert has cabled Rear Admiral Skerrett, at Yokohama, to send the old flagship Lancaster back to this country by way of the Suez Canal and the Mediterranean instead of around the Cape of Good Hope, as originally intended. This long voyage will be the last taken by the historic ship. Her arrival in American waters may be expected in April, as it is estimated that the voyage will consume eighty days.

"It made me Hands thot Sor' I couldn't slape; an' if it was thot harrd on me hands, how harrd it must be on the durrt!" This is the way a good old Irish woman praises some washing-powder or other which she prefers to **Pearline.** As it was proven she had never tried **Pearline,** the compliment would appear to be in favor of **Pearline.** Whoever heard of any one claiming that **Pearline** hurt the hands? But there's the trouble—**Pearline** is the original washing compound; its popularity has drawn out thousands of imitations—so popular that to many it indicates any powdered washing material. If you are using **Pearline,** you are satisfied; if you are dissatisfied, try **Pearline.** If you are using something with which you are satisfied and it is not **Pearline,** try **Pearline**—you will wonder you were satisfied before. **Pearline** is economical and harmless. 415 JAMES PYLE, New York.

THE HORNBLOWER INCIDENT.

DEMOCRATIC SENATORS LOOK FOR BETTER TREATMENT NOW.

SENATOR GRAY, OF DELAWARE, TALKED OF FOR THE VACANT JUSTICESHIP—SECRETARY CARLISLE'S CHANCES.

Washington, Jan. 16 (Special).—It is announced that President Cleveland will shortly send to the Senate a new candidate for the vacant Associate Justiceship of the Supreme Court. It is understood that, in view of the prospect of Mr. Hornblower's defeat, he has had under consideration another nominee, and it is now stated with great positiveness that he has selected Senator Gray, of Delaware. Senator Gray is a man eminently qualified for the position, and his nomination would not excite the least opposition. It would secure confirmation in all probability within an hour after the President's message reached the Senate. There is a great deal of talk about the possibility of Mr. Carlisle's name being sent in, but the statement concerning Mr. Gray is made with a positiveness which ignores all other candidates dependent entirely upon his disposition to accept. Mr. Gray's elevation to the Supreme Bench, it is believed, would mean the retirement of Mr. Bayard from the Embassy at the Court of St. James and his return to the Senate.

The action on the Hornblower nomination is accepted on all hands as a severe blow to the Administration. The general interpretation of the action of the Democrats who voted against confirmation is that, more than anything else, they were inspired by a desire to discipline Mr. Cleveland, and it is believed that, having cut completely loose in this way, most of them will avail themselves of every opportunity to antagonize Mr. Cleveland. The same spirit, it is believed, will operate in the Senate when the Hawaiian matter comes up. Some of those Senators who have not taken a position against the Administration, but who have felt all along that Mr. Cleveland did not show them suitable consideration, are rejoiced over yesterday's action, and are now looking forward to Mr. Cleveland's showing them more consideration than heretofore in view of the now urgent political and personal necessity of his making friends.

THEY WERE HORNBLOWERS.

SENATOR HILL'S ADHERENTS WERE LOUD IN THEIR CELEBRATION OF HIS LATEST VICTORY.

Albany, Jan. 16 (Special).—The Governor's reception to the members of the Legislature to-night brought here a large number of Democrats from various parts of the State, many of whom started in early in the day to prepare for the evening's entertainment. Among the many who had responded to the Governor's invitations were some ardent followers of David B. Hill, and as the hour for the reception drew nearer a considerable number of the Hill men became exceedingly enthusiastic over what they termed the "great victory of the senior Senator" in securing the defeat of William B. Hornblower's confirmation as Judge of the United States Supreme Court.

The enthusiasm reached such a pitch along about sundown that a raid was made upon the nearest hardware store, and all the tin foghorns, from the 38-calibre down to the smallest vest-pocket edition, changed hands. Within ten minutes from the time when the horns were purchased the din and confusion in the Delavan Hotel barroom were such that the proprietor was forced to request a moderation of the exhibitions of joy. Then some squeaking rubber horns were obtained. They did not make quite so much noise, but they answered as well the purpose of demonstrating the feelings of most of the Governor's guests. As one Hill man met another the horns would be exhibited, and one of them would say: "I'm a hornblower; I've just been through the Senate." With this the rubber horn would be squeezed flat. Then there would be an immediate adjournment to the nearest place where liquid refreshments were served, and the Hill victory over Hornblower would be duly celebrated. There were many friends of Mr. Cleveland in and around the hotels this afternoon and to-night, and they were exceedingly indignant at the outward exhibitions of joy made manifest by the senior Senator's strong supporters.

OPINIONS EXPRESSED IN THIS CITY.

TALKS WITH W. H. PECKHAM, JAMES C. CARTER AND F. L. STETSON.

Wheeler H Peckham declined yesterday to discuss Mr. Hornblower's rejection by the Senate further than to say that he considered Mr. Hornblower eminently fitted for the place, and that as it was all over now he thought it useless to talk about it.

Francis Lynde Stetson said: "All I have to say about the rejection of Mr. Hornblower's name by the Senate is that the country has lost a good deal by it and Mr. Hornblower has gained by it."

Mr. Hornblower would not talk about the action of the Senate. He did not appear to be much cast down by its refusal to confirm his nomination.

James C. Carter was little disposed to discuss the Hornblower affair. "What is the use of talking about it?" he inquired. "Everybody knows the reasons of the rejection. Mr. Hill wanted to make war upon Mr. Cleveland, and the Republicans wanted to help him make war. Both reasons are bad."

Mr. Carter was asked what he thought of the prospect of Mr. Hornblower being nominated as the Democratic candidate for Governor. "What can I say about that?" he responded. "Mr. Hornblower doesn't want the nomination, but it would not be very different from the course that politics sometimes takes. His rejection in nowise injures the reputation of Mr. Hornblower in the legal community; on the contrary, it rather enhances his reputation. I do not think it will help Mr. Hill in his party standing or schemes."

HE CAUGHT PIGEONS AND PLAYED "CRAPS."

"What's the use of making arrests, anyhow?" said Policeman Howard, in the Yorkville Police Court, yesterday afternoon. He had brought in and arraigned a bright, keen little fellow, named Alexander Lowe, fourteen years old, of No. 759 Sixth-ave., for trapping pigeons in Park-ave., near the Murray Hill Hotel. Justice Koch had discharged the boy with a reprimand. "That boy," continued the policeman, "is the worst one of a gang of a dozen or more who hang around the big hotels to steal the free lunch, catch pigeons on the street, sell them to East Side butchers and spend the money playing craps. It's almost an impossibility to catch one of them. They run like deer, and have hiding places all around. Complaints come in about them every day, and we are ordered to take 'em in. This makes the fifth one I've caught within a few weeks, and every one has got off. That makes 'em bold and sassy. Why, there's a big gang waiting down on the street now to see what becomes of their pal. When they find he wasn't punished they'll jeer and sass me all the way to the station house. Oh, they're terrors, I tell you."

Howard said that young Lowe had a long string, with a loop at one end, thrown over some pegs on the street. He was in the act of sprinkling some oats in the loop when he caught him.

Lowe said he was only "watching de trap fur de older fellers, see?" He told a reporter that he was a good boy, and went to the Forty-second-st. Grammar School; he "jest played hookey fer dis afternoon, an' got pinched; de cops is dead sore on us kids, dey is." The officer sighed as he left the courtroom, and a moment later a chorus of yells from the street proclaimed that "de gang" had learned