THE NEW WATER FRONT.

WHARF ACCOMMODATIONS ALMOST DOUBLED BY THE HARLEM RIVER IMPROVEMENTS.

THE WORK ACCOMPLISHED ALREADY AND WHAT REMAINS TO BE DONE—VOLUME OF COMMERCE ALREADY HERE.

Although Manhattan Island is thirty miles in circumference, there are, by careful measurement, only nineteen miles of its water-frontage—leaving the Harlem River out of the calculation—available for commercial use and the heavy tonnage incidental thereto. And of those nineteen miles a very large portion—particularly on the Hudson River side—is now controlled exclusively by foreign steamship companies and the freight departments of great railway corporations, so that the facilities desirable for general commerce, outside those privileged classes of traffic enterprise are already injuriously restricted. Already lumber, coal, building materials and other departments of heavy traffic which only a few years ago made such a conspicuous showing along the West Side have been squeezed out and forced to find new locations less accessible and in not a few instances on adjacent shores. The inevitable outcome of the forces operating to this end might be viewed with apprehension, were not ample relief assured and, indeed, already experimentally realized to a considerable extent through the improvement of the Harlem River. Not long ago there were those who earnestly advocated "filling in that river," and so doing away with all the bridge problems and making one of the two halves of the city. But nobody is averse to a disturbance will venture to suggest anything of that sort to any North Side man now, and little could be found to support a contention for such a radical measure, in view of the now fully demonstrated enormous value of this waterway. When the Harlem River and Spuyten Duyvil Creek are straightened, widened and deepened, in accordance with the plans of the Government engineers—and the completion of that work is now in sight—the improvement will render available for wharves, slips and basins, very much more water frontage than is now open to general commerce on both sides of Manhattan Island, and nearly as much as all there obtainable. "Leaving out," according to Mr. Fordham Morris's careful computations, "the fronts between Inwood and High Bridge, and the rocky promontory at the end of Manhattan Island, which have banks too steep for commercial use, the rest of the shores facing the stream will be available for wharves, slips and basins, and will add six and one-half miles on the Manhattan and the full eight miles on the former Westchester shore, or fourteen and a half miles of additional wharf room within city limits. To this length should be added the indentations at Spuyten Duyvil, and the creek itself, not taken into the improvement. Tibbett's Brook, as far as Broadway, north of Kingsbridge, now only a salt marsh, with a deep creek traversing it; Huckleberry Island Inlet, Sherman Creek, at the end of Tenth-ave., and Cromwell's Creek, all available for basins, slips and yards for shipment and storage of bulky commodities." All these, outside the public waterway, must, of course, be dependent upon private enterprise for their utilization, but since the territory is such as to invite such improvements, there can be little question of their being made in the near future, when the river shall have been opened.

Lieutenant-Colonel G. L. Gillespie, United States Army Engineer in charge of the improvement, says concerning the work: "The original project was to open a channel 400 feet wide and 15 feet deep at mean low water, by way of Spuyten Duyvil Creek and the Harlem River, between the Hudson and East rivers. The lower part has been open to navigation always, and the Government has done little toward its improvement, except in the removing of rocky reefs and shoals in the river below One-hundred-and-fifty-fifth-st., and near the mouth. But the present important operations have been in the rectifying of the line of the old Harlem River, and its connection with Spuyten Duyvil Creek, by a straight cut through Duyckman Meadow, on the line of Duyckman's Creek—which is a mere depression in the surface. That cut, 1,200 feet long, is almost all through solid rock, and to reduce its great cost the width has been limited to 350 feet, but to maintain equal accommodations for the water-flow, the channel has been deepened just there to eighteen feet at mean low water. A similar deepening affords like accommodation at High Bridge, where the abutments and piers narrow the stream. The Duyckman cut will leave the old branch of the river by way of Kingsbridge, just as it is. There is, at Kingsbridge, a long reef of rock under water, the cost of removal of which would have been such as to make that route expensive and inexpedient. The cut has been completed, and the west coffer-dam—constructed to keep out the water of the creek while the work was in progress—has been removed. Part of the eastern dam is still standing, as it supports the temporary bridge which enables crossing at the old Kingsbridge road, until the city shall have constructed the permanent one which has been authorized. If that temporary bridge were removed the channel would be open in sixty days, but the new one will not be completed until October or November next, and until then things must remain as they are. All will, no doubt, be done by the first of December. That does not mean that the whole work will be completed according to the plans. There will not be more than nine or ten feet depth in the upper Harlem River and Spuyten Duyvil Creek. It will cost $2,000,000 more to give the required depth of water all the way through. Ten feet depth at low water means fifteen feet at high water, and that would be sufficient to accommodate a great proportion of the craft that will seek this way; but to make it a good highway for vessels of all classes likely to seek it, will still require a large amount of dredging and the removal of some rock from the river. The time in which that can be done will be dependent upon the willingness of Congress to appropriate money for the purpose. One great puzzle not yet worked out, is what is to be done with the New-York Central Railroad bridge at the mouth of Spuyten Duyvil Creek; but we are not the parties to solve it. We have nothing to do but insist upon its being made to conform to the State and United States law, which requires it to be a clear twenty-four feet above high spring tide. It is now 6.9 feet above mean high water. Of course, raising it to the point demanded will involve great expense and some trouble in changing the grade of the railroad, but that is the concern of the railroad company. They claim that the franchise of 1846, under which the road was built, gives them the right to reconstruct the bridge now standing there, but the State law of 1879 states positively that all bridges across the Harlem River and Spuyten Duyvil Creek shall have 24 feet clear above high water. The issue will have to be decided by the courts, but meanwhile they have been allowed to make a temporary compromise by increasing ~ fifty feet the width of the draw in the present structure, and putting on a steam motor to move it more expeditiously. The Government plans of improvement are based on the high bridges as one of the necessities that the protection of navigation on that water-way demands."

Lieutenant-Colonel Gillespie is going away in a few days to attend the sixth international congress on Interior Navigation, which will meet at The Hague this year, and during his absence Lieutenant McGregor will be in charge.

There are from 15 to 20 feet depth of water at low tide in the channel of the Harlem River now, as far up as High Bridge, and 10 feet depth beyond that as far as Morris Dock, six miles from the mouth of the river. Then, for a crooked mile farther, to Fordham Landing, the depth diminishes to 7 feet. There navigation now practically stops, except for rowboats. Kingsbridge, one and three-quarters miles from the Hudson River, is the head of navigation in the Spuyten Duyvil Creek, but only at high water for vessels drawing 8 feet. Of course, this limited entrance from the ends, with no communication through, affords no conditions upon which can be based any adequate idea of what the commercial importance of this waterway will be when complete. But the volume of business already done here will probably occasion some surprise to those who still think of it as "a nasty ditch," and, from force of habit, still speak of the upper half of the city as "the Annexed District." The Governmental report of the actual commerce of the Harlem River and Spuyten Duyvil Creek for the fiscal years ending June 30, 1890, and June 30, 1893—the latest obtainable at present—shows the following increase in volume, and the value thereof in the latter year is appended, to give an idea of its financial importance:

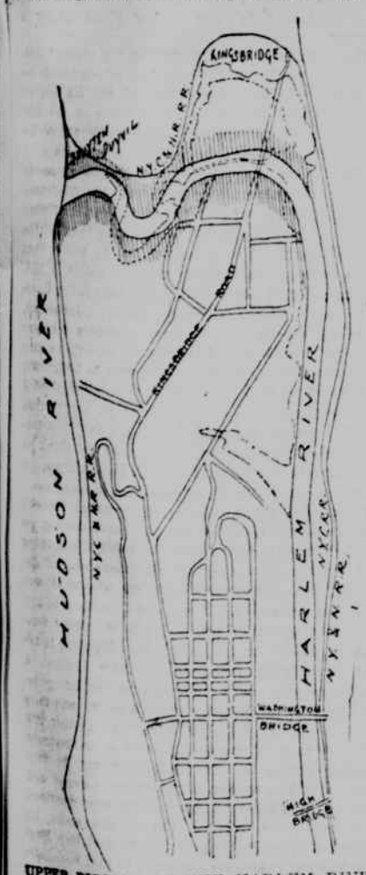
Items.	(Tons) 1890.	(Tons) 1893.	(Value) 1893.
General merchandise	1,370,334	3,232,052	$159,035,435
Grain, flour, feed, etc.	400,067	598,396	15,147,478
Lumber and timber	346,858	451,702	7,962,403
Building material	643,922	692,217	2,791,100
Fuel	508,365	878,234	4,573,836
Ice	112,000	149,865	539,460
Totals	3,380,466	5,910,376	190,149,712

The increase in tonnage in three years is about 75 per cent. As near as can be determined, the traffic on the river in the latter year was carried by

Canalboats, barges and railroad-car floats	20,361
Sailing vessels—schooners, lighters, etc.	4,476
Steamers and tugs, exclusive of naphtha launches	15,241
Total	40,078

Of the seven bridges now spanning the Harlem River five exceed in height above the water the legal requirement, the lowest, that at Madison-ave., being 28 feet clear, and the magnificent Washington bridge rising to the altitude of 136.7 feet above mean high water. Those now in course of construction or contemplated will, of course, conform to the law, but it cannot be expected that they will do much more, owing to the steepness of grade in their approaches from the low land on each side—except in the case of the Seventh-ave. bridge, now nearly finished. Draws will, therefore, be required in all except High Bridge and Washington bridge, but as an elevation of only 24 feet above high spring tide will be equivalent to about 30 feet at low water, that will be sufficient to afford clearance for even the tallest of the Hudson River barges, and for nearly all the steam vessels likely to ply here, except, perhaps, for their smokestacks and flagstaffs, which can easily be made to telescope or hinge. The draws would only need to be opened to admit of the passage of the masts of sailing vessels, and as they could be restricted by law to entrance or exit only at certain hours—official regulation of which is already provided for—the interference with railroad or general traffic would be very small and unimportant when considered in contrast with the magnitude of the interests involved. For the great bulk of the traffic on the river, which would be carried on by tugs, barges and canalboats, the bridges would be no inconvenience. That all the enormous canal traffic will, immediately upon the opening of this waterway, come through here instead of going around Manhattan Island to reach the Erie Basin, and that an enormous deal of it will stop here, owing to the establishment of the businesses it serves along these wharves, cannot be doubted. For convenient supply of the enormous demand created by the swiftly increasing building operations in the Twenty-third and Twenty-fourth wards, and on the northern part of Manhattan Island, and the vast public improvements in the former territory, brick, tiles, lime, cement, curbstones, flagging, capstones, building stone, lumber, timber, shingles, lath, etc., already are brought here in great quantities from points on the Hudson, from Long Island, Staten Island and New-Jersey, by barges and canalboats, and by schooners from "down East" and Southern ports. And permanent yards and wharves for the reception and distribution of such materials will rapidly increase all along this line. From kindred causes the multiplication of warehouses for reception of general merchandise, provisions, etc., and the creation of greater railway terminal facilities for the handling of such materials, will be inevitable. Some of the principal property-owners on the North Side, men of public spirit, who willingly give their aid to the development of this new territory on the lines of its manifest destiny, have cut up their large holdings of land and sold lots at reasonable rates to persons desirous of building homes or places of business, or have readily granted such long leases as would encourage investors to the making of valuable improvements. To such liberal-minded provision for the general welfare may be credited the marked progress in development upon much of what once constituted the great estate of the Morris family, noteworthily in that part controlled by Fordham Morris, in the lower part of the Twenty-third Ward.

THE [illegible]EM SHIP CANAL—LOOKING TOWARD THE HARLEM RIVER.



UPPER PORTION OF THE HARLEM RIVER.

SOUTHERN RATES AGAIN.

THE SESSIONS OF THE ASSOCIATION RESUMED AT MANHATTAN BEACH.

The Southern Railway and Steamship Association held the third session of its annual meeting at the Oriental Hotel, Manhattan Beach, yesterday, the two previous sessions having been held earlier in the summer. The first session, at the Fifth Avenue Hotel, and the second, at the Hotel Waldorf, both in this city, failed of definite results in the settlement of the annual problem of rates, and since the latter session, the continuance of the association has been in doubt, owing to conflict of opinion among the roads interested. Since the last session rates to common points in the association's territory have been heavily cut, the average reduction being fully 60 per cent on the schedule of last year. This has been of advantage to shippers, who have been able to contract for shipments to competitive points during June and July at the cut rate. The approach of August 1, when such contracts between roads and shippers expire, makes this session of importance as deciding whether rates are to be restored. If they are not, the association may be broken up.

Thirty-five roads and steamship lines were represented at yesterday's session by upward of 125 prominent officials.

President C. H. Phinizy, of the Atlanta and West Point road, was elected chairman of the meeting, and W. L. McGill, the association's secretary, kept the records. The association's commissioner, E. B. Stahlman, of Nashville, who tried hard to harmonize the conflicting opinions at the Waldorf meeting, introduced a proposed schedule of rates for the coming year. A partial reading at once developed numerous objections, and the chairman referred the matter to the Executive Committee for revision. The committee will, it is expected, be able to report it at the session to-morrow.

The general opinion seemed to be in favor of a restoration of rates on August 1, to about the figures of a year ago. If this action is not finally accomplished at the present meeting, which may last two or three days, it is said that there may be a tacit consent of the stronger lines to a restoration for a trial of thirty days from August 1, even without formal action by the association.

GENERAL HOWARD AT THE WILD WEST.

General O. O. Howard and staff from Governor's Island, in their private launch, visited Colonel Cody and the Wild West yesterday afternoon. They were made guests of honor and renewed old acquaintanceship with the former chief of scouts of the United States Army. Captain Allison Nailor, of the Washington Light Infantry, and members of his staff were also present last evening as guests.

PAPERS SERVED ON MISS LILLIAN RUSSELL.

It was announced yesterday afternoon that Miss Lillian Russell had been served with the papers ordering her to appear before Justice Gaynor, in the Supreme Court, Brooklyn, to-day, and show cause why an injunction to restrain her from signing for any save her present managers should not be made permanent. It was said that the papers were served by a chorus girl at Miss Russell's home, No. 318 West Seventy-seventh-st., without any objection on the singer's part. Miss Russell was to sail for Europe to-day, but it was said last evening that the trip would be postponed until Saturday.

DREAMY LIFE AT THE POINT.

THE CANOEISTS TAKE A CRUISE UP THE CROTON RIVER.

MERRY MESSES OF THE DIFFERENT CLUBS—THE JOLLY CAMP FIRES.

Life flows on at the Canoeists' Camp on Croton Point as calmly as a whispering brook in June. The only interruptions to the dreamy and balmy (almost too balmy at present) existence are the messes which take place daily. The ordinary idea of a "mess" is something unpleasant, but the messes at the camp are not unpleasant; on the contrary, they are delightful. The Ianthe men have a mess made charming by a detachment from "Squaw Point," and the other largest messes are those of the Knickerbocker and Arlington clubs. Mess is such a horrid word. Why don't they call their meals something else? But, after all, as some one once said, "What's in a name?" and, undoubtedly savory messes are served at the messes, so everybody who is fortunate enough to belong to these pleasant gatherings is happy, presumably. And now for a list of recent arrivals; the following have reached camp in the last day or two: Arthur H. and Mrs. Page, Glenwood, N. J.; Warren T. Berry, of the Knickerbocker Canoe Club; H. M. Kreamer and A. S. Fennimore, of the Red Dragon Club; Charles H. Low, Newburg; William E. Barlow, Sing Sing; W. H. Spaun, Mohigan Club, Albany; A. B. Schuyler, Yonkers; Miss F. Jeanette Dorland and Miss Ella Dorland, sisters of the Commodore; R. N. Cutter, of the Shuh-Shuh-Gah Canoe Club, of Winchester, Mass.; Joseph F. Eastmond, Brooklyn; Henry W. Taft, Bulwagga Canoe Club, Port Henry, Lake Champlain; the camp surgeon, Dr. Samuel K. Cpham, and Miss Elizabeth and Miss Ruth Upham, of the Leekouk Canoe Club; William J. Stewart, Mrs. Stewart and Joseph Stewart, of the Ianthe Canoe Club, of Newark. Mrs. Fish expects Miss Jeanette Atwell, of Syracuse, to arrive on Saturday. Her party will then be complete.

The fine beach at the camp is lined with canoes, cruisers and yawls, and a number of yachts are anchored in the bay. The Tantrum, belonging to W. J. Stewart, of the Ianthe Canoe Club, reached camp on Monday night. The May, of the Arlington Canoe Club, and the steam yacht Pleiades, of the Audubon Yacht Club, are anchored off the camp. On the latter are her owners, A. C. Van Alst, S. J. Cooper, Anton Feldkamp and John L. Connelly. Another boat on the bay is the sloop Helena, belonging to Edward Murphy, of the Troy Canoe Club. Two fast yawls in camp are those belonging to Nathan S. Smith and James T. Van Dalfsen, of the Newburg Boating and Canoeing Association.

A boat which attracts a good deal of attention from visitors is the new Indian birch-bark canoe brought down from Canada by D'Arcy Scott. She is 12 feet long, by 30 inches wide. The joints in the sides are covered with pitch, and she is lined with cedar strips. The sides are bound to the gunwale with a series of withes; she has a great many cedar ribs and has five oak braces. Altogether, she is something of a curiosity in these waters.

Almost all the canoeists took a cruise up the Croton River yesterday afternoon, and, of course, most of the women went also. It was certainly a pretty picture as the fleet of tiny craft rounded the end of the point, while the breeze, acting in harmony with the sun, made the broad river look as if it were covered with sparkling diamonds. No one can cruise far up the Croton—half a mile is about the limit—so before long the party returned to their home under the "greenwood tree." The only disadvantage the camp has is the heat. It is one of the hottest places on the river, and in the afternoon the sun pours in with almost force enough to make a dog perspire, and every one knows how much heat that takes. There is almost always a breeze, but the trees cut it off.

Oh, the jolly evenings around the big campfire on the bluff, while the moon sheds her soft light on the merry scene! Few will forget them, and when the moon gets too old to be of use in this way the regrets will be heard in Sing Sing.

Another canoe trip will take place to-day.

BRUTALLY BEATEN BY STRIKERS.

OSWEGO LONGSHOREMEN ASSAULT WORKMEN WHO HAVE TAKEN THEIR PLACES—THE MILITIA ON DUTY.

Oswego, N. Y., July 17.—The 48th Separate Company, ordered out by the Sheriff, was on guard at the Standard Oil Company's works this morning when the longshoremen put in an appearance, but the latter were not allowed to set foot on the company's property, or to go out on the Government pier, where they could talk with the men. Finally they got a flotilla of row boats and approached the docks where the men were working. When the latter saw them approach they ran away, but soon came back under police protection, and with a renewed force from the company's mill went to work unloading the barges. The longshoremen contented themselves with hurling epithets at the mill hands. The loss by fire last night will not exceed $3,000.

A bunch of waste, well oiled, was found under a lumber pile near the place of last night's fire. The Syracuse militia have been telegraphed to hold themselves in readiness to move at a moment's notice.

The militia have everything in hand at the yards, but the longshoremen have changed their base of operations and are trying to prevent non-union men from going to work by threats and acts of violence. About 8 o'clock this evening James Sexsmith, aged sixty years, was set upon and beaten until left for dead by the mob. Isaac Densmore was also attacked while in his own yard by William Scott and several others and badly beaten. His wife was knocked down by a violent blow on the chest. The non-union men are afraid to go to bed, threats having been made that their houses will be entered, they and their families dragged into the street and the houses burned. The police are patrolling the streets, with instructions to arrest all suspicious-looking characters.

IMPRISONED ON A LIFT BRIDGE.

FIVE MEN SPEND THE NIGHT AND DAY 160 FEET IN THE AIR—FOOD FURNISHED TO THEM.

Chicago, July 17.—Five men passed last night on the Halsted-st. lift bridge, suspended 160 feet in the air. They were Patrick O'Keefe, the bridge tender; G. Gunter, J. A. Ratcliffe, J. Brett and F. Fox. When the bridge had almost reached the top a cog-wheel in the gearing which moves the drum on which the cables are wound gave way and the bridge remained stationary at the top. Just as it had begun to move upward Ratcliffe, Brett and Fox came hurrying along, and rode up with the bridge. Officer O'Connell, of the Maxwell-st. station, was also a passenger. It was found impossible to repair the damage temporarily so that the bridge could be lowered, as the counterweights held it at the top. A frail ladder is provided on one of the towers, but none of those on the bridge were courageous enough to make use of it. An ordinary chair was procured, and by means of rope and tackling was hoisted to the bridge. Officer O'Connell made the descent by this means, but the others could not be induced to trust themselves to it. Food and water were hoisted to the bridge, and the prisoners made themselves as comfortable as possible.

The bridge is still suspended high in midair, thirty feet below the tower houses which surmount the four columns of iron trestlework, and the five persons on it will have to remain on the uplifted structure until it is lowered. Food was furnished to the imprisoned men by a coolheaded climber, who has visited them twice. The work of repairing the broken pinion is being pushed rapidly.

The bridge at Halsted-st. was lowered at 6 o'clock this evening, the machinery having been repaired, and the five men who have been suspended in mid-air thirty-six hours were released.

THE YACHT CORONET FOULS A SLOOP.

The schooner yacht Coronet, New-York Yacht Club, fouled the oyster sloop Christian off Fort Wadsworth yesterday afternoon. Both boats were on the port tack, the sloop holding the weather gauge. The Coronet came about and attempted to pass under the stern of the sloop. The skipper of the latter became excited and put his helm down when almost under the yacht's bows. The jibboom of the Coronet pierced the mainsail of the sloop, tearing a great hole in it, and carried away the bolt rope. The Coronet was uninjured.

THE AUDIENCE WAS DISAPPOINTED.

The audience which filled St. James Hall to witness the performance of "The Bohemian Girl" last night was disappointed. Shortly before 8 o'clock a messenger informed Manager Comstock that Miss Amelia Harrison, who was to play Arline, had been taken suddenly ill, and could not appear. Mr. Comstock sent for Miss Ida Kline to take Miss Harrison's place, but it was learned that the actress was out of town. The manager then announced to the audience that there would be no performance. Those who paid for admission got back their money.

NATIONAL AMATEUR PRESS ASSOCIATION.

Boston, July 17.—The nineteenth annual convention of the National Amateur Press Association was begun to-day in the United States Hotel in this city. Most of the delegates present were from the Eastern States, many who had intended coming from the West being prevented by the strike. Still, two delegates from Chicago were present. As the president and both the vice-presidents were absent, the convention was called to order by the secretary, Miss Susan Robins, of Abington, Mass. Truman J. Spencer, of New-Britain, Conn., a former president of the association, was chosen temporary chairman and the business of the convention was begun. The business was wholly routine. The reports of the absent officers had not been forwarded, and those of the secretary and treasurer were read. The convention adjourned until 10 a. m. to-morrow.

POLITICAL ODDS AND ENDS

FRIENDS OF HARMONY WON.

A RESOLUTION DENOUNCING EX-SENATOR PLATT VOTED DOWN IN A MEETING OF XXIIID DISTRICT REPUBLICANS.

Resolutions denouncing ex-Senator Platt were voted down at a meeting last night at the office of the XXIIId Assembly District Republican Organization, which met in the Morningside clubrooms, One-hundred-and-sixteenth-st. and Seventh-ave., after three hours of wrangling and bitter denunciation of the ex-Senator. The resolutions were introduced by Abraham Gruber.

An amendment was at once introduced to strike out the name of ex-Senator Platt. Heated speeches were made for and against the amendment. C. N. Bovee said that the members would go too far if they named Mr. Platt; no other organization had yet done so. A motion to lay the whole matter on the table was lost. The amendment was then voted on, and the tellers reported thirty-one ayes and twenty-six nays. Mr. Gruber challenged the vote. Mr. Bovee protested, and F. C. Langley, who presided, declared the amendment carried. He changed his decision, however, and another vote was taken on the amendment, which resulted in twenty-five nays and twenty-two ayes. The amendment was then declared lost, and voting proceeded on the original resolution, which denounced Mr. Platt.

On motion of Mr. Bovee, the members voted by districts, because, as he said, he wanted each man to go on record. He warned the meeting that the members were voting as representatives of their various election districts. This caused some more hot talk, some of the members asserting that they were at the meeting only as Republicans, and not as representing different constituencies. Much excitement attended the voting, which resulted as follows: Yeas, 19; nays, 28. The chairman declared the resolution lost, amid the cheers of Mr. Bovee and his friends.

FACTS ABOUT REORGANIZATION.

A STRONG STATEMENT PREPARED IN ANSWER TO THE REPUBLICAN CLUB CAMPAIGN COMMITTEE'S RECENT CIRCULAR.

The Executive Committee of the Republican Organization of the City and County of New-York held a special meeting last evening at the State Club, No. 29 East Twenty-second-st. There was a full attendance of the members. On the arrival of General Michael Kerwin, the newly appointed Commissioner of Police, who is the chairman of the committee, he was greeted with rounds of applause and was heartily congratulated by all present.

The meeting was called for the purpose of considering a reply to the recent document issued by the Campaign Committee of the Republican Club of this city, intended to influence the Republican State Committee against the recognition of the Milholland organization. The reply, an able and carefully drawn paper, was unanimously adopted, and will be laid before the State Committee when it assembles in this city next week. It bristles with facts and figures showing the untrustworthiness of the enrolment upon which the George Bliss organization rests its claims, and reviews the history of the methods employed in the Committee of Thirty's reorganization in an incisive and unanswerable style. John F. Montignani, of Albany, one of the incorporators of the State Club, took a prominent part, it is understood, in the preparation of the committee's admirable answer.

Resolutions were adopted by a unanimous vote approving the appointment of General Kerwin as Police Commissioner, and congratulating the people of New-York upon the excellent selection made by the Mayor. General Kerwin made a brief speech, giving his thanks for the flattering indorsement of the committee.

It is probable that several district meetings will be held soon, but no meeting of the Republican County Committee will be called at present.

IRISH-AMERICAN REPUBLICANS.

THEY FORM A STATE ORGANIZATION AT ALBANY—OFFICERS ELECTED.

Albany, July 17.—A meeting of Irish-American Republicans from all over the State was held in this city this afternoon for the formation of the Irish-American Protective League. Many of the principal cities of the State were represented, about twenty-five delegates being present. John T. McDonough, of Albany, was elected president, and E. J. O'Brien, of Troy, secretary. The appointment of an Executive Committee of nineteen was authorized. This committee will make arrangements for a convention to be held on the day before the Republican State Convention, and in the same place, to adopt resolutions and a declaration of principles. The league was formed for the campaign of 1888, but has not kept up its organization since. It is not in any sense animated by sectarian purposes, but is purely political. Its purpose is to make Irish-American Republicans better acquainted and to enable them to concert measures for assisting the Republican party.

NOMINATED FOR CONGRESS.

Millersburg, Ohio, July 17.—The Republican Congress Convention of the XVIIth District to-day nominated Captain A. S. McClure, of Wooster, on the fifth ballot.

Emporia, Kan., July 17.—Thomas J. O'Neil, of Osage City, was to-day nominated for Congress by the IVth District Democratic Convention.

Moorehead, Minn., July 17.—Congressman H. E. Hoen was to-day renominated by acclamation by the VIIth District Populists.

DRIVEN FROM THEIR HOMES.

INHABITANTS OF GREEN BUSH, N. J., ABANDON THEIR HOUSES TO THE FOREST FIRE.

Egg Harbor City, N. J., July 17.—Every previous fire in the history of the southern part of the State of New-Jersey has been outdone by the blaze which is at present sweeping through the pine belt. There seems little hope of stopping the flames as yet. To-day a whole village was wiped out by the part of the fire which for two days has been sweeping toward Bridgeport. That place was not touched, as the wind shifted last night and turned the flames to one side.

When the fire turned at an angle and attacked even denser wood than it had yet passed through in its week's course, it seemed to gather new energy. In the early hours of the morning it reached a point close to the little hamlet of Green Bush. Scouts sent out to gather information returned with a report which startled the village, although it had been expected for hours that the village was doomed. During the night cattle and live stock had been driven away to a place of safety some miles to the south. When it was seen that there was no hope of saving the village the inhabitants made preparations to move. Household effects were hastily loaded on wagons and carts and hurried away. There were not enough wagons to take all at once, so the first furniture was unloaded in a large clearing some miles away out of the line of the fire's advance. The carts were then hurried back for the remainder. By the time the last pieces were being taken from the houses the burning embers were raining down on the houses.

The men arranged shelter for their women and children as best they could. It was warm, fortunately, and there was no discomfort from the cold. When daylight came the homeless ones sought aid and shelter from the farmers who had been fortunate enough to escape the path of the flames. They were all housed by this evening.

The principal losers at Green Bush are Samuel Johnson, Mrs. Carlow, William Irons, Elwood Cramer, William Micks, John Bartlett, Watson Bartlett, Joseph Bartlett and a number of others who owned small tracts. Bartlett Brothers are the heaviest losers. They owned the mill and lumber yard about which the village grew up. They also own an immense tract of the land burned over yesterday and to-day.

Bass River narrowly escaped the fate of Green Bush. Two hours after the cry for succor came there were 500 men between the front of the flames and Bass River. Back-firing was the only means at their command with which to save the little village. It was successful, and within two hours after they had started work the flames kindled by them were tearing through the forest to meet the oncoming mass which threatened the place. The cinders and sparks fell in showers on the houses. The men worked in relays to keep the roofs dampened, and in this way they saved all the houses and barns, and lost only a couple of stacks of hay.

The wind is now blowing from the southward. The flames started in a section which had been burned over in a small way some years ago. Now they are travelling through a section never before touched by flames so far as any one living here remembers. The pine needles are twenty inches thick in places, and the fire could have no better fuel. The losses will foot up into the hundreds of thousands of dollars. The changed direction of the wind is carrying the flames back toward Waretown, a village which has been threatened by the flames four or five times since Sunday.

HAD STRETCHED A CHAIN ACROSS THE TRACK.

Bonham, Tex., July 17.—Train wreckers last night attempted to ditch the westbound passenger train two miles east of Dodge City by stretching a large steel chain across the rails. The obstruction was discovered by Sheriff Clancy, who was on horseback. He urged his animal at breakneck speed toward the approaching train, which he succeeded in stopping within a few feet of the obstruction.

MINERS AT IRONWOOD RESUMING WORK.

Ironwood, Mich., July 17 (Special).—Nearly 500 miners and surface employes worked to-day at three of the city mines, protected by 400 militiamen. It is probable that twice as many will be working to-morrow. There is much bad feeling, but the militia overawed all riotously inclined.

HE WILL TRY TO CROSS THE OCEAN ALONE

CAPTAIN FRIETSCH SAYS HE WILL START FOR EUROPE ON AUGUST 5 IN A FORTY-FOOT BOAT.

There anchored off the Battery sea wall yesterday morning one of the strangest little crafts that has been seen in these waters for some time. It was the little flat-bottomed, schooner-rigged sailboat, the Nina, in which Captain Adolph Frietsch,

CAPTAIN ADOLPH FRIETSCH.

her builder and owner, intends to make a trip across the Atlantic alone. The vessel has a sharpie hull. She is long and narrow, and her hull is forty feet, forty-seven feet over all, while her width is only nine feet. She draws two feet of water aft and none forward. The boat was built in Milwaukee at a cost of $800 by Captain Freitsch, who sailed her here through the lakes. The captain intends

THE NINA.

to go first to Queenstown, and thence to Stockholm. The trip will be begun on August 5, that day being selected by the sailor because it will fall on Sunday, "and there will be lots of people around on that day to see me off." Captain Frietsch makes no secret of his purpose in crossing the ocean. He is going to do it for money, he says. If he succeeds in reaching England the boat and her sailor will be put on exhibition. Captain Frietsch has a wife and child living in Milwaukee. He has been a sailor for seventeen years, and came originally from Finland.

PRISON INVESTIGATION.

THE LEGISLATIVE COMMITTEE AT DANNEMORA.

Plattsburgh, N. Y., July 17 (Special).—The Assembly Committee on Prisons has just concluded an investigation of Clinton Prison and adjourned to meet at Auburn on Thursday. The inquiry at Dannemora was exhaustive; the entire prison management was overhauled and discussed. Dannemora was selected for a prison site because of the iron mines all about it. This was to utilize convict labor, and convicts sentenced to Dannemora had as great a horror as if sent to the galleys. All this has changed now. It costs about 42 cents a day to keep a healthy convict. He has got to earn that to pay his way. He can't earn 10 cents digging iron. If convict labor can't thrive, what would free, intelligent labor do? Clinton Prison has been changed, accordingly, into a sort of general purpose institution; for industry that may possibly help to pay expenses and for discipline on reformatory lines. In point of sanitary features and advantages it is by far the most favorably situated. There were only nine deaths in the prison last year; five of these were from consumption, contracted and hopelessly incurable before coming there. The prisons are running largely behind in expenses. This is a fruitful subject of inquiry. There was a deficit of $500,000 last year. Ten or twelve years ago there was a surplus. The changed condition of labor has influenced this result to some extent; but the committee is trying to find out why and wherefore. The matter of discipline is just now competent and proper to be inquired into. The old notion that once criminal always criminal, and any amount of flogging would do the convict, has been perceptibly modified. There is no more spanking in the State prisons. The only water treatment administered at Dannemora the convicts look for with delight. Every week they have a spray bath in the finest bathroom ever devised for the purpose. No tubs or plunge tanks are allowed. By this mode all disease-breeding matter from the body is carried away through the drain grating in the floor.

They sometimes let the well-behaved convicts play ball, pitch quoits, and have other pastimes after they have their day's work done, and the warden says he has less trouble and concern with these than any others. There is a school for those who desire to learn, and a library containing over 4,000 volumes. A brass band and orchestra, and occasional dramatic performances in the chapel, constitute healthful and helpful means of discipline.

Many important questions are suggested to the committee in the progress of their inquiries, and it is evident some are not easy of solution. That the prisons will or can be made to pay again, that is, to be self-sustaining, is not expected by most of the prison managers. What then is the best system of management to insure minimum cost? The committee is taking up all these subjects, but will hardly be able to form a judgment or recommend until the three institutions have been visited. They have found enough already to direct unusual interest to the subject of prison administration. The committee will assemble on Thursday at the Avery House, Auburn. It is composed of the following members of Assembly: E. C. Baker, of Clinton; Benjamin M. Wilcox, of Cayuga; Joseph L. Whittet, of Erie; R. J. Tilton, of Wyoming; Thomas H. Robertson, of New-York; Michael Conklin, of Richmond; James Scanlon, of Kings; John C. Stein and James H. Southworth, of New-York. Colonel Henry E. Abell, of Brooklyn, is secretary.

TROUBLES IN THE BUSINESS WORLD.

The New-York Novelty Company, manufacturers of cloaks and suits at Nos. 28 and 30 West Houston-st., yesterday confessed judgment for $11,001 in favor of Edward P. Hatch, doing business as Lord & Taylor, for serges, dress goods and cloths sold in 1893 and 1894. Execution was issued to the Sheriff. The company was incorporated in May, 1891, with a capital stock of $25,000, virtually succeeding G. Schwab & Brothers, who were unsuccessful. It had no rating at Bradstreet's. Abraham Schwab was president, Gabriel Schwab vice-president, and Leo L. Schwab treasurer. The inventory on January 1 last showed liabilities, $56,470; assets, $104,900. The company's sales for the year 1893 were said to have amounted to $500,000, but it was said that it made no money.

Miles M. O'Brien and Arthur C. Palmer, who were appointed receivers for the Umbrella Company, had not yet filed their bonds in the Superior Court, it was said there yesterday, but it was expected that they would do so to-day. Officers of the Umbrella Company assert that all the general creditors of the concern will ultimately be paid in full. These debts, it is declared, are less than $200,000 and include amounts due for merchandise and for discounts at the banks. It is also positively asserted that the company has no notes out. He thought it was safe to say that every dollar of the company's debts would be paid, and he hinted that there might be a reorganization of the company. For some weeks past the company had been making an inventory of the assets, and the result of this was such that it was deemed best by the principal stockholders to have friendly receivers appointed. The entire indebtedness of the company, he said, was less than $200,000.

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SLOUGH—For Stoke Park, which belonged to William Penn, the founder of Pennsylvania, and for Windsor Castle, the home of the