PART II.
PAGES 11 TO 14.

New-York Tribune.

WEDNESDAY,
SEPT. 18, 1895.

THE COMMITTEE'S WORD LAW

MORE CORRESPONDENCE BETWEEN MR. ISELIN AND LORD DUNRAVEN.

THE LATTER REFUSED TO ACCEPT ANY ARRANGEMENT FOR RESAILING WHICH WENT BACK OF THE OFFICIAL RULING.

Ex-Commodore James D. Smith, chairman of the America's Cup Committee, gave out yesterday for publication the letters which had passed between Lord Dunraven and C. Oliver Iselin in regard to the resailing of the last two races between the Defender and the Valkyrie. In making public the correspondence, Mr. Smith said:

"The letter first submitted from Mr. Iselin explained itself. I do not know where to apply to Lord Dunraven to get a copy of Mr. Iselin's letter offering to resail the protested race of September 10, but the following correspondence shows the facts, as his (Mr. Iselin's) letter of September 16 also does, that he desired to resail the last two races—that is, the races of September 10 and 12—or failing in this, to sail the whole match over again; which was most magnanimous and liberal on Mr. Iselin's part, as surely no one can deny."

Following is the correspondence:

September 16, 1895.

Dear Mr. Smith: I inclose copies of Dunraven's two letters to me. Unfortunately, I did not keep a copy of the short note I sent him about resailing Tuesday's race, but as he has my permission to publish it, you can, of course, obtain a copy from him.

I consider it most unfortunate that we could not have devised some way whereby the last two races could have been resailed.

I still hold that if Dunraven and myself had both consented to have those races resailed the committee could have so ordered without in any way affecting their position. Now, of course, it is too late to do anything, and all that I ask is that my offers be fully set forth in the report of your committee, namely, my hailing at the time of the start and finish of last race; my asking for a meeting of the committee next day; my offer to resail both races, and my willingness to begin the whole match over under any conditions, and at any place or time agreeable to Dunraven. Very truly yours,

C. OLIVER ISELIN.

Here is a copy of Lord Dunraven's first letter:

September 11, 1895.

Dear Mr. Iselin: I have received your note in which you express a wish that yesterday's race should be resailed.

That is a proposition to which, of course, I cannot agree.

You would not have protested had you not believed that the Valkyrie had caused a foul by committing a breach of the rules.

If she did she must take the consequences.

The Regatta Committee has decided, for reasons according to its best judgment, but which, I confess, are beyond my comprehension, that she did break the rules. I made no protest because I thought the foul was probably accidental, but I consider that the Defender caused it. You consider that the Valkyrie was to blame. The committee have decided that you were right and I am wrong, and there the matter ends. Yours very truly,

DUNRAVEN.

Following is the copy of Lord Dunraven's second letter to Mr. Iselin:

Bay Ridge, Thursday.

Dear Mr Iselin: I certainly could not entertain your suggestion.

Had the committee ordered the race to be resailed, that would have been a different matter; but how could I possibly agree to resail a race decided and given against me by the decision of the committee?

I wrote you last night to this effect, and am sorry you did not receive my letter. I had no opportunity of communicating with you this morning, but Mr. Duryea will, I dare say, have informed you as to my views. Thanking you for your suggestion, I remain yours very truly. DUNRAVEN.

MR. ISELIN DECLINES THE OFFER.

A. J. DREXEL AND J. R. FELL PROPOSED A RACE FOR A PURSE OR CUP WORTH $10,000.

Philadelphia, Sept. 17.—A. J. Drexel, of this city, to-day received a letter from C. Oliver Iselin, of New-York, in response to an offer made a few days ago by Mr. Drexel and J. R. Fell, of a purse of $10,000 or a cup of that value for a race between the Defender and the Valkyrie on any course between Sandy Hook and Marblehead and under the rules of the New-York Yacht Club. Mr. Iselin declines to accept the proposition. Mr. Drexel would not give out the entire text of Mr. Iselin's letter, but said that the following passage sufficiently indicated its tenor:

Although appreciating your generous offer, our syndicate feel obliged under existing circumstances to decline any race with Valkyrie except America's Cup races. These they have offered to resail at any place, any time and under any conditions agreeable to Lord Dunraven.

THE DUNRAVENS STILL IN NEWPORT.

Newport, R. I., Sept. 17.—Last night a transportation company gave out the statement that Lord Dunraven's daughters had returned to New-York on its line. The report was untrue, as they are still guests of Mrs. R. T. Wilson. Lord Dunraven will remain here until the last of the week, it is reported.

A RECEPTION FOR LORD DUNRAVEN.

London, Sept. 17.—The town of Cardiff, Wales, of which Lord Windsor has accepted the Mayoralty, offers to Lord Dunraven a public reception on his return from the United States. Lord Dunraven's chief residence, Dunraven Castle, is in Glamorganshire, of which Cardiff is the capital.

A SERENADE FOR CAPTAIN HAFF.

Captain "Hank" Haff arrived at Port Chester yesterday afternoon and is the guest of Howard Taylor, owner of the Hattie Palmer, which acted as tender to the Defender during the yacht races. Last night a large number of citizens, headed by a band, marched to the Taylor house and gave the captain a rousing serenade. He addressed the crowd briefly.

A YACHT FOR A J. DREXEL.

Philadelphia, Sept. 17.—A handsome steam yacht has been designed for A. J. Drexel, of this city, by Watson, who planned the Valkyrie. Plans have been drawn by Watson for a twin-screw yacht for Mr. Drexel, and they are now with the Ailsa Shipbuilding Company, of Scotland. The new yacht will be 280 feet long and 30 feet wide. It will make 16 knots an hour, will carry coal for 7,500 knots at 11 knots an hour, and is to be finished in June. In about a year hence Mr. Drexel expects to start on the boat for a tour of the world.

MOHAWK BROUGHT THREE STOWAWAYS

ONE ESCAPES, ONE IS DISCHARGED, AND THE THIRD IS HELD AT ELLIS ISLAND.

The Mohawk, of the Atlantic Transport Line, which arrived here yesterday from London, brought three stowaways, one of whom is thought to have escaped. This man, P. McLean, was an Irishman, twenty-four years old. The man was missing on Monday. A search was made on the ship, but he could not be found. Captain Wiltshire, of the Mohawk, had intended to turn McLean over to the Ellis Island authorities upon his arrival here, and it is supposed that he concealed himself, slipped overboard and swam ashore when the vessel reached Quarantine. William Thompson, another stowaway, was taken to Ellis Island, but discharged, as he proved he was an American. Patrick Malady, the last of the three, was detained at Ellis Island.

PACIFIC MAIL AND PANAMA COMPANIES.

REPORTED SETTLEMENT OF DIFFICULTIES—C. P. HUNTINGTON AND J. EDWARD SIMMONS CONFER.

C. P. Huntington, president of the Pacific Mail Steamship Company, and J. Edward Simmons, president of the Panama Railroad Company, conferred yesterday over the long-standing differences between these corporations regarding traffic, and, it was reported, arrived at a basis of agreement.

Mr. Simmons said later that the trouble had been practically settled, and that the settlement involved the abrogation of the 1872 perpetual contract. It was learned on excellent authority that the Panama company would withdraw its steamships from the Pacific, and the Pacific company would abandon its line on the Atlantic Ocean.

Mr. Huntington, when asked about all this by a reporter of The Tribune, said: "Nothing has yet been settled, or even finally agreed upon. The whole matter has been referred to third parties. It is true that Mr. Simmons and I were in conference, and that the 1872 contract and certain modifications of it were considered. But nothing definite or final was agreed upon."

The "third parties" are understood to be the lawyers of the two companies and the directors. The Panama directors held a meeting in the afternoon.

LOCAL BUSINESS TROUBLES.

Edward W. Newcomb, dealer in photographic apparatus and supplies, at No. 69 West Thirty-sixth-st., made an assignment yesterday to John D. Mason. He has been in business since 1889, and carried a stock of about $5,000.

Edward R. Sandford has been appointed receiver in supplementary proceedings for Den's C. McCarthy, carpenter and builder, at No. 336 East Thirteenth-st. on the application of Lawrence B. Lynch. Mr. McCarthy has been in business twenty years.

AS CHICAGO SEES US.

MAYOR SWIFT'S IMPRESSIONS OF NEW-YORK AND NEW-YORK POLITICS.

BROADWAY AND ITS MAGNIFICENT BUILDINGS STAGGER HIM—HE THINKS COMMISSIONER ROOSEVELT HAS MADE A TACTICAL BLUNDER.

Mayor George B. Swift of Chicago was at the Holland House yesterday. He had on a thick coat of Bar Harbor tan, and looked quite different from the thin, wornout man that passed through the city six weeks ago. He had just returned from a walk down Broadway with his little girl, and was sitting in the hotel corridor when seen by a Tribune reporter. He said in speaking of New-York:

"My! my! my! What a town this is! Miles and miles of streets! Nothing but buildings and money, and electric lights and solidity! It is wonderful. I walked down Broadway to-day, and the sights fairly made my eyes ache. Row after row of solid buildings, tremendous in strength and size. Down at the Battery there are enormous buildings, and everything is alive with people. Then walk up Broadway for three miles. All along the route are seen the same kind of buildings. The street is flanked on both sides by buildings of rare height and solidity. There is no break. The street is built up solid. There is no place in the world like Broadway. This town is compact and solid. Of course, owing to its peculiar situation, surrounded as it is by water, there is no chance for it to overflow, and you have to build straight up into the air instead of spreading out. Now, in Chicago we can flow over in every direction. We can go clear to the Mississippi, if necessary. I wish I could see the future so as to know the exact conditions that will govern in Chicago 200 years from now, when she is as old as New-York."

This outburst of enthusiasm about New-York's solidity was an outlet for Mayor Swift's feelings after a whole day spent downtown among the big buildings. He said that Chicago had big buildings, but that there was so much territory that the city did not get that compact, solid, businesslike look that governed in New-York.

ROOSEVELT AND WARING.

"One doesn't hear much of Mayor Strong nowadays," he continued. "It all seems to be Commissioner Roosevelt and Colonel Waring. I see by one of the papers that Colonel Waring has asked for $3,000,000 next year to keep the streets clean. That is an enormous amount; he ought to keep the streets as clean with that amount as a parlor floor. Now, in Chicago our street cleaning department is allowed about a quarter of a million dollars a year to clean the streets. Then, again, they have about three times as much area to clean in Chicago as you have in New-York. The streets there are so wide and so long. Here they are narrow and compact. Compare the two, and then ask what we could do in Chicago with that amount of money.

"Mr. Roosevelt seems to have been raising a great disturbance. Looking at it from a sensible point of view, nobody can say but what he is right. He is a man who will dominate any place in which he is put. I am curious to know what action the State Convention will take toward supporting him. I think that the consensus of opinion is that it was poor politics on the part of Commissioner Roosevelt to enforce the law, and that it will turn the town over to Tammany on the next election. It is almost a certainty that the people will not take a sensible view of the matter and place the blame where the blame belongs, but will place it on his shoulders. If Tammany should regain control, however, it will not be the same old Tammany. They have been taught a bitter lesson and no more will they try the old tactics. The government will be purer and better—that is, if they get a chance."

THE PRESIDENTIAL OUTLOOK.

Mayor Swift says that never in his life can he remember a time in the history of this country when, nine months before the National conventions, there was so little interest manifested in politics. He said in speaking of this apparent apathy of the American public: "I don't understand why the people do not take more interest in the matter. Business goes on as usual and nobody seems to be taking the slightest interest in the matter. Down in Boston I saw a banner that had on it 'Harrison and Reed.' I doubt, though, whether the man from Maine would take the place designated by the sign. I saw Mr. Reed while I was in Maine. He seemed jolly and happy, but had little to say. It looks to me as if he was the strongest candidate to-day, although, as I said, there is a manifest lack of interest in the subject. Whoever the nominee is, however, the Republicans will elect the President next year. That is assured. As far as the Democrats go, they seem to be equally lethargic about a Presidential candidate."

When Mayor Swift was asked what he thought about a possible third term for President Cleveland, he said:

"I should not surprised if the old fellow was renominated. He is a puzzle to me. He has a strong individuality, and he is either shrewd or else he has wise advisers. One thing I have noticed, and that is that when you meet a Cleveland man he is Cleveland clear through. He seems to think that Cleveland is just perfect, and that he is almost more than human. The American public is fickle and peculiar. They may say that they will renominate and try to re-elect President Cleveland just in order to overthrow old traditions. He cannot be elected, but I think that he would run stronger than any other Democratic candidate. So far as I know, the West has no preferred candidate on either side."

CHICAGO'S PROSPERITY.

Mayor Swift said that the business of Chicago this year would be enormous, and that as far ahead as he could see there was nothing but prosperity in store for the Windy City. He said:

"The great grain harvests through the North and West this year will bring to Chicago this fall an abundance of wealth. It will make better times for the railroads, the merchants, the farmers, the citizens and everybody. The timber industry is growing, and everything promises to forge ahead during the winter. No great enterprises are being undertaken in Chicago now. We have great elevator room for grain, and in every way are capable of handling our business. The cry goes up from Chicago that we are hopelessly in debt. I am going to go back and tell the people to go abroad and find out about other cities before complaining of their own. I found that Boston's net debt was $35,000,000. Chicago, with three times as many people and three times as much area, has only a bonded, floating and actual debt all combined of a little over $27,000,000. New-York has a bonded indebtedness of $110,000,000. We are not so badly off, after all. We have wrought out some municipal reforms that have helped a great deal. We have the Civil Service laws perfected in Chicago now. We have three men on the commission who are imbued with the spirit of the law, and are working heartily to maintain it. I suppose that we had sixty thousand applications for positions under the city government last fall. That was an enormous number, but it was perhaps due to the fact that it was known that this Civil Service law would go into effect, and people knew that once in they were safe. All that has been passed through now, and Chicago is on the high road to a good, pure government."

NORMAL COLLEGE TRUSTEES' ESTIMATE.

The trustees of Normal College held their first meeting since vacation yesterday afternoon in the Board of Education Building, No. 146 Grand-st. The Executive Committee presented their estimate, asking $150,000 from the Board of Apportionment to defray the expenses of the college during the coming year. The following new tutors were appointed: Harriet H. Keit, pedagogy; Lizzie G. Conklin, mathematics, and Louise Harte, English.

The trustees of the College of the City of New-York also held a meeting. The Executive Committee transferred from the scientific appropriation account $1,402 66 to pay the salaries of professors and instructors. The transfer was approved. The Executive Committee reported that $150,000 would be required to run the college the ensuing year, and that sum was asked from the Board of Apportionment.

The salary of the assistant librarian, Henry E. Bliss, was increased from $1,100 to $1,300 on recommendation of the Executive Committee.

A SHREWD BUYER.

Salesman—These shirts are $12 a dozen, with a sample shirt gratis.

Customer—H-m! Well, you can make me one dozen sample shirts.—Hub fur Alle

SCARCITY OF IRON AND STEEL.

AN ADVANCE IN PRICES—EFFECT UPON BUILDING OPERATIONS.

Recent advances in the price of iron and steel are producing a scarcity of these materials for building purposes. Structural iron advanced $3 a ton a week ago, and this was only one sign of many of late. The scarcity of iron and steel is especially notable in the supply of plates for girders and columns.

Builders are being put back already in their work by the lack of these materials, yet many are hopeful that with this partial cessation of building prices will fall back to their former level, and that, therefore, the trouble will be only temporary.

COAL PRICES ADVANCED.

LEADING ANTHRACITE COMPANIES WILL DEMAND 25 CENTS A TON MORE FOR THEIR PRODUCT.

The leading anthracite coal companies put up the price of their product yesterday. This is in line with all the indications of the last two weeks. Although the companies have been steadily and consistently denying any community of action, their course yesterday showed signs of peculiar coincidence.

The general advance was about twenty-five cents a ton, making stove and chestnut coal $3 25, egg $3 15, and broken $3. Although Vice-President Holden, of the Delaware and Lackawanna, professed profound ignorance of the situation as regarded a combination, the Lackawanna company seemed yesterday to be leading the anthracite forces in the advance. Delaware and Hudson followed, and then Reading and Pennsylvania announced that they would not be left behind by Lackawanna.

Prices were advanced not only in the tidewater market, but at all line and Western distributing centres. An experienced authority declared that coal on the basis of $3 50 for stove would probably satisfy the desires of the companies. All rumors of a combination are still denied by the companies.

A PREACHER THE AUTHOR OF HIS WOE.

JARED FLAGG, JR., LAYS ALL HIS TROUBLES AT DR. J. A. B. WILSON'S DOOR.

Jared Flagg, jr., was held yesterday in Jefferson Market Court by Magistrate Cornell in $500 for trial on the charge of having rented No. 225 West Eighteenth-st. for immoral purposes. Flagg maintained before Magistrate Cornell that up to last week he had lived at No. 227 West Eighteenth-st., and had never known that the house at No. 225 was a disorderly one until the raid was made. "I am persecuted by the police," said he. "Even President Roosevelt admitted that. I can bring 137 neighbors to prove my respectability."

"That's not the point," said Magistrate Cornell. "You are charged with knowingly renting houses for immoral purposes."

"Well, Your Honor," said Flagg, "the whole trouble started from the Rev. Dr. J. A. B. Wilson asking me to rent three flats to three preachers for $3 a week when I had always received $8 a week for them. When I refused, the reverend doctor threw up both hands and exclaimed: 'Now, I know you are a bad man, and rent your houses for immoral purposes!'"

MADAME CARRE A COMPLAINANT.

A FELLOW-BOARDER STOLE HER OPERA-GLASSES AND THOSE OF SEVERAL OTHER PERSONS IN THE SAME HOUSE.

Mme. Ottilie S. Carre, Colonel Waring's private secretary, was complainant in Yorkville Court yesterday afternoon against Edward Van Hofminster, twenty-three years old, of No. 139 East Forty-ninth-st. She charged him with the larceny of a pair of valuable opera-glasses and he admitted his guilt.

It seems that Hofminster, who is an architect, came from Austria to this country in June last. On the 9th of that month he went to board with a Mrs. Englehardt, at No. 108 East Forty-sixth-st., where Mme. Carre also boarded. He left the boarding-house on September 4 and the glasses were missed on the 6th. Suspicion fell on Hofminster, who was found at No. 139 East Forty-ninth-st. and arrested by Policeman Balk, of the Twenty-third Sub-Precinct.

Meantime it became apparent that the young architect must have a mania for opera-glasses, as two other boarders in the house of Mrs. Englehardt had missed theirs. The young man admitted that he had taken the others, too, and told the officer where he had pawned them.

When Hofminster was arraigned, Mme. Carre's complaint was supplemented by that of the other losers of glasses, and Magistrate Flammer committed the young man to answer.

FELLOWS CRITICISED BY JEROME.

STRICTURES ON THE DISTRICT-ATTORNEY'S OFFICE AS TO THE CONDUCT OF EXCISE CASES.

District-Attorney Fellows being in Albany, no answer could be made yesterday to the criticism of Justice Jerome Monday on the District-Attorney regarding excise cases. Justice Jerome, though not presiding, called the attention of Assistant District-Attorney Berlinger to the fact that a number of excise cases had been transferred from Special Sessions to General Sessions. He complained that such transferring interfered with the business of the court.

In answer to Justice Jerome's question as to whether progress had been made with the transferred cases, Mr. Berlinger said he thought that in some cases before the Grand Jury that body was responsible for the delay.

"We haven't the slightest doubt," continued Justice Jerome, "that if the District-Attorney showed the same amount of zeal he showed when Recorder Goff was on the bench in putting these cases on the calendar they might be as quickly disposed of as they were at that time. This has a marked effect on the observance of the law, as witness the arrests on Sunday, which increased 50 per cent over the preceding Sunday."

OUTSIDE BANKS TO THE RESCUE.

ROCHESTER SENDS TO NEW-YORK $250,000 IN GOLD IN EXCHANGE FOR LEGAL TENDERS—A LARGER DEPOSIT PROMISED FOR TO-DAY.

The Belmont-Morgan syndicate felt easier, in fact, much easier, yesterday than it had for a week over the gold reserve situation. No one but the syndicate itself could enumerate the component elements of this feeling of relief, but it was there, and was manifest.

One of the straws showing the direction of the wind was the deposit of $250,000 in gold from Rochester. In addition to this, Conrad N. Jordan said that $200,000 more from another outside banking centre had been promised for to-day. The signs were that municipal centres, in the aggregate making a total force fully capable of holding up the hands of the syndicate, had awakened to a realizing sense of the situation, and in the interest of soundness and stability had concluded to send in their gold in exchange for greenbacks at their own expense both ways, these being the terms required by the Treasury.

Furthermore, there were exchanges of $456,000 in large bills for small ones for crop purposes, while $22,000 in silver dollars was sent out on a similar errand. The stagnation in the flow of commercial bills seemed on the point of breaking up, and all in all, these things undoubtedly combined to ease the strain on the minds of members of the syndicate.

The Rochester associated banks and trust companies, in remitting their gold, sent the following message of cheer:

The associated banks and trust companies of Rochester have sent to-day, per express, $250,000 in gold to be exchanged for legal tenders, believing that in so doing they are helping their own interests as well as those of the country in general, in assisting to keep up the Government reserve of gold.

The syndicate made no deposit yesterday. Hoskier, Wood & Co withdrew $250,000 for shipment to-day. Handy & Harman will ship $150,000 in bar gold to-day.

W. E. Curtis, Assistant Secretary of the Treasury, was closeted with Mr. Jordan for half an hour yesterday. He declined to enlighten the public about the subject of the conference.

CONFIDENCE RETURNING IN WASHINGTON.

Washington, Sept. 17.—The true Treasury gold reserve at the close of business to-day, with all withdrawals and deposits accounted for, is $96,382,528. The withdrawal of $250,000 in gold for export was reported from New-York late this afternoon. The same telegram reported a gold deposit from Rochester, N. Y., banks of $250,000, which offset the gold lost.

The general impression here is that the gold export movement has about seen its length.

PUSH-CART VENDERS FINED.

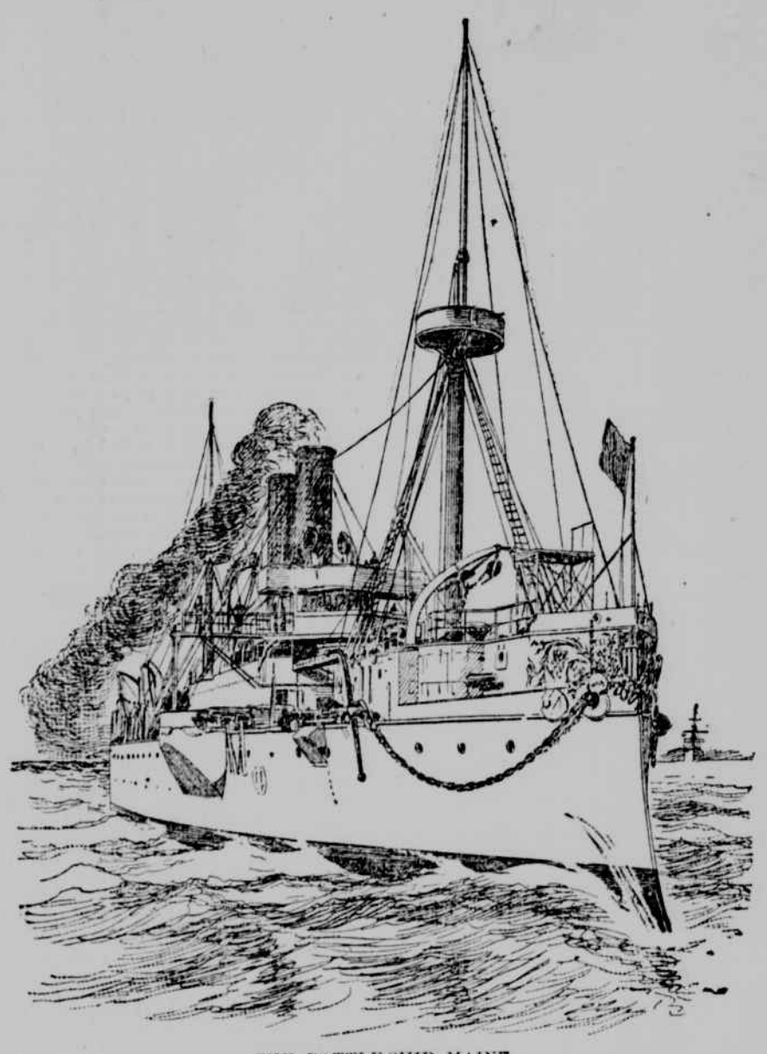
Policeman Gannon, of the Mercer-st. station, assisted by four other policemen, brought to the Jefferson Market Court yesterday twenty-eight pedlers and push-cart venders, who were charged with having obstructed the sidewalks and Fourteenth-st. east of Sixth-ave. The complaints were made by merchants in that locality. Magistrate Cornell fined the prisoners $5 each

HER PENNANT FLYING.

THE SECOND-CLASS BATTLE-SHIP MAINE PLACED IN COMMISSION.

A FLOATING FORTRESS ADDED TO THE NORTH ATLANTIC SQUADRON — HOMEMADE AND BUILT TO FIGHT—DETAILS OF HER CONSTRUCTION AND ARMAMENT.

With three ruffles of the drums, and salutes from the officers and crew of the vessel, the Star Spangled Banner was run up to the peak of the armored cruiser Maine at 2 o'clock yesterday afternoon, and the second of the big homemade battle-ships of the new Navy was officially placed in commission. The ceremonies in the Brooklyn Navy Yard were simple and impressive, and were witnessed by a large gathering of spectators and a number of well-known Naval officers attached to the North Atlantic station. In the absence of Commodore Montgomery Sicard, who is president of the Forney court-martial, Captain Frederick Rodgers, the captain of the yard, took his place in the ceremony of turning the



THE BATTLE-SHIP MAINE.

ship over to her new captain. The crew had already been transferred to the big ship from the receiving ship Vermont, and after the band had played several patriotic airs, the officers and crew were assembled aft at the call of the bugle, the crew being ranged behind the marines on the port side and the officers on the starboard. Captain Rodgers then handed to Captain Arent S. Crowninshield the documents placing him in command of the vessel, and Captain Crowninshield read the order of the Secretary of the Navy to the officers and crew. The band played again, and the officers and crew gave three hearty cheers.

The expected presentation of a silver service to the ship did not take place, as the programme had been altered, the present intention being to present the silver when the Maine reaches a port in the State after which she is named.

The Maine is the most powerful fighting ship afloat under the American flag, and was built at the Brooklyn Navy Yard, the engines having been furnished by the Quintard Iron Works. The ship is a floating fortress, and has a displacement of 6,618 tons, against 6,300 tons for her slightly older sister, the Texas. She was built under the act of Congress of March 3, 1887, her first keel plate was laid on October 11, 1888, and she was launched on November 18, 1890. The principal dimensions of the ship are: Length on water-line, 318 feet; breadth, 57 feet; mean draught, 21 feet 6 inches. Her engines, which were built from designs furnished by George W. Melville, engineer-in-chief of the Navy, are of the vertical, triple-expansion type, driving twin screws, and developing 9,000 indicated horse-power, giving her a speed of 17 knots an hour, while her trial trip showed a speed of 18.37 knots without having her heavy guns on board.

It is in her offensive and defensive powers, however, that the Maine shows her strength. She is not built to run away from an enemy, but is intended to give and take hard knocks. Her sister ship, the Texas, is fitted with two turrets of twelve-inch steel, and carries one twelve-inch breech-loading rifle in each turret. The Maine's turrets are of eight-inch steel but they are placed in barbettes twelve inches thick, and each turret carries two ten-inch guns. These turrets are so placed that the fire from all four of the big guns can be concentrated on an enemy, and supplemented by that from three of her six-inch guns, of which she has six in the main battery. Her secondary battery consists of eight six-pounder and the same number of one-pounder rapid-fire guns, and four Gatlings, the Texas carrying a slightly heavier weight in her secondary battery, having twelve six-pounder and six one-pounder rapid-fire guns, four Hotchkiss revolving cannon and two Gatlings.

She is protected by a belt of armor 180 feet long and twelve inches thick to a depth of one foot below her water line, and her six-inch guns are protected by two-inch shields. The steel plates of her conning tower are ten inches thick, and she has four torpedo tubes, one in the bow, one in the stern and one amidships on each side. The cost of her hull and machinery was $2,484,000, or about $100,000 less than the appropriation, and $190,000 more than the Texas.

As soon as she can be fitted for sea she will take her place in the squadron under Admiral Bunce, and as she has been fitted with admiral's quarters, it is possible that she will be made the flagship of the fleet in place of the New-York. Lieutenant-Commander Adolph Marix, her executive officer, expects that it will take until the first of October to put her in cruising trim. Her complete roster of officers is as follows: Captain Arent S. Crowninshield, commanding, and Lieutenant-Commander Adolph Marix, executive; Lieutenant C. W. Jungen, Lieutenant F. F. W. Holman, Lieutenant Frank F. Fletcher, Lieutenant George W. Denfeld, Lieutenant Rogers H. Galt, Ensign Henry H. Ward, Ensign Friend W. Jenkins, Naval Cadets A. J. Wadhams, W. R. Gherardi, E. H. Watson, H. V. Butler, jr., O. S. Knopper and W. G. Grossbeck; Surgeon John L. Neilson, Passed Assistant Surgeon Victor C. B. Means, Naval Hospital, New-York; Assistant Surgeon Theodore W. Richards, Paymaster Edward N. Whitehouse, Chief Engineer A. W. Morley, Passed Assistant Engineer F. C. Bowers, and Assistant Engineers Andre M. Proctor, M. E. French and Maurice B. Peugnet.

WAR IN THE LEATHER TRADE PROBABLE.

A triangular war between the United States Leather Company, its great enemy, the firm of Keck & Mosser, and the Boston Leather Company seems incipient. The Boston company sells for the Chicago packers, and when one of its representatives came here last week and offered union leather to the sole-cutters at two cents below the market price the war began. Keck & Mosser two days later met the cut by telling the trade they would sell at the same rates.

THE BOOTBLACKS PROTEST.

The orders issued by Acting Chief Conlin last week that after October 1 all street stands except those where newspapers, periodicals, fruit and soda water are sold must be removed brought a delegation of downtown bootblacks to headquarters yesterday. They came to protest against the Acting Chief's orders. They saw President Roosevelt and made their protest to him. Mr. Roosevelt sent the delegation down into Mr. Conlin's office, and the Acting Chief told them just what the law was. He also told them that they would have to move their stands after October 1.

IT WISHES TO EXTEND ITS LINES.

APPLICATIONS MADE TO THE BOARD OF ALDERMEN BY THE METROPOLITAN TRACTION COMPANY.

The Aldermen of this city were so deeply interested in news from Saratoga yesterday that their regular meeting in the City Hall was interrupted several times by the lack of a quorum, and the sergeant-at-arms was kept busy marching Aldermen back into the Common Council chamber after they had been found talking politics in the corridors. A motion by Alderman Burke, to permit a wooden Indian to stand in front of a cigar store, was amended, at the suggestion of Alderman Oakley, to permit a wooden tiger to stand there. A request by Magistrate Flammer, that the Aldermen permit the removal of the First District Police Court from the Tombs to the new Criminal Courts Building, was referred to the Committee on County Affairs.

The Aldermen received two applications from the Metropolitan Traction Company for extensions of its lines. One application is said to be designed to secure a route that will parallel the Kingsbridge Road route which the Board gave to the Third Avenue Company. The first application is made in the name of the Ninth Avenue Railroad, which is operated by the Traction company. It is for an extension, two miles long and running from One-hundred-and-twenty-fifth-st. westerly to the Boulevard, thence northerly to One-hundred-and-forty-fifth-st., thence easterly to the Harlem River; also, from Bradhurst-ave. northerly to One-hundred-and-fifty-fourth-st., the line to be operated by cable or an underground trolley, if the application is granted. The extension is to connect with the Metropolitan Traction Company's Lenox-ave. line.

The second application is made in the name of the Bleecker Street and Fulton Ferry Line and the Broadway and Seventh Avenue road. It is intended to connect the Broadway line with the Desbrosses-st. ferry through Broome-st. The Board set October 9 as the date on which a public hearing should be given on both applications.

ACCUSED OF A TWO-CENT THEFT.

JENNIE HARRIS'S ARREST FOR TAKING A BIT OF RIBBON—DISCHARGED WITH A REPRIMAND.

Jennie Harris, fourteen years old, of No. 54 Chrystie-st., who was arrested Monday on the complaint of Superintendent Vendig, of Alexander Hoffheimer & Co., dealers in women's and children's caps, No. 81 Grand-st., on the charge of stealing a piece of ribbon, worth two cents, was arraigned in Jefferson Market Court yesterday. The little girl wept bitterly, and told Magistrate Cornell that two days ago she had gone to work for Vendig at wages of $1 50 a week. She was retrimming some old caps, and took a small bit of ribbon, which she thought was worthless, and put it in her hair. When charged with theft she became confused and tried to hide the ribbon. She declared that she had never taken anything before which did not belong to her.

Vendig started to tell a long story of how the girl had taken the ribbon and hid it, when the Magistrate interrupted him and said he wished to see the ribbon in question. Vendig took from an envelope a ragged piece of ribbon, about three inches long, and Magistrate Cornell exclaimed: "Well! Is that all?"

"That's all the evidence I have, Your Honor," replied Vendig, "but, as far as I know, she may have stolen $100 worth before she was caught."

"She's only worked for you two days," said the Magistrate, "and you have no evidence of other thefts. I think the best course for you to pursue would be to withdraw the charge and let me discharge this girl with a reprimand."

Vendig was unwilling at first to do so, but finally consented, and Magistrate Cornell, after a severe lecture to the girl, discharged her. She promised to be more careful in the future.

After the disposition of the case Vendig seemed worried, and, coming once more before the Magistrate, said: "Your Honor, will you tell me whether this girl's parents have grounds for an action?"

"Yes," said the Magistrate; "I should say that they certainly have grounds."

"What would you advise me to do?" asked Vendig.

"I can't advise you," replied Mr. Cornell, and Vendig left the court.

VISITORS TO THE WHITE SQUADRON.

CROWDS GO DOWN TO STATEN ISLAND AND FORT HAMILTON TO SEE THE CRUISERS—MAKING READY FOR COALING.

The Staten Island ferryboats did a good business yesterday, and the presence of Rear-Admiral Bunce's white fleet was responsible for a large part of the traffic. The effect of the presence of the fleet was also felt by the Brooklyn trolley line running down to Fort Hamilton, for the cars were crowded all day long with people who wanted to get a glimpse of the white squadron. The pretty ships lay at their anchorages all day, and while from the shore there were not many signs of life to be seen, there was plenty of activity on board the vessels in the way of cleaning ship and preparing for the reception of coal and provisions. Rowboats were kept busy by people who wanted to get on board the ships, and while some visitors were admitted, the lines were drawn sufficiently taut to prevent the vessels being overrun with those who had no business on board. The work of coaling will be a rather dirty job, as there will be over 2,000 tons put on board the four vessels which came in from sea. Of this amount the New-York will take 1,000 tons, the Minneapolis 750, the Montgomery 240 and the Raleigh 125. Contrary to announcements made yesterday, the ships will not sail in two or three days, as it is the intention not to send them to sea again until the Maine is ready to join the fleet, by which time the Texas will probably be in port, and the two battle-ships will take part in the evolutions planned to take place within the next month. Secretary Herbert has, it is understood, decided that there shall be no more changes in the squadron until the present programme of manoeuvre has been carried out and the ships thoroughly tested in movements as a squadron. The fleet will operate between Sandy Hook and the Delaware capes, coming into port for coal whenever it may be necessary. Admiral Bunce and Captain Evans are still busy on the plans for the cruise, and great results are expected in the way of increased efficiency in drill and practice in handling the ships, both singly and as a fleet.

THE ANNEXATION CASES.

HEARD BY THE COURT OF APPEALS IN EXTRAORDINARY SESSION.

IS THE NEW DISTRICT A PORTION OF NEW-YORK COUNTY FOR THE PURPOSES OF SENATE, ASSEMBLY AND JUDICIAL REPRESENTATION?—THE CONSTITUTIONALITY OF THE ACT ASSAILED—ARGUMENTS BY WILLIAM B. HORNBLOWER, JUDGE WILLIAM H. ROBERTSON, WILLIAM D. GUTHRIE AND CORPORATION COUNSEL SCOTT.

Albany, Sept. 17.—For the first time in the history of the Court of Appeals it convened in extraordinary session at the Capitol to-day. It met for the purpose of determining the constitutionality of the annexation of a portion of Westchester County to New-York City. The appeal to be heard arose out of the application of Augustus M. Field for a mandamus to compel the Board of Aldermen of New-York City to reconvene and re-apportion the Assembly districts of New-York County so as to include the annexed part of Westchester County, added to New-York County by an act passed by the Legislature this year. The constitutionality of this act is the most important question to be considered. The General Term decided that the annexed portions of Westchester County were not constitutionally a portion of New-York City proper.

There is also an appeal from the decision of the General Term in the Second Department, granting an application of Henry C. Henderson for a mandamus to compel the Board of Supervisors of Westchester County to apportion the annexed territory to one of the Assembly districts of that county, and also two appeals from decisions denying an application for an injunction against the police authorities of New-York City to restrain them from interfering in the affairs of the town of West Chester and the village of Williamsbridge, a part of the annexed territory. The courts below have decided that the act of annexation is constitutional, so far as it annexes the territory in question to the city and county of New-York for municipal and administrative purposes, but that the territory still remains a part of Westchester County for the purposes of Assembly, Senate and judicial elections.

THE GROUNDS OF APPEAL.

The citizens of the annexed territory, represented by Augustus M. Field, who brought the mandamus proceedings against the Board of Aldermen, assert that the act is constitutional in every respect; that the effect of the act was to transfer this territory bodily from Westchester County to New-York County, and that it was thereby taken out of the XXIId Senate District, which is described in the Constitution as the County of Westchester, and became a part of the XXIst Senate District, which is described in the Constitution as part of the city and county of New-York. It is further asserted that, as this act went into effect before the date fixed by the Constitution for the apportionment of Assembly districts by the Board of Supervisors of Westchester County and the Board of Aldermen of New-York City, it was the duty of those boards to recognize the existing state of affairs, and that the territory in question should have been apportioned to one of the Assembly districts of New-York County. It is contended that this would be in accordance with the spirit of the Constitution, the Senate districts continuing thus to be bounded by county lines, instead of being intersected by the dividing line between Westchester and New-York counties.

The number of inhabitants in the annexed territory is about thirteen thousand. Adding these to the XXIst Senate District and taking them from the XXIId would tend to equalize the districts and to carry out the spirit of the constitutional apportionment. It is urged further that it will be an injustice to the citizens of this annexed district if they are merged with New-York County for governmental and municipal purposes and remain tacked on to Westchester County for purposes of Senate and Assembly representation.

These contentions were the basis of the argument of William B. Hornblower, who appeared for Augustus M. Field, appellant. Mr. Hornblower cited numerous authorities in support of his position. Judge William H. Robertson, representing the Board of Supervisors of Westchester County, and occupying a similar position to Mr. Hornblower in the argument, was not present, but he submitted his brief by mail.

MR. GUTHRIE'S CONTENTION.

William D. Guthrie, of counsel for Henry C. Henderson, the plaintiff and appellant, and the town authorities of Westchester and the authorities of the village of Williamsbridge, argued from the assumption that the act in question (Chapter 364 of the Laws of 1895) was unconstitutional in toto, and that the Legislature could not alter county lines for any purpose until the next apportionment, in 1905. More specifically Mr. Guthrie set forth that the act should be declared wholly unconstitutional because,

First—It violates the provision of the Constitution, which specifies and sets apart the county of Westchester as the XXIId Senate District, and disregards the mandate that no county shall be divided in the formation of a Senate district.

Second—It violates the provision of the Constitution allotting three members of the Assembly to the county of Westchester, and nullifies the requirement that each Assembly district shall be wholly within a Senate district formed under the same apportionment.

Third—It violates the provision of the Constitution inhibiting the alteration of the existing judicial districts, except in 1905, and "once in every ten years" thereafter.

Fourth—It violates the provision that the four judicial departments of the State shall be bounded by county lines.

Fifth—If it be contended that some of the provisions of the prior acts of 1873 and 1874 were intended by the Legislature to be applicable, then it violates the constitutional inhibition that the Legislature shall not pass any act providing that any existing law or any part thereof shall be applicable to new legislation, except by inserting such old law in the new act.

Mr. Guthrie held that the framers of the new Constitution and the people who adopted it intended to base the new apportionment permanently and unalterably upon the county system. That purpose would be defeated by the act of 1895.

FRANCIS M. SCOTT HEARD.

Corporation Counsel Francis M. Scott, for the Board of Aldermen of New-York City, said that, in a judicial sense and so far as the courts were concerned with its application and construction, the authority