be made out a light, which afterward proved to be the New-London lighthouse, but which he thought was the red light of another vessel, and the next thing he knew the Mohawk was jammed on to the reef.

Scott, the wrecker, had two tugs at the steamer all day. To-night nearly all the freight has been taken off and brought into New-London. Efforts to get the steamer off the rocks have been unsuccessful so far. Captain Scott would not be surprised if it took him forty-eight hours to pull her into deep water. He found that two large holes had been stove in her bottom, and some of her plates may have been started.

HEAVY SNOW IN ALL NEW-ENGLAND.

THE FALL RANGED FROM FIFTEEN TO THIRTY-FOUR INCHES AND WAS BLIZZARD-LIKE.

Boston, Jan. 28.—Not since the blizzard of 1888 has there been a storm of such severity throughout New-England as that which has prevailed for the last twenty-four hours. All sections report heavy snow, varying from fifteen to thirty-four inches on the level, while the high wind that has been blowing has in many places piled up drifts five to ten feet high. Country roads are everywhere rendered almost impassable, while steam-railroad, electric railway, telegraph and telephone service has been pretty thoroughly demoralized. In many places schools have been closed, mills shut down and business of all kinds practically suspended.

At Greenville, N. H., and in surrounding towns the storm gathered strength every hour of the day and gives promise of continuing all night. A high wind is blowing, and drifts are six feet high.

The storm in this city developed into very near a blizzard, and the snowfall has been about twenty-four inches, causing great interruption to street-car and steam-railroad traffic, besides practically placing an embargo upon all shipping hereabouts. With the exception of two or three schooners which came in this morning, the harbor has been barren of arrivals.

Newport, R. I., reports that snow ceased to fall about 4 p. m., leaving the city in bad condition. No business was done during the day. Streetcars have partially resumed running to-night and the cottage colony, which was cut off from the fire-alarm service to-day, has protection by means of temporary wires. Late this afternoon trains and boats reached the city for the first time since early morning. The steamer Pilgrim arrived from New-York at 6 p. m.

Rockville, Conn., reports a fall of thirty-four inches of snow.

Two feet of snow has fallen at Marblehead. The sloop Dream drifted on Skinner's Head, and will probably go to pieces, but an effort will be made to save her at high tide.

At Fort Fairfield, Me., the thermometer was 27 degrees below zero this morning, the coldest this winter.

The Bay State Express, from Boston, due at Middletown, Conn., at 3:30 this afternoon, ran into an immense snowdrift near Rock Falls. A gang of Italians was sent to dig the train out, and it got into Middletown four hours late.

WHITENED THE EMPIRE STATE.

THE SNOWSTORM CAUSES REJOICING AMONG LUMBERMEN AND OTHERS—TRAVEL NOT DELAYED.

Saratoga, N. Y., Jan. 28 (Special).—Fifteen inches of snow fell here to-day, and the storm gives promise of continuing throughout the night. It is by far the heaviest precipitation of sleighing material so far this winter, and is favorably viewed by both lumbermen and ice-harvesters, especially in Northern New-York and the Adirondacks. The heavy snowfall has slightly delayed some of the railway trains, but there is no serious interruption.

Kingston, N. Y., Jan. 28.—There has been a heavy fall of snow since 8 o'clock last night. The storm interferes with ice-gathering, which was begun on the Hudson in this vicinity yesterday. Trains are slightly delayed, and trouble is feared should the snow, which is still falling rapidly, be accompanied by wind.

Rome, N. Y., Jan. 28.—A storm of fine light snow prevailed all night, and has gradually increased in volume to-day. The wind is not as high as on Monday and Tuesday. Country roads are almost impassable. Railroad travel is not materially delayed.

Buffalo, Jan. 28.—A heavy snow-storm, accompanied by a high wind, and approaching the dimensions of a blizzard, prevailed here this morning. The thermometer registered 13 above zero.

Ogdensburg, N. Y., Jan. 28.—A heavy northwest snowstorm has been in progress here all day. All roads are blocked, and trains are delayed this evening.

Amsterdam, N. Y., Jan. 28.—More than seven inches of snow have fallen in the Mohawk Valley since last night. The snow is drifting badly this afternoon on the country roads. Railroad traffic, however, is not interrupted.

Whitehall, N. Y., Jan. 28.—The most severe blizzard in two years raged to-day the whole length of the Champlain Valley. The storm began early this morning with a strong north wind. At Rouse's Point, Plattsburg and Ticonderoga from twelve to fourteen inches of snow have fallen. The snow has drifted badly.

NAVIGATION SUSPENDED IN THE OHIO.

Louisville, Ky., Jan. 28.—The heavy ice in the Ohio has caused a total suspension of navigation. All the upper and lower boats have tied up in the canal.

Evansville, Ind., Jan. 28.—The small steamer Plankinshaw was scuttled by ice and sunk in the Ohio River near this city last night. Engineer John Orr, of Evansville, was drowned. The others on board, seventeen in number, escaped to a barge in tow, but suffered considerably from the cold weather, and several were badly frozen.

A FAMILY FREEZES TO DEATH.

St. Louis, Jan. 28.—A dispatch to the Scripps-McRae Press Association from Little Rock, Ark., says that a family named Norton, consisting of father, mother and three children, froze to death last night in their home near Mount Ida, Montgomery County, Ark. That section of the State has suffered from lower temperature during the last few days than ever known.

THE POOR SUFFERING IN BALTIMORE.

Baltimore, Jan. 28.—A great deal of destitution in all parts of Baltimore has been brought to light by the cold snap, and every police station is being overrun with men, women and children in search of food, clothing and fuel. Many cases of distressing want have thus been discovered.

DEEP DRIFTS ALONG THE COAST.

Asbury Park, N. J., Jan. 28.—The snowstorm which began here last night has blocked travel on the electric railroad, and those persons living in the northern part of the town found it difficult to reach the business section. Immense drifts in many places make the country roads almost impassable. Railroad trains are running on time.

PRICE OF COAL MAY GO UP.

"The retail price of coal," said a leading dealer, whose remarks were indorsed by others of equal prominence in the trade, to a Tribune reporter yesterday afternoon, "has not been affected by the present snowstorm. The price for good family white-ash coal is $5 25 a ton, which was the price fixed on October 1. Extra fine qualities are sold for $5 50 a ton, and red-ash coal ranges in price from $5 75 to $7 a ton. Should this storm continue, however, or be speedily followed by another, dealers would be absolutely compelled to advance their prices. Delivery of coal to consumers is extremely difficult, and is so costly that no retailer is able to make a profit, while some, who are less favorably situated than others, are supplying their customers at an actual loss. The snow is so deep and piled up so high along the sides of the streets that only light loads can be carted, and even then about double the time is consumed in delivering them that would be needed if the streets were clear.

"Another unfortunate circumstance is the filling of the docks along the North River with ice, which prevents the larding of coal, as boats are unable to get into the slips to discharge their cargoes. Should the ice embargo continue till the supply in the coal-yards is extensively diminished, it would probably necessitate an advance. All in all, the coal situation is very uncertain and unsatisfactory. Under existing circumstances, dealers are only too glad to get back a new dollar for an old one. They are willing temporarily to carry on business without profit, but if ice embargoes and snowstorms continue much longer, an advance of from 25 to 50 cents a ton in the retail price for coal is inevitable."

CUTTING THROUGH THE ICE TO NEWBURG.

Perhaps few readers are aware that the powerful iron steamers of the Ramsdell Line have until yesterday been making their regular trips between New-York and Newburg. A party of New-Yorkers took passage on Monday evening by the steamer Ramsdell from Pier No. 24, North River, at Franklin-st. "We were soon assigned to spacious staterooms," said one of the travellers, "heated by steam, and as comfortable as the Hotel Waldorf. A dinner fit for a king was served at 7 o'clock, and at 9 o'clock West Point was reached, where the vessel was made fast to the pier until morning, as the river from here up was covered with heavy ice and daylight was necessary to see the track that this enterprising company has kept open all winter between West Point and Newburg. At 7 o'clock Tuesday morning our journey was resumed. It was a novel thing to see skaters on either side of the open track passing close to the vessel's sides, and trying to touch her guards with their hands. At Cold Spring the steamer's arrival aroused much interest. Several thousand people were on the piers and on the ice to see her arrive and depart. Newburg was reached at 9 a. m. Tuesday. There we took the trolley line to Orange Lake, six miles distant, where we enjoyed two hours' famous sport sailing the ice yacht Cold Wave. Then we had a good dinner at the Pine Point Club, after which we returned to Newburg in time to sail at 4 o'clock on the steamer Ramsdell for New-York, which place we reached at 9 o'clock that evening. The most interesting part of our down trip was between Cold Spring and West Point, the ice between these two points being almost black with skaters and sleigh-riders. One Russian sleigh, containing two pretty girls muffled in sealskin coats and fur robes, and drawn by a pretty black pony decorated with red plumes, whose driver was more daring than the others, actually kept within fifty feet of the vessel almost the entire distance from Cold Spring to West Point."

The Ramsdell returned to Newburg on Wednesday night, and yesterday morning was laid up for the rest of the winter.

A THICK DAY ON THE WATER.

ONLY TWO VESSELS PASSED THROUGH THE NARROWS—TWO MORE ASHORE AND MANY OVERDUE.

The blinding snowstorm of yesterday, which veiled the waters about New-York as if with a dense fog, combined with the heavy westerly wind, sent two vessels ashore and made the voyage of all craft ticklish work. The Central Vermont Railroad Company's steamer Mohawk went ashore on the beach at Goshen's Point, off New-London, early yesterday, and the fishing schooner Hattie Rebecca found bottom at Sea Isle City, N. J., where she could not see land a boat's length ahead.

Besides these, there were no serious accidents upon the water caused by the storm. There are, however, a large number of ships and steamers overdue at this port, for some of which anxiety is felt. It is probable that the westerly winds which have prevailed for several days are responsible for many of these delays. The Cevic, of the White Star Line, was due to arrive here from Liverpool on Monday, and has not yet been reported, but there is little or no anxiety expressed for her. Another vessel which was due on Monday is the steamer Grenada, of the Trinidad Shipping and Trading Company, which sailed from Port au Spain on January 16. It is believed, however, that she was the steamer which was sighted last night off Barnegat by the French steamer Ferdinand de Lesseps. The De Lesseps, which arrived from Port au Prince, passed a British steamer at anchor showing signals for a tug and letters which belong to the Grenada. It is possible that the overdue steamer encountered heavy weather, in which a part of her machinery may have failed.

The British bark Lord Dufferin, which sailed from Montevideo on October 7 and should have been here early in December; the T. F. Oakes, which sailed from Hong Kong on July 4 and should have arrived here in November, and the Fort William, which left Shields on December 26 and is now two weeks overdue, are still missing. The first two of these have been given up for lost, and all three have been reinsured. Besides these, there are overdue the Henry Bischoff, from Hiogo, July 7, which has also been reinsured; the State of Georgia, from Dantzic on December 23, for Halifax; the Glenora, from Turk's Island; the Mary Williams, from Philadelphia November 27, for Charleston, and the Hereford, which was spoken six days ago off Fire Island by the Philadelphia tug Protector, but has not yet reached port. The tug offered the Hereford a tow to port for $300. This was refused, and since then nothing has been heard of the vessel.

The unusual report was received from Quarantine yesterday that only two steamers passed up through the Narrows. It is possible that some of the delayed vessels may have anchored ouside to avoid the thick weather and heavy northwest gale that was blowing yesterday. There was some slight delay in the arrival of the Sound steamers at their piers, due to the snowstorm.

A BRIEF COLD SNAP IN FLORIDA.

VEGETABLES BADLY DAMAGED, BUT THE ORANGE CROP LITTLE INJURED.

Jacksonville, Fla., Jan. 28.—The coldest weather of the winter visited Florida this morning, the mercury falling in Jacksonville to 21 degrees, and to 30 degrees at Tampa, in the southwest central portion of the State. Vegetables as far south as Sanford were badly damaged, but not entirely ruined. The orange and other semi-tropical fruit interests were not damaged to any considerable degree. The fortunate feature of the freeze was that it was of short duration. The lowest temperature was reported in the State at 6 o'clock this morning, and by 9 o'clock the weather had greatly moderated.

THE STORM AND THE FRUIT MARKET.

The severe snowstorm of yesterday had an exceedingly depressing effect on the fruit market. Before it the cold weather had driven most of the outdoor dealers from the streets, and seriously interfered with shipments to other cities. After it set in, the few pedlers and stand-keepers who had sought to continue business in a small way, keeping their fruits covered with blankets, bits of bagging, etc., were compelled to retire from the field, and out-of-town shipments almost entirely ceased. The demand for fruits of all kinds yesterday was remarkably limited. Oranges, which are in only moderate supply, were the strongest in prices, which were well maintained. Lemons, which are in full supply and have been steadily declining in price for several weeks, suffered a further decline at yesterday's auction sales, and were in limited demand. Bananas, of which there is an abundance in the market, were in sluggish demand at shaded prices.

A YACHT RUN DOWN AND SUNK.

TWO "PICAYUNE" REPORTERS BELIEVED TO BE DROWNED.

New-Orleans, Jan. 28.—A telegram from Port Eads says that the steamer Albert Dumois ran down and sank the steam yacht Argo. Two reporters of "The Picayune" who were on the Argo, Blessing and Hester, the latter a son of Secretary Hester of the Cotton Exchange, are missing.

FEWER PRIVILEGES FOR THE CHINESE.

LAWLESSNESS AMONG THE MONGOLIANS STIRS UP THE SAN FRANCISCO POLICE.

San Francisco, Jan. 28.—The lawlessness that has existed among the Chinese in Chinatown for several years, culminating in the murder of "Little Pete," has put Chief Crowley on his mettle, and the Chief has decided to abolish the customs of their country, which they have been permitted to indulge in unmolested. One of the privileges granted the Chinese has been the indiscriminate use of firecrackers during their New Year's festivities. This year that privilege has been withdrawn, and the Chief has informed the Chinese Consul that the explosion of firecrackers is prohibited, and that the violators will be severely punished. The conclusion of the Chief's letter to the Consul is as follows:

Heretofore your countrymen have been treated with great consideration by the authorities of this city in matters bearing upon the habits and customs of their country at or about their New Year. Recent events have shown that a very large proportion of the Chinese population are unworthy of being granted favors or privileges of any kind, because they do not appear to have any respect for our laws, but set them at defiance. When the ire of the American people becomes aroused in this matter the Chinese will discover their mistake, and this question will probably be settled in a summary way.

WIDOW OF J. C. FLOOD DEAD.

San Francisco, Jan. 28.—Mrs. Mary F. Flood, widow of the famous bonanza king and multimillionaire, James C. Flood, died at her home, on California-st., last night, after an illness of only two days. The announcement of Mrs. Flood's death was a great surprise, as few knew of her illness. Her two children, James L. Flood and Miss Cora Jane Flood, were with her when the end came.

THE JEWISH HISTORICAL SOCIETY.

CLOSE OF ITS ANNUAL MEETING IN BALTIMORE—OFFICERS ELECTED AND PAPERS READ.

Baltimore, Jan. 28.—The fifth annual meeting of the American Jewish Historical Society closed to-day. Officers were elected and some notable papers were read. The place and time for the next annual meeting were referred to the Executive Council with power to act. The following officers were unanimously chosen: President, Oscar S. Straus; vice-presidents, Menles Cohen, Simon W. Rosendale, and Dr. Herbert Adams; corresponding secretary, Dr. Cyrus Adler; recording secretary, Dr. Herbert Friedenwald; treasurer, Professor Richard Gottheil; members of the Executive Council, Dr. B. Felsenthal, Professor Morris Jastrow, Mayer Sulzberger, N. Taylor Phillips, Simon Wolf, Dr. J. H. Hollander, Max J. Kohler, John Samuel, and Dr. David Phillipson.

In the absence of the writers Dr. Herbert Friedenwald, the recording secretary, read the following papers: "A Modern Maccabean," by the Rev. Henry Cohen, of Galveston; "Note on the Portraits of Jews Engraved by St. Menim," by Dr. Cyrus Adler, and "Notice of Jacob Mordecai, Founder and Proprietor from 1808 to 1819 of the Warrenton (N. C.) Female Seminary," by Gratz Mordecai, of Philadelphia. In an interesting paper by David Sulzberger, of Philadelphia, in regard to the growth of the Jewish population in the United States, it was shown that in 1812 the total was not over 3,000. Thirty years thereafter the number had grown to more than 50,000, of whom 12,000 were in New-York City, 4,000 in Philadelphia and 1,000 in Baltimore. Mr. Sulzberger estimates the present Jewish population of America at 500,000, of whom 140,000 are credited to New-York.

BUILDING ASSOCIATIONS GO DOWN.

A PANIC CAUSED BY A DECISION OF THE TENNESSEE SUPREME COURT.

Knoxville, Tenn., Jan. 28.—A receiver was appointed to-day for the Covenant Building and Loan Association, of this city, making the seventh one to go under in the last ten days. Of the nine building and loan associations lately doing business in this city there are now only two left, and they are doomed to go within the next few days. The panic in building and loan associations in this city was caused by a decision of the Supreme Court, which provided that where a borrower forfeited his property the association must pay back the amount he had paid in. Following this, hundreds of suits were at once begun, and the people who had money invested began to withdraw it. Applications for withdrawals came so fast that money could not be obtained to pay off one-third of them. Public sentiment was bitterly opposed to the associations, and the result was that they went into receivers' hands and will be wound up.

The Southern, which was the second one to fail, is said to have been the largest in the world, and had stockholders in every Northern, Eastern and Southern State, and many of those in the West. In nearly every instance the associations were in a perfectly solvent condition when the receivers were appointed.

POST-GRADUATE HOSPITAL BENEFIT.

A benefit concert took place last night in Carnegie Hall in aid of the New-York Post-Graduate Medical School and Hospital, an excellent institution, which does an important charitable as well as educational work. Anton Seidl was in charge of the concert, which was given by his full Metropolitan Permanent Orchestra, Emil Fischer and Mme. Gadski-Tauscher. The audience was exceedingly appreciative. A considerable sum was realized for the hospital, and it will be used in endowing additional free beds.

UNIVERSITY SETTLEMENT SOCIETY.

An effort to raise money for a new home for the University Settlement Society will be made this afternoon when the council of the society holds its annual meeting at the City Club. Seth Low will preside, and speeches will be made by Carl Schurz, Richard Watson Gilder and others. It is estimated that $150,000 will be needed to purchase the site and erect the building. Of that sum $45,000 has been subscribed by James Speyer, V. E. Macy and Jacob H. Schiff.

LOSSES BY FIRE.

Cincinnati, Jan. 28.—The block bounded by Race, Commerce, Vine and Second sts. was the scene of a destructive fire at 2 o'clock this morning. The blaze originated in the engine-room of the Herman Goepper & Co. malthouse, on Commerce-st., and spread rapidly to the cordage establishment of Overman & Schroeder, and the commission houses of W. W. Blair & Co. and Mellen, Brown & Co. These buildings were completely destroyed, entailing a loss of about $200,000. The buildings adjoining were damaged by water only, and were occupied by the following firms: The Furniture Warehouse Company, John Staun & Co., dealers in tobacco; the Cincinnati Transfer Company; C. H. Reinhart & Co., confectioners; C. M. Holloway & Co., dealers in salt; W. G. Hill, commission; A. E. Maente & Co., confectioners; John J. Perkins & Co., bakery, and the Kerr Grocery Company. The losses were fully covered by insurance.

Youngstown, Ohio, Jan. 28.—The wholesale grocery house of Leavitt, McConnell & Co. was destroyed by fire this morning. The fire was caused by a heater in the basement. The losses were as follows: Leavitt, McConnell & Co., $50,000, insurance $20,000; Emil Schultz, $25,000, insurance, $10,000; Eddy & Johnson, $500, insured.

Columbus, Ohio, Jan. 28.—Fire destroyed almost the entire business portion of the town of Centreburg, fifty miles north of Columbus, on the Cleveland, Akron and Columbus Railway, this morning. Columbus sent the assistance of a part of its Fire Department, but it arrived too late to do much good. The property destroyed is as follows: H. C. Smith & Co., grocery; A. W. Hawkins & Co., drygoods; W. Steora, clothing; John Harvey, meats; Sol A. Wright, restaurant; W. A. Jacobs, bakery; G. W. Boarck, undertaker; the Armstrong business block; Dr. S. C. Lewis's dwelling. The total loss is $75,000, most of the property being poorly covered by insurance.

Ottawa, Ont., Jan. 28.—The village of Gatineau Point, situated across the river from this city, was visited last night by a fire which destroyed the three principal stores of the place. Loss, $60,000, partly covered by insurance.

BUSINESS EMBARRASSMENTS.

Springfield, Mass., Jan. 28.—The R. F. Hawkins Iron Works, of this city, have filed a voluntary petition of insolvency with the view of liquidation or reorganization into a stock company. The cause of failure is said to be the lack of cash capital and dull times in business. The amount of liabilities is thought to be about $200,000, with nominal assets of about the same figures.

Grand Rapids, Mich., Jan. 28.—Lucas, Barker & Co., furniture manufacturers, have filed trust mortgages running to the Peninsular Trust Company for protection from pressing creditors to the amount of $7,700. The firm announces that it will remain in business, and that the period of embarrassment will be short.

Chicago, Jan. 28.—The attorney for the West Park Board yesterday began a civil action against Edward S. Dreyer, of Dreyer & Co., the banking firm which went down in the wreck of the National Bank of Illinois, and his bondsmen, as treasurer of the Park Board—Philip Henrici, ex-Mayor Hempstead Washburne and George Schneider, who was president of the Bank of Illinois. The suit is to recover $500,000, the amount of the bond, and damages of $318,160, which is the amount of the Park fund on deposit in Dreyer's bank when it closed. The attorney has been authorized by the Board to prosecute Mr. Dreyer.

Are you looking for a bargain in a Piano, or do you want to sell or exchange one? You might find what you want in the little advertisements in the narrow columns.

There is nothing its equal for relieving the SORENESS, ITCHING or BURNING, reducing the INFLAMMATION, taking out REDNESS, and quickly bringing the skin to its natural color.

BEWARE of imposition. Take POND'S EXTRACT only. See landscape trade-mark on buff wrapper. Sold only in our own bottles. All druggists.

POND'S EXTRACT CO., 76 5th AVE., NEW YORK.

LUGGED INTO THE ASSEMBLY

THE WARD-FAIRCHILD FIGHT CROPS UP IN ALBANY.

A LIVELY EXCHANGE OF PERSONALITIES BETWEEN MR. HUSTED AND MR. SCHERER OVER BURNS'S JURY COMMISSIONER BILL—ASSEMBLY PROCEEDINGS.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, Jan. 28.—The Ward-Fairchild factional fight, which has so often disturbed the political atmosphere of Westchester County recently, was carried this morning to the floor of the Assembly Chamber. The facts leading up to the spirited controversy of to-day are interesting. About a week ago Senator Burns, in the Senate, and his representative in the Assembly, Mr. Emmet, introduced a bill placing the authority to appoint a Commissioner of Jurors with the County Judge of Westchester County. The appointment has heretofore rested with the Sheriff, the District-Attorney, the County Treasurer and the County Judge, who are at present all Republicans. The first three of these officers have decided upon John Selis, of Yonkers, as their candidate for the office, while the County Judge would name, it is asserted, at Senator Burns's dictation, James Stafford. Finding that his candidate was opposed, three to one, Senator Burns has appealed to the Legislature to change the law relative to the appointment of a Commissioner of Jurors, in order, according to Mr. Husted, that he may discharge a personal obligation.

This was the condition of affairs when the Judiciary Committee of the Assembly yesterday afternoon took up for consideration the Burns-Emmet bill. A hearing upon the measure had been asked for, and both parties interested in the measure appeared. Senator Burns was represented by Jacob Halsted, while Mr. Husted had on hand Frank Millard, chairman of the Republican County Committee; William L. Ward, Congressman-elect, and George B. Andrews, the District-Attorney. The chairman of the Judiciary Committee is Robert Scherer, of Albany. Mr. Scherer was counsel for Mr. Fairchild in the Ward-Fairchild contest last fall. In the argument the facts concerning the measure stated above were brought out, and a resolution was filed with the committee, which passed the Westchester County Republican Committee by a two-thirds vote, protesting against the passage of the bill.

The Judiciary Committee then went into executive session, and by a vote of 6 to 5 decided to report, not the bill upon which the hearing was had, but the bill of Senator Burns, which is identical with the Emmet bill. This bill was reported by the committee this morning along with other bills, which were read from the desk, but it was not announced with the others until Mr. Husted asked if such a bill had not been reported.

After considerable delay it was ascertained that the Burns bill had been reported, whereupon Mr. Husted moved that it be recommitted, not to the Judiciary Committee, but to the Internal Affairs Committee, whose property, he argued, it was, the same as any other county bill. Mr. Husted said that he made this motion in order that the bill might have a fair and impartial hearing, which it did not have in the Judiciary Committee, and which could not be had there when it was considered that the chairman of that committee had been counsel of Mr. Fairchild in the Ward-Fairchild fight. He added that the interests of the Republican party in the bill ought to be well taken care of in the Committee on Internal Affairs, to which he desired to have the bill referred, as the chairman of that committee "hailed from Tioga County."

As soon as Mr. Husted had finished his speech Mr. Scherer jumped to his feet to reply to the attack made upon him. He denied that he was influenced in the committee by the part he had taken in the Ward-Fairchild fight, and asked what Mr. Husted would think if he openly charged that the attitude Mr. Husted had taken on certain railroad bills had been influenced by a great railroad magnate, who had assisted him to his place of influence in the House.

Mr. Husted asserted that the influence of no railroad magnate or corporation had ever affected his course in regard to any measure since he entered the Legislature, and he had never been counsel for or connected in any way with any corporate interests desiring legislation. He concluded by asking the Speaker if his contention that the bill should properly go to the Internal Affairs Committee was not correct.

Mr. O'Grady replied that he had referred the bill to the Judiciary Committee because that was the proper disposition of the bill, and that he had so referred a similar bill with regard to Monroe County. Messrs. Robbins, of Allegany; Marshall, of Kings, and Green, of New-York, defended the claim of the chairman of the Judiciary Committee, and expressed surprise that Mr. Husted should charge him with partiality in regard to the measure.

Mr. Husted explained that he did not desire to impugn the honor of Mr. Scherer, but he believed the Assembly could see for itself how such a relation as Mr. Scherer had held to the political situation in Westchester County would influence his action in regard to the present bill. The motion of Mr. Husted was then put and lost, and the report of the Judiciary Committee was adopted.

The Richmond County Police Reorganization bill, which was on the calendar for third reading bills, was passed by a party vote, after a wrangle over a point of order raised by Mr. Finn.

The House advanced by unanimous consent and passed Mr. Nixon's bill appropriating $5,000 for the perfection of the disinfecting apparatus to be used by the Health Officer of the Port of New-York in warding off the bubonic plague, but just before adjournment Mr. Nixon moved to reconsider the vote by which it was passed. He explained that the bill had not been three days on the members' desks. The vote was reconsidered, and the bill was made a special order for Monday night.

Mr. Austin's bill, authorizing the construction by the United States of an electrical conductor subway in New-York, was passed. Mr. Matheson's bill, providing for the paving of Jerome-ave., New-York, was advanced to a third reading.

Assemblyman B. D. Brown, of Fulton and Hamilton, presented a bill prohibiting the sale or gift of tobacco to minors in State prisons and making such a gift or sale a misdemeanor. Assemblyman Austin presented, by request, a bill placing the power to revoke theatrical licenses with the Mayor of New-York, instead of with the courts.

Among the bills introduced were the following:

By Mr. Soper—Providing for the appointment of a State Examiner of Engineers at a salary of $3,000 a year, and six Deputy State Examiners at $1,800. The seven appointees are to constitute the State Board of Examiners of Engineers and hold office for ten years.

By Mr. Austin—Providing for the establishment of a public park at One-hundred-and-eighty-first-st. and Sedgwick-ave., New-York City.

By Mr. Austin—Increasing from $1,500 to $2,000 the salaries of special deputy clerks connected with the Appellate Division of the Supreme Court in New-York City.

By Mr. Adler—Making the punishment for breaking the Sabbath not more than $5 or two days' imprisonment for a first offence, and $10 or five days for the next.

By Mr. Horton—Establishing the State Board of Examiners in Optometry, consisting of four persons, who shall register all persons engaged in the practice throughout the State and grant certificates to them.

By Mr. Horton—Providing for the attachment of automatic locking devices to passenger elevators, and for their inspection by the State Factory Inspector.

By Mr. Knaup—Fixing at two cents during commission hours the rate of ferriage on the Broadway, Brooklyn, and Twenty-third-st., New-York, ferry, and the Broadway, Brooklyn, and Roosevelt-st., New-York, ferry.

By T. P. Sullivan—Fixing the pilotage fees for different grades of vessels entering the port of New-York.

By Mr. Bondy—Providing for the appointment of four additional deputy State factory inspectors at a salary of $1,200, to inspect metal polishers, buffers, platers and brass-workers' manufacturing establishments in New-York, Brooklyn, Buffalo and Syracuse.

By Mr. Eldridge—Appropriating $20,000 to enable the State Engineer and Surveyor and the State Superintendent of Public Works to complete the survey of the upper Hudson Valley.

By T. F. Myers—Authorizing the Board of Street Opening in New-York to direct the Corporation Counsel to open any street or avenue whenever, in his judgment, public convenience requires the same to be done, without the consent of the owners of abutting property.

LEXOW'S COMMITTEE ORGANIZES.

AN INVITATION FROM ITS CHAIRMAN TO THOSE WHO ARE DOWN ON TRUSTS.

Albany, Jan. 28 (Special).—Speaker O'Grady today announced the Assembly members of the Trust Investigation Committee. The men he selected are Mr. Bedell, of Orange County; Mr. Warner, of Niagara County; Mr. Mazet, of New-York, and Mr. Barry, of New-York. The first three are Republicans and the last is a Democrat. The Senate members, appointed yesterday, are Messrs. Lexow, Parsons and Gallagher. The joint committee met this afternoon for the first time and at once went into secret session. After it had adjourned, Senator Lexow, who had been selected as chairman, gave out the following statement:

The joint committee of the Legislature appointed to investigate trusts for the purpose of recommending remedial legislation has now organized to carry into effect the purpose of its appointment. It is obvious that the success of the investigation depends to a very great extent upon the co-operation of the people. All are interested in a practical solution of the questions involved. It is the desire of the committee to establish at the outset a relation of mutual confidence between committee and people, and to that end the fullest and freest communication of facts, views and proposed remedies is solicited. The opportunity is now presented of meeting the serious problems confronting our economic system entirely, and the committee is determined to leave nothing undone that may enable it to reach a just, fair and adequate conclusion. Where there is a wrong that should be righted, an evil that should be removed or a remedy that should be applied in connection with this subject, the facts, conditions and proposals should be laid before the committee, in order that they may be considered upon the question of the character of legislation to be finally reported. All requests for hearings and communications generally should be addressed to the chairman of the committee at Albany.

The committee decided to make an immediate study of all the documents in the State Library bearing upon former investigations of the working of trusts and monopolies. There have been several investigations of this character within ten years.

Senator Lexow said the committee would not hold a session in New-York City this week.

NEW RIVERSIDE DRIVE BILL.

MR. AUSTIN ADOPTS THE TRIBUNE'S SUGGESTION.

HIS LATEST MEASURE PROVIDES FOR CONNECTING THE DRIVE WITH BOULEVARD LAFAYETTE—ONE VIADUCT INSTEAD OF FOUR, $2,000,000 INSTEAD OF $10,000,000.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, Jan. 28.—Assemblyman Austin, of New-York, who is energetically pushing bills for the extension of Riverside Drive, introduced a measure this morning which, he says, carries out the plan outlined in to-day's Tribune. The original bill introduced by Mr. Austin provided for four viaducts—one at Manhattan Valley, one at Inwood Valley, one at Trinity Cemetery and one across Spuyten Duyvil Creek—the expense of which, as pointed out in The Tribune to-day, might prove a dangerous burden for the bill to carry. The measure submitted to-day provides for connecting Riverside Drive with the Boulevard Lafayette, involving the construction of a single viaduct over the depression at Manhattanville. This would supply a splendid roadway from One-hundred-and-twenty-fourth-st. to One-hundred-and-fifty-seventh-st. The original bill called for an expenditure of more than $10,000,000, while the one submitted to-day could be carried out at an expense of a little over $2,000,000. The remainder of the plan, as suggested by Mr. Austin, could be left to future years for completion.

Mr. Austin announces that on February 9 a hearing will be given on the two Riverside extension bills, in order that it may be determined which to retain. He said to-night:

"I think it would be a magnificent idea to extend Riverside Drive to Spuyten Duyvil Creek, but the city is hardly rich enough at present to assume such a financial burden as that would involve. The extension of the Drive to Lafayette Boulevard will be a magnificent addition to the present Riverside Park and Drive system, and it can be made at moderate cost. I am anxious to get through the Legislature such bills as these before Greater New-York is established, for we will not have quite as much money to spend after that occurs as we have now. Temporarily, Brooklyn and Long Island City will have the pecuniary advantage of the union of the cities."

NO TAX ON STATE BONDS.

THE SENATE PASSES THE CONTROLLER'S BILL TO SUSTAIN NEW-YORK'S CREDIT.

Albany, Jan. 28.—There was another light calendar in the Senate this morning and many Senators were absent. Senator Ellsworth's bill exempting State bonds from taxation came up for final action, and Senator Grady moved to recommit it to the Committee on Finance with instructions to strike out the enacting clause. He declared that it was a discrimination against the individual borrower, and he thought that the limit of exemption from taxation had been reached. If this bill were to pass it would place an additional burden upon the taxpayers. New-York would have to bear 46 per cent of this additional burden, even though her citizens did not hold a dollar of these bonds.

Senator Krum, of Schoharie, also opposed the bill. The measure proposed to exempt all bonds hereafter issued from taxation. As first presented to the committee, it proposed to exempt bonds heretofore issued, but he was thankful that the provision had been stricken out. This, he said, was the first time in the history of the State when it had been considered necessary to throw a sop to capitalists to induce them to buy State bonds. What was the condition that required this departure from all precedent. Some of the bids received for the $4,000,000 of canal bonds, the Controller told him, were less than par, but there was one bid for the whole $4,000,000 at a premium of 62-100 of a cent, with a proviso that the bid should be void if the bonds were not exempt from taxation. This bidder knew that under the laws of the State these bonds were liable to taxation. What right had he to anticipate that these bonds should be exempted from taxation?

"I believe," he continued, "that behind this single bid there stands a syndicate, a trust, in whose interest this legislation is proposed. This bill is in the interest of the millionaire and against the great mass of the people."

Senator Cantor said he understood Senator Krum to be anxious to preserve the credit of the State, but if this bill did not pass the bonds would have to be sold below par, and this would not place the credit of the State in a very desirable light. He contended that there were no 3 per cent bonds in existence which were subject to taxation.

Senator Guy thought that Senator Krum was right in the general principle that it was wrong to exempt any property from taxation. But the State was about to issue $9,000,000 of bonds, and if they were exempt from taxation they would bring 2-3 of 1 per cent more, which meant a saving of $60,000 to the people. If the bill did not pass, the bonds would be bought up by Wall Street syndicates and sent out of the State, and would escape taxation anyway.

After others had spoken, Senator Ellsworth closed the debate, reviewing all the arguments presented and the circumstances which, he said, demanded the passage of the bill.

A rollcall was then ordered. The call proceeded slowly and occupied nearly an hour, nearly every Senator explaining his vote. The bill was finally passed, 26 to 11, as follows:

Yeas—Brush, Burns, Cantor, Chahoon, Coggeshall, Ellsworth, Ford, Gallagher, Grant, Guy, Harrison, Higbie, Higgins, Humphrey, Johnson, Koehler, Lexow, Malby, McCarren, Page, Parsons, Raines, Stranahan, Tibbits, Wieman, Wray—26.

Nays—Ahearn, Brackett, Daley, Featherson, Foley, Grady, Krum, Martin, McNulty, Munzinger, Wilcox—11.

Senator Guy introduced a bill increasing from $500,000 to $850,000 the appropriation for constructing the new Harlem River drawbridge in New-York City.

Senator Grady introduced a bill enabling Assemblyman Timothy P. Sullivan to take the examination for admission to the bar without passing the Regents' preliminary examinations.

AN ANNEXATION BILL AND ITS OBJECT.

Albany, Jan. 28.—Senator Koehler to-day introduced a bill providing for the annexation of Long Island City and the towns of Flushing, Newtown, Jamaica and a part of the town of Hempstead, in Queens County, to the county of New-York, as well as to the city of New-York. The object, it is suspected, is to cut short the official term of William J. Youngs, who has just been elected District-Attorney of Queens County.

CONVOCATION WEEK.

THE REGENTS HAVE A TIME FIXED FOR THE ANNUAL EDUCATIONAL CONGRESS.

Albany, Jan. 28.—The date for holding the annual convocation of the Regents of the University has been under discussion for the last three years. The Regents recently sent to every institution in the State interested in the matter for suggestions, and the replies tabulated to-day show that 335 voted to have the annual convocation begin on Monday evening and continue all day Tuesday and Wednesday of the second week after the June examinations. This brings the convocation this year on June 28, 29 and 30. At the latest in any year it will close on the evening of July 3, and at the other extreme it may close a week earlier. Seventy-five institutions voted for the previous week, twenty-two for Thursday, Friday and Saturday, instead of Monday, Tuesday and Wednesday of the second week, which will hereafter be known as Convocation Week, and only twelve for the old date, Wednesday, Thursday and Friday after July 4. Colleges, academies and professional and technical schools seem to have practically the same preference, as their votes were in about the same proportion.

This change establishes three distinct educational weeks at the end of the school year—examination week, ending the third Friday in June; commencement week, immediately following, and convocation week, following that in turn.

GOVERNOR BLACK'S GUESTS.

Albany, J