New-York Tribune.

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THE NEWS IN LONDON.

CLAMOR FOR PARLIAMENT'S EARLY ADJOURNMENT.

COMMENT ON PRESIDENT M'KINLEY'S MESSAGE—LORD ROBERTS'S FAREWELL ORDER.

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[BY CABLE TO THE TRIBUNE.]

London, Dec. 5, 6 a. m.—There were civilities and ceremonials in both houses of Parliament yesterday, in accordance with tradition and precedents. The members were sworn in and the writs were issued for the re-election of the new Ministers. But the real business of the session was deferred until Thursday. Mr. Nolan was the only Irish Commoner in sight, Mr. Healy being still in retirement. Sir William Harcourt has returned to Westminster in high spirits, being less grim and irritable than usual, and having a light jest and a good humored smile for both friend and foe. The warmth with which he congratulated Mr. Chamberlain upon the benefits of his sea trip contrasted strongly with the bitterness with which he attacked the Secretary for the Colonies during the electoral canvass.

Sir William Harcourt will virtually lead the Opposition in the financial debates during the next fortnight, and he is certain to score many points. Lord Tweedmouth gave a dinner last night to enable the Liberal chiefs to reach some agreement upon an amendment to the Address, and Mr. Harcourt was present. The Ministers are complaining of weariness before the session has fairly started, and are clamoring for the earliest possible adjournment.

Reference is made by one or two newspapers this morning to the projected Nicaraguan Canal. "The Times" compares it unfavorably with the Suez Canal, and endeavors to show that British trade will not follow the new route. The conclusion is arrived at that the scheme may be a failure.

General Mercier's plan for an invasion of England is not taken seriously here, and his speech in the French Senate has called forth some sarcastic comments.

The only paper to refer in its leader columns to Secretary Gage's annual report is "The Express," which hazards an opinion that in a century or so the staple industry of England and Europe will be that of carrying raw material across the Atlantic for the manufacturers of the United States, and bringing back foodstuffs, with such a proportion of manufactured goods as the Old World can afford to pay for. "The Express" publishes the principal points of an American scheme for joining all towns within thirty miles of London to the metropolis by a system of electric tram lines. It will be a great day for London when such a scheme is brought into actual operation, but the difficulties in the way are enormous. Frank W. Hawley, vice-president of the Erie Canal Electric Traction Company, says American capitalists will not require a penny of British capital, and this remark has slightly offended the dignity of "The Express," which thinks that some brains and some determination are still left to the old country, and would prefer that Londoners should work out their own salvation.

Delancey H. Louderbach resigned his position by cable yesterday as London manager for Mr. Yerkes, owing to the illness of his wife, but he will not leave London until all construction contracts have been signed.

The English newspapers continue to comment upon President McKinley's Message, and to balance praise and criticism impartially. Two journals as far apart in their own views respecting China as "The St. James's Gazette" and "The Westminster Gazette" contrive to find something in what he says to support their own theories respecting the British policy. The English leaders on the Message would not be complete without the conventional references to vote catching practices during Presidential years and to the vagaries of American wirepullers. The same journals which discourse glibly upon inconsistencies of American diplomacy in China have never been allowed to know what the real policy of their own Government has been, nor have they ever been able to agree among themselves as to what it ought to be. President McKinley's references to the canal treaty and Alaska are commended without dissent. "The Globe" is explicit in declaring that the Hay-Pauncefote compromise goes to the furthest extreme in conciliation, and represents England's last word on the canal question. This is without doubt an accurate summary of English opinion respecting the revised canal treaty. The Foreign Office would not be supported if it consented to accept an amendment for fortifying the ends of the canal.

Lord Kitchener's report of Knox's, Settle's and Paget's skirmishes shows that the operations against the guerillas under the system are still indecisive. While De Wet has been headed off in one direction, he has doubled in another. The text of Lord Roberts's farewell order to the army is eloquent enough to stir to enthusiasm to-day's leader writers. It is the strongest possible summary of the sufferings and heroism of the British army in a campaign unexampled for severity, over 14,300 officers and men having died from wounds, fever and exposure.

The Canadian contingent was received yesterday with civic, military and naval honors at Portsmouth, and the men had a most enjoyable day in the dockyards and on Whale Island. The Canadians will visit the National Gallery, the Houses of Parliament and Lambeth Palace this morning, and will be entertained at luncheon by the Duke of Argyll and the Princess Louise at Kensington Palace, and will attend a reception at the Kensington Town Hall.

General Clery, who commanded a division under General Buller in the Ladysmith campaign, has returned to London and is enjoying the hospitality of his Aldershot friends. While he did not redeem his reputation as chief strategist of the Staff College, he escaped the fate of Generals Gatacre, Methuen and Warren in the early period of the war.

Dr. Jameson still remains in retirement at London. I. N. F.

RIVER TIBER OVERFLOWS.

BIG QUAY AT ROME SLIDES INTO THE WATER INVOLVING HEAVY LOSS.

Rome, Dec. 4.—In consequence of the rise of the River Tiber the Quay Anguillara, three hundred yards long, which had been undermined, slid into the river to-day. The damage done is estimated at 2,000,000 lire.

VISCOUNT HALIFAX TURNS ROMANIST.

Dublin, Dec. 4.—Viscount Halifax, president of the English Church Union, and one of the leaders of the ritualistic section of the Church of England, is, according to "The Evening Herald," about to join the Church of Rome.

A MARVEL IN EVERY RESPECT. Evans' Ale and Evans' Stout.—Advt.

SAVED BY BREECHES BUOY.

THREE MASTED SCHOONER DRIVEN ASHORE AND WRECKED ON JERSEY COAST.

Chadwick, N. J., Dec. 4.—The three masted schooner Oliver Schofield drove ashore south of this place and near Lavalette this afternoon at 3 o'clock. Her crew was taken off in the breeches buoy after much difficulty. The schooner was first sighted about 2 o'clock by the lookout at Life Saving Station No. 13, near Lavalette. She was vainly endeavoring to work out into deep water in the face of a sixty-mile gale. The seas were breaking over her deck, and her sails had been hauled down to the last reef.

She was laboring badly, and the life savers at once made ready to aid her. Do what the crew would, each effort to drive into the teeth of the gale only worked the schooner further in shore. Every possible tack was taken, but without result, other than a loss of ground. The life savers ran out their gun and hauled it along the beach. About a thousand feet outside the outer bar, as nearly as could be seen from the shore, the anchors were let go. One was lost in a minute, and the other did little to retard the progress of the vessel. Every stitch of canvas was taken in or blown away, and the schooner was seen to still work landward.

Fifteen minutes after the anchors were let go the schooner was in the outer breaker line, and doomed. It would appear that at this time her last anchor cable parted. It was fortunate for the crew that this took place, for when the last restraint went the vessel shot shoreward rapidly. The outer bar did not hold her, and she floated into the deep water between the bar and the beach. Breakers twenty feet high were rolling over the bar, and the Schofield was lifted on one of these and carried over.

Had she hit the bar and remained there nothing could have been done to save the crew, as the lifeline would not have carried. The seas were so high that no one was foolish enough to think of trying the lifeboats. The Schofield drove broadside on, and grounded three hundred and fifty feet from shore. By this time the life savers had begun to sink their shore anchor, and then the lines were coiled and got ready. The gun was called into use. Life Saving Stations Nos. 12 and 13 were on the ground with lines a few minutes after the schooner grounded. No. 14 came up a little later.

The first shot fired went wide of the mark. The second was true, but the wind drove the missile back and the line fell short. There was then a long wait for the wind to moderate. The wind held strong, and it was finally decided to make another try. This appeared to hit the deck, but slipped back before the sailors who were waiting could fall on it. Each wave was working the schooner further in. At times the schooner was on her beam ends, and every time she rose on a wave and then dropped back on the sand she could be seen to come closer in. After several further attempts the line was shot clear across the vessel, and a moment later was hauled taut. The heaving line was then made fast to the ship end of the breeches tackle. The crew, being an American one, had no trouble in handling the apparatus. Blocks were already waiting on board the schooner, and the heaving line was run through these, and with this aid the crew drew their end of the apparatus quickly on board. It was run to the mainmast and the signal given that the crew was ready. The breeches were sent out. The first man to enter was the steward.

Captain A. Sprague, of the schooner, took position at the mast end of the line and superintended the work. He strapped the steward in and gave the signal to haul away. The schooner went over on her side just then, and the life savers waited. As the schooner righted again the life savers ran their end of the line inshore and the steward shot along the line like a streak and landed without hitting the water. He was the only man so fortunate, as each of the others got a ducking en route. By 5 o'clock Captain Sprague took his place in the breeches, carrying with him his papers and instruments, and, when all was ready, gave the signal. He was the last man ashore.

The rescued men were taken to the station and attended to. They did not suffer much, and later were able to aid the life savers in gathering up their tackle. Half an hour after Captain Sprague made the trip along the line the foremast, under the influence of the whipping of the waves, rolled out of the vessel, carrying with it both topmasts of the other sticks. An hour later both the other masts went, and the hulk began to pound on the beach. She is rapidly going to pieces, and the beach is strewn with the lumber which formed her cargo.

This evening she is less than a hundred feet from the shore line. Very little will be left of her by morning. The crew consisted of six men, in addition to the captain. The schooner was bound from Norfolk to New-York, with a cargo of lumber.

In the "Record of American and Foreign Shipping for 1900" the Oliver Schofield is listed as hailing from New-London, with a tonnage of 374. She was built at Tottenville, N. Y., in 1867. She is owned, according to the record, by E. P. Brockway.

LATEST IMPERIAL EDICT.

GENERAL TUNG FU HSIANG DEPRIVED OF HIS RANK AND TITLES.

Shanghai, Dec. 3.—An Imperial edict deprives General Tung Fu Hsiang of his rank and titles, but permits him to retain command of the troops. He has been ordered to disband five thousand men and to withdraw to the Province of Kan-Su with the remainder.

The edict deprecates his ignorance and roughness in dealing with foreign affairs, but it is not regarded as of serious import.

A recrudescence of the Southern rebellion is reported. The "Triads" are said to be getting fresh supplies of ammunition, and to be preparing outbreaks in the provinces of Kwang-Tung and Kwang-Si.

Native papers express the belief that the Court is preparing to return to Peking, whither orders have been issued to send the rice tribute, instead of sending it to Sian-Fu.

OFFICER TORTURED AND KILLED.

London, Dec. 5.—Dr. Morrison, wiring to "The Times" on Monday from Peking, says:

"Evidence has been produced proving that Captain Watts Jones was murdered, after four days of inhuman torture, eight marches beyond Kalgan.

"The statement that the customs revenue is being remitted to Sian-Fu is erroneous. The only money remitted to the Court has been the provincial silver contributions to the Central Government."

"Native papers report," says the Shanghai correspondent of "The Times," "that the Court has decided to issue an edict ordering the decapitation of Prince Tuan and General Tung Fu Hsiang."

TWENTY-TWO VICTIMS IN SAN FRANCISCO.

San Francisco, Dec. 4.—Frederick F. Lilly, son of a wholesale shoe dealer of New-York, has died from injuries received in the Thanksgiving Day accident, near the football grounds, making the twenty-second victim. His father is expected to arrive here to-morrow.

OPPOSITION TO LORD ROSEBERY.

London, Dec. 5.—"The Standard" says it learns that Lord Rosebery would resume the leadership of the Liberal party but that Sir William Vernon Harcourt and John Morley decline to pledge themselves to support his policy.

FARE TWO CENTS A MILE

To Niagara Falls and all other points on the New York Central; mileage tickets for 500 or 1,000 miles. Open to every one.—Advt.

REAR-ADMIRAL WALKER AND PART OF THE NICARAGUA CANAL COMMISSION.

EX-SENATOR PASCO. PROFESSOR HAUPT. COLONEL HAINS.

W. H. BURR. ADMIRAL WALKER. COLONEL ERNST.

ENGLAND EASY TO INVADE

GENERAL MERCIER'S STATEMENT IN THE FRENCH SENATE CAUSED A SENSATION.

Paris, Dec. 4.—General Mercier caused a deep sensation in the Senate to-day, during the debate on the Naval bill, by pointing out the ease with which England could be invaded. He demanded that the Government introduce into the plans for the mobilization of the army, the navy methods for the rapid embarkation and debarkation of an expeditionary corps.

In the course of his extraordinary speech General Mercier said:

In view of the possibility of war with Great Britain, the use of the army is not sufficiently taken into account. The times are not the same as they were a hundred years ago. Steam, the navy, the telegraph and the railroad have rendered the problem of the invasion of England much easier of solution. Moreover, England herself is no longer the same. The Transvaal war has shown that the British army, although brave, is not equal to the task which England expected it to perform. The British navy is powerful, but it has many coasts to defend.

France, therefore, is numerically England's equal at certain points and is even her superior in the instruments of destruction. History furnishes many instances of mutiny in the English navy at the moment of battle. A landing in England is, therefore, not beyond realization.

This is not only my opinion, but that also of high naval officers. The British Premier recently expressed significant fears, and if the principle of landing is admitted the practical means of execution may be discussed.

I venture to think that the work I prepared while commanding an army corps could serve as a basis for such a project which would not be expensive.

At this point protests were raised, and M. Fallieres asked General Mercier not to enter into the details of the scheme.

General Mercier replied that the scheme could be "held over the head of England, like the sword of Damocles," and he proposed a resolution that the Senate should invite the Government to complete immediately preparations for the mobilization of the army and navy by preparing everything necessary to embark and disembark as rapidly as possible an expeditionary corps.

Protests were raised from various benches, and M. de Lanessan, Minister of Marine, followed the President's ruling that the motion was out of order in the present debate by declaring, amid cheers, that the Government could not possibly accept it.

MERCIER NOT TAKEN SERIOUSLY.

ENGLISH PAPERS INCLINED TO TREAT HIS SPEECH LIGHTLY.

London, Dec. 5.—"The Morning Post" seizes the occasion of General Mercier's speech in the French Senate yesterday to criticise the weakness of British defences, which, he said, must be attributed to red tape, but the papers generally treat Mercier's outburst in a spirit of banter.

"It is an idea worthy of the courageous soldier who perjured Dreyfus into a living grave and who, as Minister of War, sat shivering with terror during a whole night at the Elysée lest Germany should declare war against France," says "The Daily Chronicle," and most of the morning papers comment in a similar strain.

"The Daily Graphic" says: "We trust that General Mercier's harangue will awaken sober public opinion in France to the dangers the republic is courting by allowing Nationalist firebrands so much license."

"The Standard" says: "The incident is rather encouraging to Englishmen, who esteem and respect France, because it proves that responsible French statesmen are not disposed to deal equivocally with proposals having a tendency to disturb the good relations between the two Powers."

CENTRAL MAY USE ELEVATED.

LATEST PLAN FOR RELIEVING CONGESTION IN GRAND CENTRAL YARDS.

Although the trains over the New-York Central and the New-York, New-Haven and Hartford railroads are running in and out of the Grand Central Station practically on schedule time, the officials of these systems realize that a repetition of the delay and confusion experienced recently may occur at any time. The managers of the New-York Central have under consideration at least a dozen plans looking to a relief of the congestion of traffic in the yards and the tunnel. Nothing feasible has been found yet, but it is said that efforts in that direction will not be abated until some solution is reached. The officials of the Central realize that New-York is growing like a weed, and that the traffic now, which is as heavy as, if not heavier than, the capacity of the yards will admit, will be greatly increased within the next few years. The new switching system, it is hoped, will do much to alleviate the trouble, but it is realized that this is only a temporary check, and that the traffic is bound to grow beyond it. The officials and directors of the road are puzzling their heads over the best plan to be adopted.

The discovery of a practical solution of the problem will be followed by immediate action. One plan now under consideration contemplates the separation of the local and through traffic. The officials of the New-York Central say that revenue derived from the suburban traffic is not at all commensurate with the outlay. The plan which is being seriously discussed by the directors provides for a new suburban terminal in the vicinity of One-hundred-and-twenty-fifth-st., or else above the Harlem. This station would be used solely for suburban trains, and connection would be made there with the new underground road now under construction.

The plan provides for constructing suburban trains of a character that would admit of their being run directly on the tracks of the underground. This, it is believed, would be a great boon in two ways. In the first place it would bring passengers from local points right downtown, and at the same time it would remove enormous pressure from the overtaxed yards at the Grand Central Station. Failing in an effort to make connection with the underground, there is talk of making a traffic arrangement with the Manhattan Elevated road which will permit suburban trains to run into the city and downtown over the tracks of the elevated road. This plan has the serious support of powerful directors of the road, and it is believed that some such arrangement may be made. If it is decided to operate suburban trains in conjunction with the underground there will necessarily be the delay of waiting for this road to be finished. That will be four or more years, and the traffic will have to be handled in the interim. If the Manhattan Elevated tracks are utilized, then the system would be put into effect soon. With the local trains cared for by either the elevated or the underground, there would be plenty of room for handling through trains in the present yards.

Other plans talked of have been outlined in The Tribune. One provides for a tunnel under the present track and the running of trains in, around and out on a loop. This is not practicable with engines, owing to the dirt and smoke, and a motor must be found that can haul a train down from or up to Albany. The time it would take to couple and uncouple a motor in the yards would outweigh any benefit gained by its use. No available motor has yet been found. The latest tests are being made with a hot water system, attachable to each car, but nothing satisfactory has been adduced. Another plan is to separate the local and through trains, keeping the present station for the latter and accommodating the former with a series of loops built upon an elevated structure above the present yards. Three or four loading and unloading platforms would be provided.

The first plan outlined, of separating the local and through trains and utilizing the underground or the Manhattan elevated for bringing the local trains into the city, is the one receiving serious consideration now, and the one that may be decided on.

HEAVY WIND AND RAIN STORM

GALE TIES UP SHIPPING, SKIPPERS HUGGING SHELTER — SOME DAMAGE REPORTED.

The rain and wind storm yesterday was one of the heaviest this city has experienced this fall. Only once has the rainfall of yesterday, 1.36 inches, been exceeded, and the wind several times yesterday equalled in velocity that of any previous day, seventy-two miles an hour. The rain did the earth in the country a great deal of good, as it was steady and persistent. It also added to the available water supply of the city. The wind while brisk did not do a great deal of damage. After the rain ceased it quickly dried the pavements and blew the clouds from the sky.

The storm broke about 5 or 6 o'clock in the morning. It began in the Gulf of Mexico two or three days ago as a gentle wave of warm air, giving little indication of creating an atmospheric disturbance of any consequence. It crept innocently to the coast of Georgia, and then began to grow. It spread over nearly every State east of the Mississippi River, giving them all a dash of rain. Its centre had reached North Carolina yesterday morning, when rain began to fall in this city. The centre then tore up the coast at a sixty mile clip, reaching this city at about 8 o'clock, when the barometer registered 29.05, its lowest point in this neighborhood.

The passing of the centre was manifested by several interesting phenomena. The wind, which had been blowing at a velocity ranging from forty to seventy-seven miles an hour, dropped to about ten miles, and changed from the east to the southwest, and then to the northwest. The temperature began to drop, and the wind to increase in velocity again. At 8:40 o'clock it was whisking along at a speed of nearly seventy miles an hour. The sky quickly cleared under the influence of the wind, and the moon shone out. The wind will probably continue to-day and to-morrow; gales are promised. The storm is likely to trouble incoming vessels. In fact, it almost completely stopped yesterday the movement of shipping in and out of the harbor. Steamers going out anchored in Sandy Hook Bay, and none entered after the early morning but the Old Dominion liner Jamestown, from Norfolk, which passed in Sandy Hook at 1:15 p. m. There was not a sailing vessel in sight except the coasting schooner Henry L. Peckham, which ran in from outside for harbor in Sandy Hook Bay. The same harbor was also sought by the tugs Cumberland, towing two barges, and the Tamaqua, towing three barges, which had found the sea too rough to proceed with safety along the coast.

Among the steamers which anchored in the Lower Bay were the Hora, the Katahdin, the Cervantes, the Burgundia and the Iroquois. The weather will be colder to-day.

At 9:15 o'clock, when the second gale was at its height, one of the large plate glass windows in the front of the clothing store of W. C. Loftus & Co. in "The Sun" Building was blown in. The clothing and cloths displayed in the window were knocked about. Strangely, the electric lights which bordered the window and the chandelier in the centre escaped injury.

HIS ASHES THROWN IN AIR.

EX-JUSTICE HOFFMAN WANTED THEM RETURNED TO EARTH AFTER HIS CREMATION.

In the presence of a number of his lifelong friends the ashes of the late Justice Albert Hoffman, of Hoboken, were scattered to the winds yesterday. The body was incinerated at Fresh Pond, Long Island.

When the work had been done the ashes were taken charge of and thrown into the air. This was in accordance with the wishes of the former Judge. He had expressed a wish to be cremated and said he did not want his ashes taken home to be knocked about. He wanted them to return to Mother Earth.

Physicians prescribe Ballantine's India Pale Ale for run-down men and women.—Advt.

Cure the CHILDREN'S COLDS with JAYNE'S EXPECTORANT.—Advt.

GOOD CITIZENS ARE IN TOUCH WITH ALL that improves the city—Evans' Ale is a promoter.—Advt.

HOW THE YOSEMITE SANK.

ABANDONED ONLY AFTER AN HEROIC STRUGGLE.

MEMBERS OF THE CREW TELL OF THE BATTLE WITH THE STORM.

Manila, Dec. 4.—Two members of the crew of the United States auxiliary cruiser Yosemite, which recently foundered during a typhoon off the Island of Guam, have arrived at Cavité on board the United States transport Alava, which left Guam on November 26 with seventy-five marines who had been transferred to Cavité from Guam. The names of the two men of the wrecked vessels are John Barry, a carpenter, who was about to be relieved at the time of the disaster, and Henry Colligan, a hospital apprentice, who came on board the Alava to attend some of the sick marines.

Barry had much to do with rigging up the steering gear and in other attempts to save the Yosemite. A boom fifty feet long and a foot thick, which was rigged over her stern, snapped off when attempts were made to steer with it. By the time a stouter arrangement was effected what was left of the propeller was almost out of the water, and the steamer was constantly settling lower by the head. No progress was possible, and all on board thought their last moments had come. The discipline on board was good.

After the Yosemite had drifted shoreward from her anchorage she pounded on a reef. The wind shifted with extreme suddenness and terrific fury, and carried the vessel outward through such a narrow outlet in the harbor that no one understood how she got through. It was very dark and thick. The spray was blinding and the wind threatened to sweep the men into the water at any moment.

When asked whether there was any criticism among the men upon the officers' action in abandoning the ship, the two men interviewed replied that practically every man conceded that all had been done that was practicable, and the abandonment of the vessel was the only course left. The official reports asserted that the sea valves were opened finally to expedite the sinking.

Barry and Colligan said they knew nothing as to that point, but the attempts of the United States collier Justin to tow the cruiser were useless, and the Yosemite would inevitably have sunk. The two men said they believed there was some difficulty with the pumps in getting water out of the forward compartment, but the hole in the bottom was so big that the cruiser must have sunk, no matter what had been done.

Several marines who were at Agana, Guam, during the typhoon, said that three-quarters of the town was under water, and that all the dwellings were destroyed excepting those having tile roofs. The corrugated iron roofs surmounting the Government buildings and residences were for the most part lifted bodily.

The marines waded about and assisted women and children to places of refuge. The natives, after their losses, made only feeble efforts to repair the damage.

In the judgment of naval officers the abandonment of the Yosemite was the only course feasible, the feeling being that the Justin might have stood by longer, but that the result would have been the same.

BIBLE TEACHERS REVOLT.

SUNDAY SCHOOL WOMEN REFUSE TO SERVE UNDER PASTOR—PUPILS ASK THEM ABOUT CHURCH FIGHT.

Paterson, N. J., Dec. 4.—The Sunday school teachers of the First Presbyterian Church have struck. Twelve young women drew up a petition to the Presbytery of Jersey City, expressing their determination to cease teaching in the Sunday school until the difficulty between the pastor and his friends and their opponents is settled. The petition in part is as follows:

We, the undersigned, members and attendants of the Presbyterian denomination, who are Sabbath school teachers and pupils of the First Presbyterian Society of Paterson, N. J., feel it to be our duty to make known to you that we can no longer remain in the church or Sunday school under the ministrations of Dr. F. E. Miller, whose methods and manner we disapprove.

And we most heartily condemn the unjust treatment of W. A. Arnold by Dr. Miller and his friends, which has gone on almost continuously for the last two years. We take pleasure in informing you that it was by his efforts almost entirely, and in spite of the very bad influence of the church disturbances and the entire lack of assistance or encouragement on the part of the pastor, that the Sunday school attendance was kept up to a proper number and so far in advance of the church that there was no comparison between them.

And, although we greatly deplore the necessity of this step, we feel impelled to take it by the fact that our efforts are rendered of little effect by the disgraceful proceedings in the church, the pupils frequently interrupting the lesson to inquire about the fight.

Another petition has been sent to the Presbytery from the anti-Millerites protesting vigorously against the recognition of the election that was held recently, at which the friends of Dr. Miller were successful. This petition accused Dr. Hurr, of Jersey City, with being friendly to Dr. Miller and with allowing his friendship to interfere with his duty as a presiding officer. The anti-Millerites claim that Miller must resign or the church will go to pieces.

THE SAALE TO BE SOLD AT AUCTION.

ONE OF THE SHIPS DAMAGED IN HOBOKEN PIER FIRE GOING UNDER THE HAMMER.

The steamer Saale, of the North German Lloyd Line, which was badly damaged when the piers of the company were burned last summer, is to be sold at auction to-day at Burling Slip by the underwriters. The Saale was the only one of the three steamers in the fire which the company decided not to repair. It was said yesterday that the agents of the Canadian steamship companies and of a West Coast steamship company were in the city for the purpose of bidding on the vessel.

TIRED NATURE'S SURE RESTORER, —Balmy ale. (Evans', of course.)—Advt.

SHIPPING BILL TAKEN UP.

EXPLAINED AND ADVOCATED BY SENATOR FRYE.

A START MADE IN THE PROGRAMME FOR A BUSINESS SESSION OF CONGRESS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Dec. 4.—The Senate plunged to-day into the legislative tasks which the Republican leaders in that branch have set for the short session, taking up for consideration by a vote of 38 to 20 the so-called Payne-Hanna Shipping Subsidy bill. This measure, which seeks to revive the ocean carrying trade of the United States, has been beaten by its advocates into a shape in which it will doubtless prove acceptable to the great majority of the Republican members in both branches. Last year on its introduction in the House it encountered persistent opposition both in and out of the Committee on Merchant Marine, and the effect of this criticism was seen in the multitudinous changes made in its details in the course of the session. As the bill now stands, it has been shorn of certain objections which have been urged in the past against subsidy legislation, and its advocates believe that it offers no aid to American shipbuilders and shipowners which cannot be justified on the broadest grounds of National policy.

As chairman of the Senate Committee on Commerce and father of most legislation framed in Congress in the last decade to protect and stimulate American shipping and maritime interests, it fell to Senator Frye, of Maine, to make the opening speech in support of the Payne-Hanna bill. The Maine Senator, who has exercised the functions of President in the upper branch of Congress uninterruptedly since Vice-President Hobart's death, had made no set speech previously in this Congress, and the marked respect in which his judgment is held, as well as the great authority conceded to him on all questions of navigation and foreign commerce, was disclosed in the attention given his speech by both Republican and Democratic colleagues. His appeal for the passage of a measure which should restore even partially the prosperity once enjoyed by the American carrying trade was made without oratorical flourish, but with convincing skill and directness. Mr. Frye has shipping statistics at his fingers' ends, and can illuminate even a dull inquiry into the handicaps under which American ship builders and owners labor in competing for the ocean carrying trade with flashes of entertainment. His speech to-day was thoroughly admirable in style and statement—one of the best, in fact, on this subject that has come from this broadminded and accomplished legislator and statesman.

SENATOR FRYE'S ARGUMENT.

In beginning, Mr. Frye said that this great maritime Nation was placed in a position humiliating beyond expression by the present condition of its merchant marine. With a boundless seacoast, unparalleled and unapproachable natural resources, shipbuilders the equal of any in the world, the greatest exports in the world, and every other argument in its favor, the United States had permitted its commercial rivals to seize the pathways of commerce and hold them practically to the exclusion of this country. Last year, of all the enormous exports and imports of the United States only 9 per cent was carried in American bottoms. Last year the United States paid to foreign nations, principally Great Britain and Germany, $500,000 a day for doing carrying trade work for this country. He could not see how any Senator or other observer could be blind to this condition. In the war with Spain the United States was forced to search the seas over for auxiliary cruisers and transports, the only reason for such a condition being that it had sacrified its carrying ships.

"The world," Mr. Frye declared, "has entered upon a fierce commercial war, and it is to be a long and strenuous conflict. Each nation is seeking the advantage of its rivals in this conflict, and is pressing forward to gain that advantage. Most of the foreign nations are looking for commercial advantages in the East. Russia, France, Great Britain, Italy and Germany are paying an aggregate of $5,000,000 a year in subsidies for the carrying ships of the Eastern trade." He pointed out that under present conditions it costs the United States from 40 to 80 per cent more, principally in wages and food, to operate its ships than it costs Great Britain, and about 80 per cent more than it costs Norway, and yet the United States is forced to compete under such a handicap with the encouraged and protected ships of foreign countries. That was one of the reasons why the United States was in an humiliating position as to its merchant marine.

Mr. Frye discussed at some length the question of export bounties and discriminating duties, maintaining that export bounties were impracticable, and that in the matter of discriminating duties the United States would encounter no less than thirty-one different treaties. These would have to be abrogated if discriminating duties are enforced. The abrogation of these treaties would be an offence to every nation involved. "Our relations with European countries to-day," said he, "are most amicable. Do you think it wise to disturb these relations at this time?"

At considerable length Mr. Frye discussed the origin of the pending bill, and referred to the committee of twenty-five prominent Americans which had drafted the original Subsidy bill. The pending measure, he explained, had been amended materially and radically by the Committee on Commerce. None of the original committee of twenty-five had favored free ships, and Mr. Frye said he could see no reason why any man should favor them. He referred to the shipyards of the United States, and expressed the opinion that a great maritime Nation like this might as well be without a Constitution as to be without shipyards.

HANDICAP ON AMERICAN SHIPOWNERS.

Mr. Frye showed how much greater was the cost of building and operating ships under the American flag. If these expenses were not greater, he said, there would be no excuse for the pending bill, and its foundation would fall. He therefore presented an array of figures to prove that it not only costs more to construct American ships, but more to operate them after they are built. His figures indicated that ships of Great Britain had an advantage of from $4.50 to $5 a gross ton over American ships in the expense of construction and operation. He related the incident cited by Mr. Clyde, of the Clyde Steamship Company, before the Commerce Committee, of the operation of a ship under the Norwegian flag and an exactly similar vessel under the American flag. The expense of operating the Norwegian ship was just half that of operating the American ship between the same ports.

Mr. Frye also referred to the line of vessels run by the late John Roach "from New-York to Brazil. They came into competition with a line of Spanish ships exactly similar in size and speed. The Spanish vessels had a yearly advantage of $120,000 over the American ships, and could make money carrying freight at $5 a ton, while the American vessels, in order to make money, had to charge $7.50 a ton. Mr. Roach was forced to sell the line of vessels, and Mr. Thurber and the other purchasers of the ships eventually lost their entire investment.

THE AMOUNT OF SUBSIDIES.

Mr. Frye then took up that section of the bill which provides the amount of subsidy to be paid, and explained how the payment was regulated. He showed that by the terms of the measure a 10-knot vessel out for 175 days would draw $15,000 a year beyond the cost of her coal and handling, and that the amount of the subsidy would in percentage diminish with the increase of the speed of the ship.

Mr. Clay (Dem., Ga.) asked if it were not true that a 21-knot ship would draw under the bill $304,000 a year.

Mr. Frye replied that the amount drawn by such a vessel would be about $22,000 in excess of her coal consumption and handling.

"But," persisted Mr. Clay, "is not the gross

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